

Construction Staging Area (Phase 1) – Yonge Street and Bloor Street West (1 Bloor Street West)

Date: August 17, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 27, Toronto Centre-Rosedale

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Yonge Street and Bloor Street West, City Council approval of this report is required.

Mizrahi Developments is constructing a mixed-use development at 1 Bloor Street West. The development will consist of an 8-storey high retail podium and an 86-storey high residential tower. Construction of the development will be undertaken in several phases. This report deals with matters related to Phase 1 of the construction only, which includes excavation, piling and shoring operations and building to the ground level.

Transportation Services is requesting approval to close the west sidewalk and a portion of the southbound curb lane on Yonge Street and the south sidewalk and a portion of the eastbound curb lane on Bloor Street West fronting the site for a period of approximately 25 months. Pedestrian operations on Yonge Street and Bloor Street West will be maintained within the closed portion of the curb lanes.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. City Council approve the closure of the west sidewalk and a 3 metre wide portion of the southbound curb lane on Yonge Street, and the provision of a temporary sidewalk in the curb lane, between Bloor Street West and a point 66 metres south, from October 9, 2017 to October 31, 2019.
2. City Council approve the closure of the south sidewalk and a 1.2 metre wide portion of the eastbound curb lane on Bloor Street West, and the provision of a temporary sidewalk in the curb lane, between Yonge Street and a point 49 metres west, from October 9, 2017 to October 31, 2019.

3. City Council prohibit southbound right-turns during all times at the intersection of Yonge Street and Bloor Street West.
4. City Council rescind the existing stopping prohibition in effect from 7:30 a.m. to 9:30 a.m., Monday to Friday except public holidays on the west side of Yonge Street, between Bloor Street West and a point 66 metres south.
5. City Council rescind the existing parking prohibition in effect during all times on the west side of Yonge Street, between Bloor Street West and a point 66 metres south.
6. City Council prohibit stopping at all times on the west side of Yonge Street, between Bloor Street West and a point 66 metres south.
7. City Council direct the applicant to post a 24-hour monitored construction hotline number on the hoarding board, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.
8. City Council direct the applicant to provide and install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for night-time illumination, at their sole cost, to the satisfaction of the Ward Councillor.
9. City Council direct the applicant to sweep the construction site daily and nightly, or more frequently as needed to be cleared of any construction debris and made safe.
10. City Council direct the applicant to pressure wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed to be cleared of any construction debris and made safe.
11. City Council direct the applicant where no cycling lanes exist, in consultation with Transportation Services, to install sharrow markings onto the roadway and display appropriate signage on the hoarding board to inform motorists and cyclists to safely share the road.
12. City Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper lighting to ensure safety and visibility at all times of the day and night.
13. City Council direct the applicant to clearly consult and communicate all construction, parking and road occupancy impacts with local business improvement areas and resident associations in advance of any physical road modifications.
14. City Council direct the applicant to install appropriate signage and converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.
15. City Council direct that Bloor Street West and Yonge Street be returned to its pre-construction traffic regulations and lane configurations when the project is completed.

FINANCIAL IMPACT

There is no financial impact on the City. Mizrahi Developments is responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way. Based on the area enclosed and projected term of the closure, these fees will be approximately \$451,000.00.

DECISION HISTORY

The Ontario Municipal Board, pursuant to its Order issued on May 03, 2017, in relation to Board Case No. PL160431, allowed site specific zoning for the lands municipally known as 1-11 Bloor Street West, 768-784 Yonge Street and 760-762 Yonge Street.

COMMENTS

Proposed Development

A mixed-use development (The One) will be constructed by Mizrahi Developments at 1 Bloor Street West. The site is bounded by Bloor Street to the north, Yonge Street to the east and existing commercial uses to the south and west.

The development, in its completed form, will include an 86-storey high residential condominium building atop an 8-storey high retail podium. Retail uses will also be provided in a below grade concourse level. A four-level underground parking garage will be provided.

All permanent access to the development will be from a laneway located to the southwest of the site. The laneway provides servicing to a number of neighbouring properties and can be accessed from Balmuto Street.

