

Construction Staging Area – 292-298 Dundas Street West

Date: May 9, 2022
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 11, University-Rosedale

SUMMARY

This staff report is about a matter that Toronto and East York Community Council has delegated authority from City Council to make a final decision.

Tribute (Mc-Caul Street) Limited, is constructing a 29 storey condominium with 346 residential units, ground floor retail, a 2nd floor daycare, a 3rd floor church space and 3 levels of underground parking at 292-298 Dundas Street West. The site is located on the north side of Dundas Street West between Mc-Caul Street and St. Patrick Street.

Transportation Services is requesting approval to close the west sidewalk on St. Patrick Street from Dundas Street West to a point 53 metres north and a 2.3 metre wide portion of the southbound curb lane on St Patrick Street between Dundas Street West and a point 27 metres north for a period of 22 months from September 1, 2022 to July 1, 2024.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of the west sidewalk on St. Patrick Street from Dundas Street West to a point 53 metres north and a 2.3 metre section of the southbound curb lane on St. Patrick Street between Dundas Street West and a point 27 metres north for a period of 22 months from September 1, 2022 to July 1, 2024.
2. Toronto and East York Community Council rescind the existing parking for a maximum period of 10 minutes from 7:00 a.m. to 10:00 a.m., 3:00 p.m. to 6:00 p.m., Monday to Friday on the west side of St. Patrick Street between Dundas Street West and a point 108 metres south of Elm Street.
3. Toronto and East York Community Council rescind the existing no parking prohibition in effect 10:00 a.m. to 3:00 p.m., 6:00 p.m. of one day to 7:00 a.m. of the next following

day, Monday to Friday; Anytime, Saturday; 12:00 a.m. to 9:00 a.m. and 6:00 p.m. to 11:59 p.m., Sunday on the west side of St. Patrick Street, between Dundas Street West and a point 108 metres south of Elm Street.

4. Toronto and East York Community Council rescind the existing no parking prohibition in effect at all times on the east side of St. Patrick Street, between Dundas Street West to a point 60 metres north.

5. Toronto and East York Community Council prohibit stopping in effect at all times on the west side of St. Patrick Street between Dundas Street West and a point 60 metres north.

6. Toronto and East York Community Council prohibit stopping in effect at all times on the east side of St. Patrick Street between Dundas Street West and a point 60 metres north.

7. Toronto and East York Community Council direct the applicant to ensure the construction site and adjacent sidewalks and roadways are cleared of any construction debris and made safe.

8. Toronto and East York Community Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper enhanced lighting to ensure safety and visibility at all times of the day and night.

9. Toronto and East York Community 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.

10. Toronto and East York Community Council direct the applicant to install appropriate signage and converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.

11. Toronto and East York Community Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone 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.

12. Toronto and East York Community Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone 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.

13. Toronto and East York Community 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. Toronto and East York Community 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. Toronto and East York Community Council direct that St Patrick Street be returned to its pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. Tribute (Mc-Caul Street) Limited 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 St Patrick Street these fees will be approximately \$222,079.85.

DECISION HISTORY

City Council, at its meeting on December 15, 2021 adopted Item PH29.1 and in so doing, amended Zoning By-law No. 569-2013 for the lands municipally known as 292-298 Dundas Street West, 129-137 Mc-Caul Street and 170 St. Patrick Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.1>

COMMENTS

The Development and Timeline

The site is bounded by St. Patrick's Parish to the north, Dundas Street West to the south, Mc-Caul Street to the west and St Patrick Street to the east.

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

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 11.2 metres.

