

Construction Staging Area - 193-195 McCaul Street

Date: January 26, 2021
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University - Rosedale

SUMMARY

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

BJL McCaul Incorporated is constructing a 20-storey residential development building at 193-195 McCaul Street. The site is located on McCaul Street mid-block between Dundas Street West and College Street.

Transportation Services is requesting authorization to close the east sidewalk and a 1.8 metre-wide portion of the northbound curb lane on McCaul Street, between a point 71 metres north of Elm Street and a point 45 metres further north, for a period of 35 months (i.e., April 1, 2021 to February 29, 2024) to accommodate a construction staging area.

Pedestrian operations on the east side of McCaul Street will be maintained in a 1.5-metre-wide covered and protected walkway within the closed portion of the existing lane.

The construction staging area on McCaul Street will result in the loss of one northbound traffic lane that is currently designated for on-street parking north and south of the site, resulting in the loss of one parking machine space.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. City Council authorize the closure of the east sidewalk and a 1.8 metre-wide portion of the northbound curb lane on McCaul Street, between a point 71 metres north of Elm Street and a point 45 metres further north, from April 1, 2021 to February 29, 2024.

2. City Council rescind the existing parking regulation in effect at all times on the east side of McCaul Street, between a point 64 metres north of Elm Street and a point 70 metres further north.
3. City Council prohibit stopping at all times on the east side of McCaul Street, between a point 64 metres north of Elm Street and a point 70 metres further north.
4. 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.
5. City Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkways have proper enhanced lighting to ensure safety and visibility at all times of the day and night.
6. 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.
7. 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.
8. City Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone Traffic Coordinator and Toronto Police Construction Liaison Officer, on a daily basis to control construction vehicle access and egress to and from the site and maintain a safe environment for the public.
9. City Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone Traffic Coordinator and Toronto Police Construction Liaison Officer, during large scale concrete pours and large scale material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.
10. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
11. 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.
12. 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.
13. City Council direct that McCaul Street be returned to pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. BJL McCaul Incorporated 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 duration of the proposed closures on McCaul Street, these fees will be approximately \$342,000.00 including lost revenue from the parking machines.

DECISION HISTORY

Local Planning Appeal Tribunal, formerly known as The Ontario Municipal Board, pursuant to its Order issued October 17, 2019 in relation to Board Case No. PL171476 authorized an amendment to Zoning By-law No. 438-86, for the lands municipally known as 193-197 McCaul Street.

City Council, at its meeting on July 16, 17 and 18, 2019, adopted Item CC9.23 entitled "193-195 McCaul Street - Zoning By-law Amendment Application - Request for further Direction Regarding Local Planning Appeal Tribunal Hearing"

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.23>

COMMENTS

The Development and Timeline

A 20-storey residential building is being constructed by BJL McCaul Incorporated at 193-195 McCaul Street. The site is bounded by Mount Sinai parking garage driveway to the north, Mount Sinai parking garage to the east, driveway and 14-storey residential building to the south and McCaul Street to the west. The development, in its completed form, will consist of 309 dwelling units with ground-floor retail, a three-level underground parking garage for approximately 88 vehicles and a loading door. Permanent access will be from McCaul Street.

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of the construction on all road users. Based on the information provided by the developer, the entire site will be excavated lot line to lot line on all four sides to a depth of 14 metres from street level. The developer has advised that due to limited availability of space, all construction activities, including delivery and storage of construction materials, cannot be accommodated within the site.

Major construction activities and associated timelines for the development are described below:

- Excavation and shoring: March 2021 to October 2021;
- Below grade formwork: October 2021 to April 2022;
- Above grade formwork: April 2022 to March 2023;
- Building envelope phase: August 2022 to December 2023; and
- Interior finishes stage: September 2022 to February 2024.

A construction staging area will be set up within the road right-of-way on the east side of McCaul Street for a period of 35 months.

Existing Conditions

McCaul Street is characterized by the following conditions:

- It is a two-way north-south local roadway with a pavement width of approximately 11 metres.
- The posted speed limit is 40 km/h.
- TTC is not currently providing service on McCaul Street. However, it is anticipated that McCaul Street will be utilized as a turn back for the 501 Queen streetcar as a result of upcoming construction.
- There are sidewalks located on both sides of the street.

The parking regulations on McCaul Street, within the subject section, are as follows:

East side

- "No Parking Anytime" between a point 43 metres north of Elm Street to a point 91 metres further north
- Pay and display parking is in effect from 8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun., three-hour maximum, between Elm Street and Orde Street, except for above "No Parking Anytime" area
- Permit parking is in effect from 12:00 midnight to 7:00 a.m., between Dundas Street West to College Street

West side

- Pay and display parking is in effect from 8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun., three-hour maximum, between Dundas Street West and College Street
- Permit parking is in effect from 12:00 midnight to 7:00 a.m., between Baldwin Street to College Street

Proposed Construction Staging Areas:

Construction staging operations on McCaul Street will take place within the existing boulevard allowance and a portion of the northbound curb lane fronting the site. Subject to approval, the east sidewalk and a 1.8 metre-wide portion of the northbound curb lane on McCaul Street will be closed, between a point 71 metres north of Elm Street and a point 45 metres further north, from April 1, 2021 to February 29, 2024. This lane is currently being used for on-street parking, north and south of the subject development.

Pedestrian operations on the east side of McCaul Street will be maintained in a 1.5-metre-wide covered and protected walkway within the closed portion of the existing lane. Although TTC streetcars are not currently operating on McCaul Street, we have been advised by TTC that due to construction activities on route, McCaul Street will be utilized by the 501 Queen streetcar as a turn back. Streetcar operations will be maintained on McCaul Street.

In order to ensure parked vehicles do not impede vehicular traffic or access for deliveries and equipment to the site, it is proposed that stopping be prohibited at all times on the east side of McCaul Street, between a point 64 metres north of Elm Street to a point 70 metres further north. This area currently has a "No Parking Anytime" regulation. However, the signage in the field differs slightly from the parking regulation by-law. As a result, one paid parking space that is currently in operation near the north limit of the proposed construction staging area will be lost. The developer has been advised that they are required to provide compensation for the loss of revenue for the parking machine space.

A drawing of the proposed construction staging area is shown in Attachment 1.

In order to ensure safety for pedestrians within the private driveways to the north and south of the subject site, temporary structures will be installed within a portion of these driveways. These structures will be installed to maintain vehicle access while providing a covered and protected walkway for pedestrians.

The proposed construction staging area will be utilized to provide a secure and controlled enclosure for the material deliveries, pickup location for the tower crane, man and material construction hoist and worker facilities.

Finally, a review of the City's Five-Year Major Capital Works Program indicates that there are no capital works projects planned in the vicinity of the site. Therefore, the proposed construction staging area is not expected to conflict with the City's capital works projects.

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

The Ward Councillor has been advised of the recommendations of this report.

CONTACT

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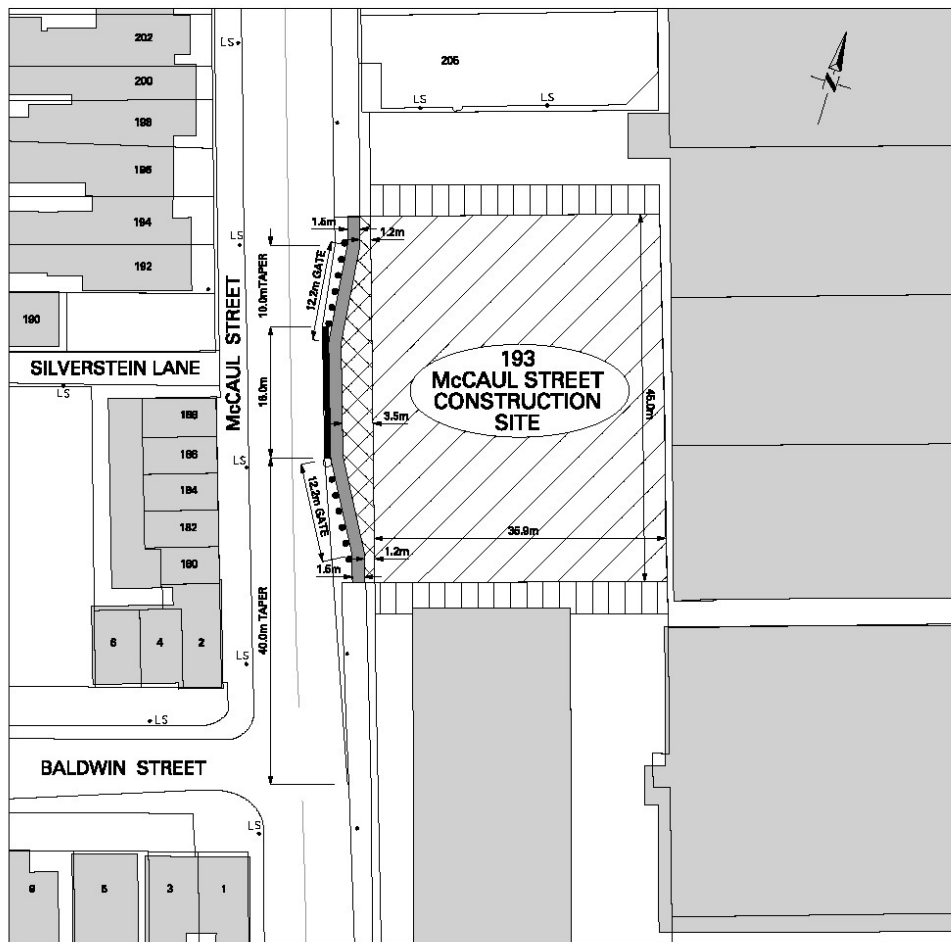
SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 193 McCaul Street

Construction Staging Area - 193-195 McCaul Street



N.T.S.

LEGEND:

- PROPOSED JERSEY BARRIER
- ▨ PROPOSED CONSTRUCTION STAGING AREA
- ▧ PROPOSED CONSTRUCTION SITE
- ▩ PROPOSED COVERED PRIVATE LANEWAY
- PROPOSED 1.5m MINIMUM COVERED WALKWAY
- PROPOSED FAST FENCE
- PROPOSED ENERGY ATTENUATOR
- PROPOSED TC-54 FLEXIBLE DRUM

NOTE:

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

193 McCaul Street PROPOSED CONSTRUCTION STAGING AREA

DWG. NO. 421T-0069 O.K. NOVEMBER, 2020 TRANSPORTATION SERVICES TORONTO & EAST YORK DISTRICT