Construction of the development will be undertaken in several phases and is expected to be completed in approximately five years. The entire site will be excavated lot line to lot line on all four sides to a depth of 22 metres. A secant wall shoring system will be installed along the perimeter of the site. The below grade construction will include a four-level parking garage and a retail concourse. The at-grade construction will include a multi-storey podium and a residential tower.

Phase 1 of the construction will include excavation, piling and shoring operations and building to the ground level. The remaining phases will include construction related to the podium and residential tower. This report deals with matters related to Phase 1 of the construction only. The remaining construction phases will be discussed in future staff reports.

In order to enable construction of Phase 1, the applicant requires a construction staging area within the road right-of-way on the west side of Yonge Street and on the south side of Bloor Street West. In addition, construction staging operations will also take place within a portion of the laneway to the southwest of the site.

Existing Conditions

Yonge Street, in the vicinity of the site, is a north/south major arterial roadway and consists of a four-lane (two northbound and two southbound) cross-section. Sidewalks exist along both sides of the roadway. The Toronto Transit Commission (TTC) bus routes No. 97 and 320 operate on this portion of Yonge Street.

The following parking regulations are in effect on the subject section of Yonge Street.

East side:

- "No Stopping, Anytime" between Hayden Street and Bloor Street East.

West Side:

- "No Parking, Anytime" between Grenville Street and a point 30.5 metres south of Bloor Street West;
- "No Stopping, 7:30 a.m. to 9:30 a.m., Monday to Friday except public holidays" between Grenville Street and Birch Avenue.

Bloor Street West, in the vicinity of the site, is an east/west major arterial roadway and consists of a four-lane (two eastbound and two southbound) cross-section. Eastbound and westbound curb lanes on Bloor Street West are marked with "sharrows" advising the cyclists and motorists to share the roadway. Sidewalks exist along both sides of the roadway. The TTC bus route No. 300 operates on this portion of Bloor Street West.

The following parking regulations are in effect on the subject section of Bloor Street:

North Side:

- "No Stopping, Anytime" between a point 9 metres west of Balmuto Street and Yonge Street.

South Side:

- "No Stopping, Anytime" between Queen's Park and Yonge Street.

Proposed Amendments

Construction staging operations on Yonge Street will be setup within the existing boulevard and the southbound curb lane. Subject to approval, a 3 metre wide portion of the southbound curb lane and sidewalk on the west side of Yonge Street, between Bloor Street West and a point 66 metres south, will be closed. Pedestrians will be redirected into a protected 2.1 metres covered walkway within the closed portion of the southbound lane. With the proposed closure in place, Yonge Street, in the immediate vicinity, will operate as two northbound lanes and one southbound lane.

To enhance traffic flow around the construction staging area, stopping will be prohibited at all times along the west side of Yonge Street, between Bloor Street West and a point 66 metres south.

Construction staging operations on Bloor Street West will be setup within the existing boulevard and a portion of the eastbound curb lane. Subject to approval, a 1.2 metre wide portion of the eastbound curb lane and sidewalk on the south side of Bloor Street West, between Yonge Street and a point 49 metres west, will be closed. Pedestrian movements will be maintained in a protected 1.7 metre covered walkway within the closed portion of the eastbound curb lane and south sidewalk. With the proposed closure in place, existing traffic operations on Bloor Street West will remain unchanged and the eastbound and westbound curb lanes on Bloor Street West will continue to accommodate the shared traffic operations for cyclists and motorists. The southbound curb lane on Yonge Street north of Bloor Street will be closed, between the stop bar and a point 60 metres north (including taper). Vehicles travelling in the southbound curb lane will be channelized into the southbound through traffic lane to achieve smooth traffic flow around the proposed construction staging area on Yonge Street. Southbound right-turn movements at the intersection of Yonge Street and Bloor Street will be prohibited during all times.

To enhance traffic operations around the construction staging area, the existing "No Stopping, Anytime" restriction will remain effective.

