

Construction Staging Area – 65-89 King Street East and 46 Colborne Street

Date: June 4, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 28, Toronto Centre-Rosedale

SUMMARY

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

PCL Constructors Canada Inc. (Toronto) will redevelop the lands located at the municipal addresses of 65-89 King Street East and 46 Colborne Street. The site is located in the south-east quadrant of King Street East and Leader Lane.

Existing commercial buildings located at the site and fronting onto King Street East are designated heritage structures. The heritage facades of the existing buildings will be preserved as part of the development proposal. A façade retention steel structure will be installed externally to support the heritage facades while the building structure behind the retained facades is reconstructed.

A construction staging area will be setup on the south side of King Street East abutting the site to facilitate installation of the façade retention steel structure. The construction staging area will be utilized to accommodate construction equipment and material.

Transportation Services is requesting approval to close the south sidewalk and a portion of the eastbound curb lane on King Street East, abutting the site, for a period of 6 months (July 3, 2018 to January 3, 2019). With the proposed construction staging area in place, motorists will be directed to share the median eastbound lane with the TTC streetcars. Eastbound bicycle movements on King Street East will be maintained in the available 1 metre wide safety setback from the TTC streetcar track allowance. The east-west pedestrian movements on the south side of King Street East will be restricted during daily work hours. A paid duty officer will be required to assist pedestrian movements around the construction staging area or across King Street East. Outside daily work hours and during the weekends, the construction equipment will be moved to within the site and a 1.7 metre wide temporary pedestrian walkway will be provided within the construction staging area.

The construction staging area will result in removal of the existing commercial loading zone and one taxicab space on the south side of King Street East. The existing accessible loading zone on King Street East will be maintained and shifted marginally to the east of the proposed construction staging area. The proposed construction staging area will not adversely impact the TTC streetcar service on King Street East. Additionally, the existing transit stops on King Street East will not be impacted.

RECOMMENDATIONS

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

1. City Council approve the closure of the south sidewalk and a 2.5 metre wide portion of the eastbound curb lane on King Street East, between Leader Lane and a point 53.6 metres east, from July 3, 2018 to January 3, 2019.
2. City Council approve the closure of a portion of the eastbound curb lane on King Street East, between Leader Lane and a point 20 metres west, from July 3, 2018 to January 3, 2019.
3. City Council rescind the existing commercial loading zone in effect at all times on the south side of King Street East, between a point 20.5 metres east of Victoria Street and a point 46 metres further east.
4. City Council enact the commercial loading zone in effect at all times on the south side of King Street East, between a point 20.5 metres east of Victoria Street to a point 39 metres further east.
5. City Council rescind the existing parking prohibition in effect at all times on the south side of King Street East, between a point 20.5 metres east of Victoria Street and a point 46 metres further east.
6. City Council prohibit parking at all times on the south side of King Street East, between a point 20.5 metres east of Victoria Street and a point 39 metres further east.
7. City Council rescind the existing commercial loading zone in effect at all times on the south side of King Street East, between 16.3 metres east of Leader Lane and a point 28 metres further east.
8. City Council rescind the existing parking prohibition in effect at all times on the south side of King Street East, between 16.3 metres east of Leader Lane and a point 28 metres further east.
9. City Council rescind the existing taxicab stand in effect at all times on the south side of King Street East, between a point 44.3 metres east of Leader Lane and a point 6 metres further east.

10. City Council rescind the existing on-street accessible parking zone in effect at all times on the south side of King Street East, between a point 50.3 metres east of Leader Lane and a point 16 metres further east.

11. City Council enact the on-street accessible parking zone in effect at all times on the south side of King Street East, between a point 53.6 metres east of Leader Lane to a point 16 metres further east.

12. City Council direct the Manager of Traffic Operations, Transportation Services to add as a condition of permit, requiring provision of a paid duty officer to be stationed at the intersection of King Street East and Leader Lane during daily construction work hours from July 3, 2018 to January 3, 2019. The paid duty officer will safely direct pedestrians around the construction staging area.

13. 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.

14. 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.