The major construction activities and associated timeline for the development are described below:

- Excavation and shoring: from August 2021 to March 2022;
- Below grade formwork: from April 2022 to September 2022;
- Above grade formwork: from October 2022 to February 2024;
- Building envelope phase: from March 2023 to July 2024;

- Interior finishes stage: from March 2023 to July 2024;

Existing Conditions

St Patrick Street is characterized by the following conditions:

- It is a two lane, north-south local roadway
- It operates two-way traffic from a point 28 metres north of Dundas Street West to Elm Street on a pavement width of approximately 6.8 metres
- It operates one way traffic southbound from Dundas Street West to a point 28 metres further north
- The speed limit is 30 km/h
- There are sidewalks located on both sides of the street

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

West side

- Parking for restricted periods in effect 7:00 a.m. to 10:00 a.m., 3:00 p.m. to 6:00 p.m., Monday to Friday for a maximum period of 10 minutes between Dundas Street West and a point 108 metres south of Elm Street.
- No parking in effect 10:00 a.m. to 3:00 p.m., 6:00 p.m. of one day to 7:00 a.m. of the next following day, Monday to Friday; Anytime, Saturday; 12:00 a.m. to 9:00 a.m. and 6:00 p.m. to 11:59 p.m., Sunday between Dundas Street West and a point 108 metres south of Elm Street.
- No standing in effect anytime Monday to Saturday; 12:00 a.m. to 9:00 a.m. and 6:00 p.m. to 11:59 p.m., Sunday between Elm Street and a point 108 metres south

East side

- No parking anytime between Dundas Street West and a point 108 metres south of Elm Street.

Proposed Construction Staging Areas

Subject to approval, the west sidewalk and a 2.3 metre wide portion of the southbound curb lane on St. Patrick Street, between Dundas Street West and a point 27 metres further north will be closed to accommodate construction staging operations for the development.

Pedestrians wishing to proceed north or south on St Patrick Street will be able to do so on the east sidewalk on St. Patrick Street between Dundas Street West and Elm Street. Appropriate signage will be installed to direct pedestrians to the east side of the street. The proposed construction staging area will not impact the existing TTC streetcar service on Dundas Street West.

One southbound lane on St. Patrick Street in the subject area will be maintained. To enhance traffic flow around the construction staging area, stopping will be prohibited at all times on both sides of St. Patrick Street, between Dundas Street West and a point 60 metres further north. The existing parking regulations on the west side of St. Patrick Street will be rescinded.

There are no proposed lane closures and parking regulation changes on Dundas Street West or Mc-Caul Street.

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

Through ongoing dialogue with the developer, Transportation Services is satisfied that Tribute (Mc-Caul Street) Limited, has looked at all options to minimize the duration and impact of the construction staging area on all road users. At the end of the approved closure period, staff will review the need for an extension and if any changes to the approval conditions are required.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of St. Patrick Street for periods of less than 30 consecutive days over the 22-month life of the project in order to complete construction.

These permits would often contain time of day restrictions to ensure there is no road occupation during peak periods. Based on the nature of this type of construction activity, there are potential risks to the City in not allowing the staging area permit to proceed such as:

- During crane hoisting activities for a project of this scale, in considering Health and Safety regulations, the Police Act and the Highway Traffic Act give Toronto Police Service officers the discretionary authority to close all lanes of a public highway during the hoist, taking into account wind conditions, as well as both the size and nature of the load
- Once the pouring of concrete for a structural slab or member is commenced (like a building foundation or floor), it cannot be stopped for any reason (including the commencement of a rush hour restriction) until it is completed in order to maintain its structural integrity.
- This would mean that on any given day during the construction activity, instead of having a single lane occupied 24/7 so that all hoisting would take place within the site, behind the construction hoarding, where the remaining adjacent lanes of traffic operate in a free-flow condition, all lanes of traffic may be held by the paid-duty officer on-site during the hoisting activity, including morning and afternoon peak periods at their sole discretion.
- When the constructor/developer requests the use of adjacent public highway to expand the size of their construction footprint, and bring vehicles into the site, they are also attempting to address their obligations as a constructor/employer under Ontario Regulation 213/91 "Construction Projects" pursuant to the Occupational Health and Safety Act.

The Ward Councillor has been advised of the recommendations in 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

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