In regards to the laneway to the southwest of the site, the proposed construction staging area will utilize a small portion of the laneway and not impact existing traffic operations and access within the laneway.

Finally, a review of the City's five-year major capital works program was undertaken to identify any conflicts between the proposed construction staging areas and planned capital works projects in the area. The review of the Program at the time of this report indicates that in Year 2017, a cycling infrastructure installation project is planned on Yonge Street, between Bloor Street to Wellesley Street. Furthermore, in Year 2018, sewer rehabilitation work is planned on Bloor Street West in the vicinity of the site.

In Years 2021 to 2022, an infrastructure enhancement project is planned on Yonge Street, between College Street and Davenport Road. The exact dates of the planned capital works project were not available at the time of this report. In the event of any conflict with the planned capital works project, the developer has been advised that the proposed construction staging areas will need to be modified or removed to accommodate the capital works project activities.

Intersection Capacity Analysis

The existing and future (under construction) traffic operations were analyzed during the morning and afternoon peak hours at the following signalized and unsignalized boundary road intersections.

Signalized intersections:

- Bloor Street and Yonge Street;
- Bloor Street and Bay Street;
- Bloor Street and Church Street;
- Yonge Street and Yorkville Avenue;
- Yonge Street and Davenport Road;

- Yonge Street and Charles Street;
- Bay Street and Charles Street.

Unsignalized intersections:

- Bloor Street and Balmuto Street;
- Balmuto Street and Charles Street.

The existing traffic operations were analyzed using the current lane configurations and vehicular/pedestrian traffic volumes. The future conditions were analyzed using the lane configurations available during construction of the site and projected traffic volumes.

Under existing conditions, the signalized intersections operate acceptably with an overall intersection delay of up to 41 seconds during the morning and afternoon peak hours. Additionally, the unsignalized intersections also operate acceptably with an intersection delay of up to 19 seconds during the morning and afternoon peak hours.

Under future (during construction) conditions, the signalized intersections are expected to continue operating acceptably with an overall intersection delay of up to 54 seconds during the morning and afternoon peak hours. With the proposed closure in place on Yonge Street fronting the site, the southbound through traffic movement on Yonge Street at Bloor Street is expected to operate acceptably during the morning peak period. The motorists on this movement are expected to experience an average delay of up to 58 seconds.

The unsignalized intersections are expected to continue operating acceptably with an intersection delay of up to 22 seconds.

In view of the above, the proposed lane closures on Yonge Street and Bloor Street West during construction of the site are anticipated to have a manageable impact on the boundary road intersections traffic operations. It should be noted that some southbound through traffic on Yonge Street may divert to other alternative routes during the proposed road closure and construction of the development. This may result in reduced delay and queue lengths and improved intersection traffic operations.

Through ongoing dialogue with the developer, Transportation Services is satisfied that Mizrahi Developments has looked at all options to minimize the duration and impact of the construction staging area on all road users.

Councillor Kristyn Wong-Tam has been advised of the recommendations of this staff report.

CONTACT

Ann S. Khan, P. Eng.
Manager, Traffic Operations
Toronto and East York District
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Ann.Khan@toronto.ca