15. City Council direct that upon completion of the project, King Street East be returned to its pre-construction conditions, with the exception of the stopping prohibition in effect at all times on the south side of King Street East, between a point 20 metres west of Leader Lane and a point 53.6 metres east of Leader Lane.

FINANCIAL IMPACT

There is no financial impact on the City. PCL Constructors Canada Inc. (Toronto) 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 \$111,000.

DECISION HISTORY

The Ontario Municipal Board, pursuant to its decision issues on September 13, 2017, in relation to Board Case No. PL160519, approved the zoning by-law amendment in principle, for the lands municipally known as 65, 71-75, 95 King Street East and 46 Colborne Street.

COMMENTS

Development Proposal

PCL Constructors Canada Inc. (Toronto) will redevelop the lands represented by municipal addresses of 65-89 King Street East and 46 Colborne Street. The site is bounded by King Street East to the north, existing commercial uses (Albany Club) and existing under-construction residential development (60 Colborne Street) to the east, Colborne Street to the south and existing commercial uses (Tom Jones Steak House) and Leader Lane to the west.

The site is home to existing commercial uses (71-89 King Street East) fronting onto King Street East. These structures are designated heritage buildings. A surface parking lot is also located on the site and can be accessed from Leader Lane.

The redevelopment proposal for the site consists of an 18-storey office building along with ground floor retail uses. A 3.5-level underground parking garage will be provided to meet parking demands of the development. Permanent vehicular access to the site will be from Leader Lane.

The heritage facades of the existing commercial uses will be preserved and integrated into the proposed redevelopment of the site.

Construction Activities:

Construction of the development will be undertaken in several phases. Major construction phases and associated timeline are described below:

- Excavation and shoring phase: January 2019 to May 2019;
- Concrete work phase: June 2019 to July 2020;
- Building envelope phase: February 2020 to August 2020; and
- Interior finishes phase: January 2020 to December 2020.

Prior to beginning the excavation and shoring phase, interior demolition of the existing heritage buildings on the site will be undertaken. A façade retention steel structure (hereafter referred to as the façade retention system) will be installed externally to support the heritage facades while interior demolition of the heritage building is undertaken. The façade retention system will remain in place until building structure behind the retained facades is reconstructed and the heritages facades are integrated into the proposed redevelopment.

The façade retention system will be erected atop pile foundations installed along the north property line of the site and south sidewalk on King Street East. A temporary on-street construction staging area on the south side of King Street East abutting the site will be required to accommodate construction equipment including a piling rig and material required to install the façade retention system.

This report discusses matters related to the installation of the façade retention system and proposed construction staging area on King Street East, only. All other construction phases outlined above and associated construction staging will be discussed in a future staff report.

Construction Staging Area and Proposed Closure:

The construction staging area on King Street East will be set up within the south sidewalk and a portion of the eastbound curb lane.

King Street East, in the vicinity of the site, is a major arterial roadway and consists of a four-lane (two eastbound and two westbound) cross-section. The TTC service on King Street East is provided by the "504 King" streetcar, which operates in the median lanes on a shared right-of-way with general traffic. The subject transit route, in the vicinity of the site, is served by the eastbound and westbound far-side transit stops located on King Street East at Church Street.

The section of King Street East, between Leader Lane and Church Street, is part of the ongoing King Street Pilot Project with project limits extending from Bathurst Street to Jarvis Street. The Pilot Project was launched in November, 2017 with a purpose to give priority to TTC streetcars over private vehicles and improve transit level of service on King Street. Various public realm improvements have been added to sections of King Street, within the project limits, to enhance pedestrian experience for the duration of the project.

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

North Side:

- "Commercial Loading Zone, Anytime (15 minutes maximum)" between a point 13.7 metres east of Toronto Street and a point 22 metres further east.
- "No Parking, Anytime" between a point 13.7 metres east of Toronto Street and a point 22 metres further east.
- "No Stopping, Anytime" between a Yonge Street and Jarvis Street.

South Side:

- "Commercial Loading Zone, Anytime" between a point 20.5 metres east of Victoria Street and a point 46 metres further east.
- "No Parking, Anytime" between a point 20.5 metres east of Victoria Street and a point 46 metres further east.
- "Commercial Loading Zone, Anytime" between a point 16.3 metres east of Leader Lane and a point 28 metres further east.
- "No Parking, Anytime" between a point 16.3 metres east of Leader Lane and a point 28 metres further east.
- "Taxicab Stand, Anytime" between a point 44.3 metres east of Leader Lane and a point 6 metres further east.

- "On-street Accessible Parking Zone, Anytime" between a point 50.3 metres east of Leader Lane and a point 16 metres further east.
- "No Stopping, Anytime" between Yonge Street and Jarvis Street.

Subject to approval, the south sidewalk and a 2.5 metres wide portion of the eastbound curb lane on King Street East, between Leader Lane and a point 53.6 metres east, will be closed to accommodate construction staging operations. Additionally, a portion of the eastbound curb lane on King Street East, between Leader Lane and a point 20 metres west will be closed to accommodate a merging taper for the eastbound traffic.

The proposed construction staging area on King Street is being requested for a period of 6 months (i.e. July 3, 2018 to January 3, 2019).

Traffic Impacts

With the proposed construction staging area in place, general vehicular traffic on King Street East will be directed to share the median eastbound lane with the TTC streetcars. As part of the ongoing King Street Pilot Project, private vehicles are not allowed to travel through the intersections. A significant portion of through vehicular traffic has already displaced to alternative east-west routes, resulting in decrease of private vehicular traffic volumes on King Street. Consequently, the proposed construction staging area and resultant occupation of a portion of the eastbound curb lane on King Street East is not expected to significantly impact private vehicle traffic operations.

The proposed construction staging area will result in closure of a section of the south sidewalk on King Street East abutting the site, thus restricting east-west pedestrian movements from Leader Lane to the eastern limit of the site. The nearest signalized pedestrian crossings are available at the intersections of King Street East at Church Street and King Street East at Yonge Street, which are located at an approximate distance of 45 metres to the east and 180 metres to the west of the site, respectively. In order to ensure pedestrian safety during daily work hours, a paid duty officer will be positioned to the west of the site, at the intersection of King Street East and Leader Lane, to direct pedestrians around the construction staging area or across King Street East. The developer has been advised that no construction work will take place in the event that a paid duty officer is not available. Additionally, appropriate advanced advisory signage will be positioned at strategic locations to clearly inform pedestrians in the area of this temporary sidewalk closure on King Street East.

After completion of daily construction activities, the piling rig will be moved to within the site and a 1.7 metre wide pedestrian walkway will be made available within the construction staging area. Consequently, outside of daily work hours, the east-west pedestrian movements on the south side of King Street East abutting the site will be maintained and a paid duty officer will not be required to assist with pedestrian movements.

It should be noted that an option to maintain a temporary pedestrian walkway on the south side of King Street East abutting the site was explored by the developer. However, it was not considered feasible due to insufficient available road width to accommodate both the temporary pedestrian walkway and required minimum 1 metre safety setback from the TTC streetcar track allowance.

Also with this proposal, eastbound bicycle traffic operations on King Street East will be maintained in the available 1 metre wide safety setback from the TTC streetcar track allowance.

The proposed construction staging area will not adversely impact TTC's streetcar service on King Street. Furthermore, there will be no impact on the existing transit stops.

The proposed construction staging area will result in removal of the existing commercial loading zone and one taxicab space on the south side of King Street East abutting the site. The existing accessible loading zone on King Street East will be maintained and shifted marginally (3.3 metres) to the east of the proposed construction staging area.

To enhance traffic flow around the proposed construction staging area, existing stopping prohibition at all times on the south side of King Street East, between a point 20 metres west of Leader Lane and a point 53.6 metres east of Leader Lane, will remain effective.

Finally, a review of the City's five-year major capital works program indicates that there are no capital works projects planned on the subject section of King Street East. Therefore, the proposed construction staging area on King Street East is not expected to conflict with the City's capital works projects.

Through ongoing dialogue with the developer, Transportation Services is satisfied that PCL Constructors Canada Inc. (Toronto) has looked at all options to minimize the duration and impact of the construction staging area on all road users.

Councillor Lucy Troisi's office has been advised of the recommendations of this staff report.

CONTACT

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

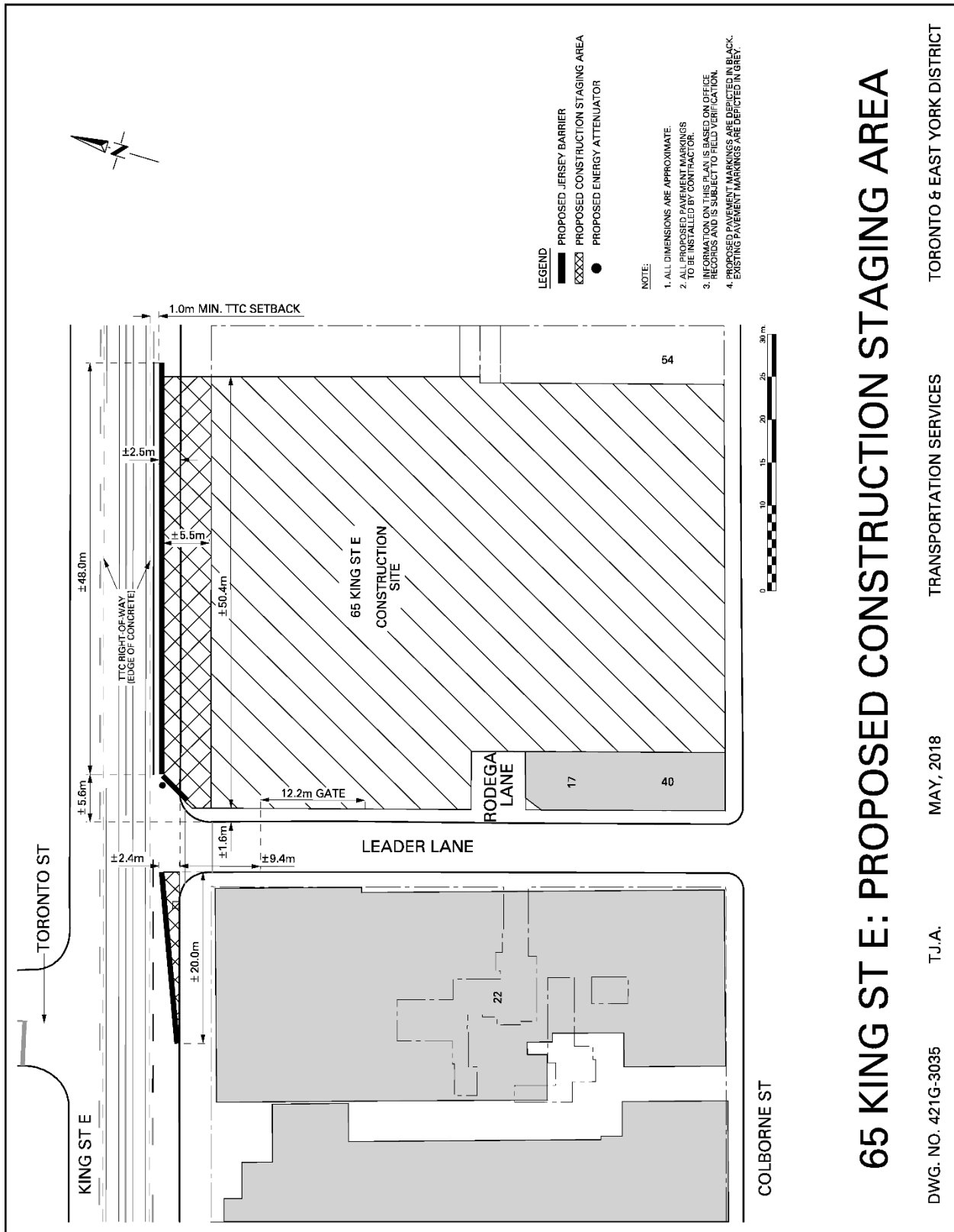
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3035, dated May 2017

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