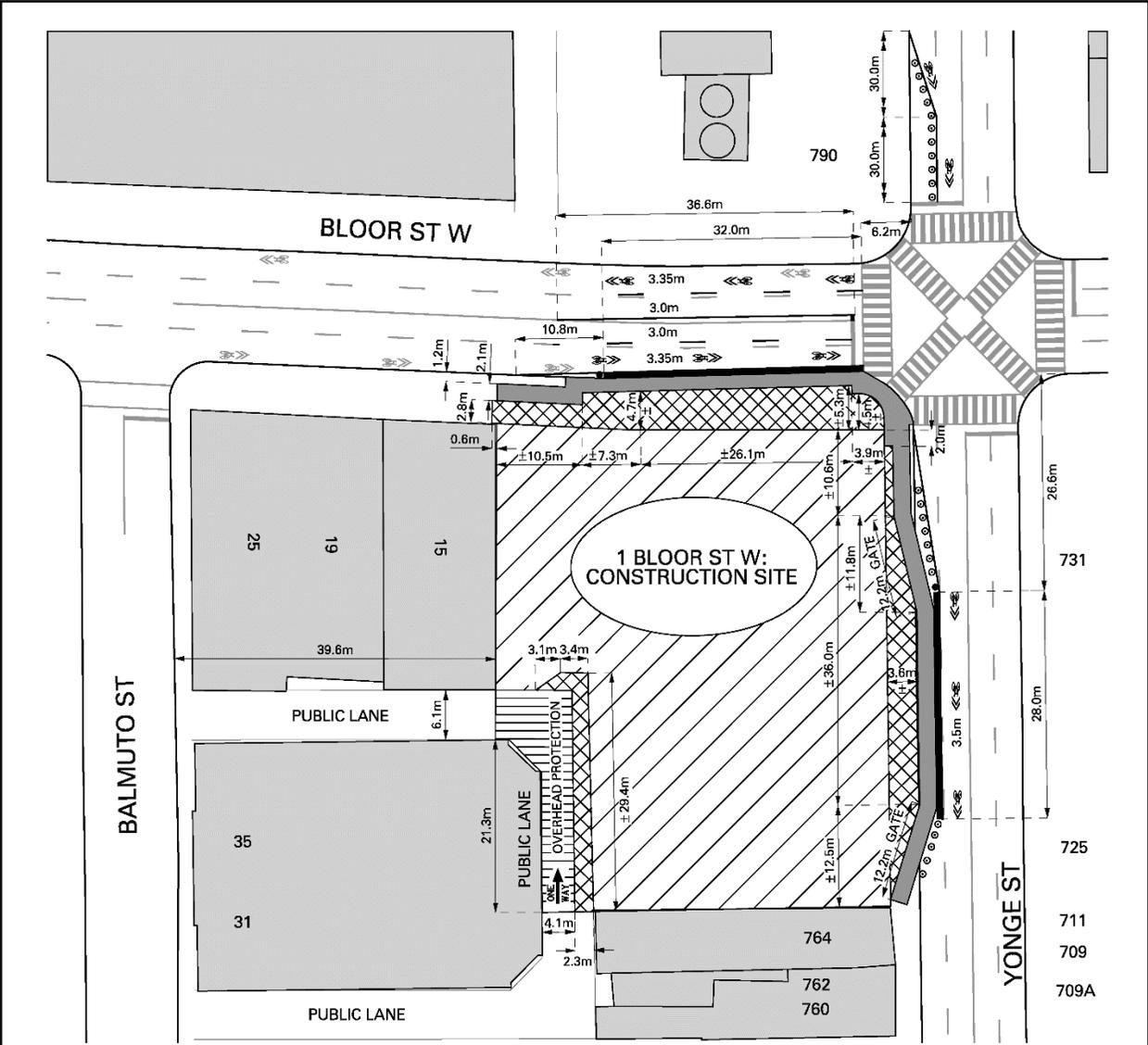
SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

Drawing No. 421G-2631, dated August, 2017

P:\2017\Cluster B\TRA\ts2017183te.top.doc - nb



LEGEND

-  PROPOSED 1.7m MIN COVERED PEDESTRIAN WALKWAY
-  PROPOSED CONSTRUCTION STAGING AREA
-  PROPOSED JERSEY BARRIER
-  PROPOSED ENERGY ATTENUATOR
-  PROPOSED TC-54 TRAFFIC BARREL

NOTE:

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
2. ALL DIMENSIONS ARE APPROXIMATE.
3. PROPOSED PAVEMENT MARKINGS ARE DEPICTED IN BLACK. EXISTING PAVEMENT MARKINGS ARE DEPICTED IN GREY.
4. ALL PROPOSED PAVEMENT MARKINGS TO BE INSTALLED BY CONTRACTOR.

**1 BLOOR ST W:
PROPOSED CONSTRUCTION STAGING AREA
(PHASE 1)**



M.S.

DWG. NO. 421G-2631

AUGUST, 2017

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT