

Construction Staging Area - TTC Easier Access Program - King Station

Date: June 13, 2022

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 13, Toronto-Centre

SUMMARY

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

King Station, located at Yonge Street and King Street, is being made accessible as part of the TTC Easier Access Project. King Station is being equipped with three below grade elevators which will provide accessibility from the existing TTC platforms to the concourse level. Two elevators will be installed on Melinda Street and one on Colborne Street.

Construction will be undertaken in several phases, with varying degrees of sidewalk and lane closures taking place on Melinda Street, Yonge Street, and Colborne Street. The project is scheduled from July 14, 2022 to February 27, 2025. One of the elevators being constructed is located adjacent to the front entrance of 1 King West hotel/residence on Melinda Street. Residents/guests will experience difficulty accessing the property while construction of the elevator shaft is occurring. In order to alleviate some of the challenges with accessing the property during construction Transportation Services is requesting approval to rescind the existing northbound left turn restriction at Yonge Street and King Street West. In addition, the westbound left turn restriction at King Street West and Jordan Street will need to be rescinded.

Transportation Services is requesting approval to close 2 northbound lanes on Yonge Street at Colborne Street and the south sidewalk and eastbound curb-lane on Colborne Street at Yonge Street for a period of 15 months, from December 1, 2022 to March 1, 2024.

Transportation Services is also requesting approval to designate Jordan Street and Melinda Street to a one-way operation for 8 months during the construction of elevator 1. A one-way westbound designation on Colborne Street from Yonge Street to a point 36 metres east will also be required during elevator 3 construction for a period of 11 months.

RECOMMENDATIONS

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

1. City Council rescind the existing northbound left turn prohibition in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday, 7:30 a.m. to 6:30 p.m., Saturday, TTC Vehicles Exempted at the intersection of Yonge Street and King Street East/King Street West, from July 14, 2022 to February 27, 2025.
2. City Council rescind the existing westbound left turn prohibition in effect from 7:00 a.m. to 10:00 a.m., 3:00 p.m. to 7:00 p.m., Monday to Friday at the intersection of King Street West and Jordan Street, from July 14, 2022 to February 27, 2025.
3. City Council authorize the closure of 2 northbound lanes of Yonge Street between Colborne Street to a point 17 metres south, from December 1, 2022 to March 1, 2024.
4. City Council authorize the closure of the south sidewalk and the eastbound curb-lane on Colborne Street between Yonge Street and a point 36 metres east, from December 1, 2022 to March 1, 2024.
5. City Council designate Jordan Street between King Street West and a point 50 metres south, as one-way for southbound traffic only.
6. City Council designate Melinda Street between Yonge Street and a point 65 metres east, as one-way for eastbound traffic only.
7. City Council designate Colborne Street between Yonge Street and a point 36 metres east, as one-way for westbound traffic only.
8. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday; 1:00 p.m. to 9:00 p.m. Sunday, at a rate of \$5.00 for 1 hour and for a maximum of 3 hours, on the north side of Colborne Street, between a point 9 metres east of Yonge Street and a point 27 metres further east from April 1 to October 31, inclusive.
9. City Council prohibit stopping at all times on the north side of Colborne Street between Yonge Street and a point 36 metres east.
10. City Council rescind the existing no parking prohibition at all times on the east and west sides of Yonge Street between King Street West and Wellington Street East/Wellington Street West.
11. City Council rescind the existing no stopping prohibition in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays on the east and west side of Yonge Street between King Street East/King Street West and Wellington Street East/Wellington Street West.

12. City Council prohibit stopping at all times on the east and west sides of Yonge Street between King Street East/King Street West and Wellington Street East/Wellington Street West.
13. City Council prohibit westbound left turns at the intersection of Colborne Street and Yonge Street from September 1, 2022 to February 27, 2025.
14. City Council prohibit northbound right turns at the intersection of Yonge Street and Colborne Street from September 1, 2022 to February 27, 2025.
15. City Council prohibit southbound left turns at the intersection of Yonge Street and Colborne Street from September 1, 2022 to February 27, 2025.
16. City Council prohibit northbound left turns, at the intersection of Yonge Street to Melinda Street from September 1, 2022 to February 27, 2025.
17. City Council prohibit southbound right turns, at the intersection of Yonge Street to Melinda Street from September 1, 2022 to February 27, 2025.
18. City Council direct the applicant to pressure wash or sweep (weather permitting) the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
19. City Council direct the applicant to construct and maintain a protected, unobstructed, and fully AODA compliant walkway for all pedestrians, including for those with mobility devices for the entire duration of the construction staging area permit.
20. City 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.
21. 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.
22. City Council direct the applicant to install appropriate signage and request the applicant to install converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.
23. City 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.
24. City 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.

25. 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.

26. City Council direct that Jordan Street, Melinda Street, Yonge Street and Colborne 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. The Toronto Transit Commission is responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way.

DECISION HISTORY

City Council, at its meeting on April 7, 2021 adopted Item IE20.16 with amendments and in so doing, amended By-law 217-2021 Temporary Delegation to the General Manager, Transportation Services, to Approve Temporary Road Closures Up To and Including 365 Consecutive Days for Toronto Transit Commission Easier Access Phase Three Projects.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.16>

COMMENTS

The construction staging areas are required in order to construct the elevator shafts. Elevator 1 will be located on the south side of Melinda Street, approximately 36 metres west of Yonge Street. Elevator 2 will be located in the middle of Melinda Street, approximately 8 metres west of Yonge Street. Elevator 3 will be located on the south side of Colborne Street at Yonge Street.

Existing Conditions

Melinda Street is characterized by the following conditions:

- It is a 2-lane, East-West local roadway
- It operates two-way traffic on a pavement width of approximately 8.4 metres
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- Parking is prohibited on both sides of the street

Yonge Street is characterized by the following conditions:

- It is a 4-lane, north-south major arterial roadway
- It operates two-way traffic on a pavement width of approximately 12.8 metres
- The speed limit is 40 km/h
- TTC service is provided by the 97B bus
- There are sidewalks located on both sides of the street
- Parking is prohibited on both sides of the street

Colborne Street is characterized by the following conditions:

- It is a 2-lane, East-West local roadway
- It operates two-way traffic on a pavement width of approximately 8.4 metres
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street

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

North side

- parking machine regulation designated as a motorcycle zone in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday; 1:00 p.m. to 9:00 p.m. Sunday; on the north side of Colborne Street, between a point 9 metres east of Yonge Street and a point 18 metres further east from April 1 to October 31, inclusive

South side

- No stopping, all times

Proposed Construction Staging Areas

Construction will be undertaken in several phases. City Council has delegated authority to the General Manager Transportation Services to close roads and sidewalks for up to and including 365 days for the TTC's easier access program. Phase 3 (Elevator 3) will have a duration of 390 days, and therefore requires City Council approval. Phases 1 and 2 referenced in this report do not extend beyond 365 days and are only provided for context purposes.

Phase 3 (Elevator 3) Period of 390 Days

The TTC will begin construction starting with phase 3 on September 1, 2022. Phase 3 involves the relocation of utilities at Yonge Street and Colborne Street. Utility relocation will be undertaken in several phases. Traffic will be reduced to one lane in each direction on Yonge Street for the duration of these phases. Once the preliminary construction phases on Yonge Street is complete, a long term construction area will be in place at the south east corner of Yonge Street and Colborne Street. During this phase, the east sidewalk on Yonge Street from Wellington Street East to Colborne Street and the south sidewalk on Colborne Street from Yonge Street to a point 36 metres east will be closed. Pedestrian operations on the west side of Yonge Street from Melinda Street to King Street West will be maintained.

To enhance traffic flow around the construction staging area, stopping will be prohibited at all times on both sides of Yonge Street between Wellington Street West and King Street West.

Westbound left turns off Colborne Street will be restricted. Northbound right turns from Yonge Street to Colborne Street will be restricted. Southbound left turns from Yonge Street to Colborne Street will be restricted.

The existing parking machine spaces on the north side of Colborne Street will be temporarily rescinded. The applicant will be responsible for paying the lost revenue for these parking spaces.

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

Phase 1 (Elevator 1) Period of 220 Days

While the construction of elevator three is occurring, the construction of elevator 1 or 2 will occur as well, not simultaneously. The construction sequence of elevator 1 or 2 will be decided by TTC's contractor.

During elevator 1 construction, Jordan Street will be converted to a one-way southbound operation. Melinda Street will be converted to a one-way eastbound operation. Pedestrian operations on the north and south sidewalks are maintained. The existing stopping and parking prohibitions will remain in effect.

Northbound left turns from Yonge Street to Melinda will be restricted. Southbound right turns from Yonge Street to Melinda will be restricted.

A drawing of the proposed construction staging area is shown in Attachment 2.

Phase 2 (Elevator 2) Period of 335 Days

During elevator 2 construction, a portion of Melinda Street, approximately 8 metres west of Yonge Street will be closed. Access to 1 King West hotel/residence will remain. Pedestrian operations on the north and south sidewalks are maintained. Two-way traffic operation west of the staging area will resume during this phase. The existing stopping and parking prohibitions will remain in effect.

Northbound left turns from Yonge Street to Melinda will be restricted. Southbound right turns from Yonge Street to Melinda will be restricted.

A drawing of the proposed construction staging area is shown in Attachment 3.

The existing TTC bus stops in the area will be maintained and do not require re-location.

A review of the City's Five-Year Major Capital Works Program indicates that Toronto Water work is planned on Yonge Street between King Street West and Front Street West beginning April of 2024. The TTC was informed that any request for a time extension may conflict with the work, and the staging areas will need to be temporarily removed after March 1, 2024 to accommodate the City's planned activities. Failure of the TTC to remove the staging area by March 1, 2024 may result in the TTC being responsible to cover any cost penalties incurred by the City as a result.

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

CONTACT

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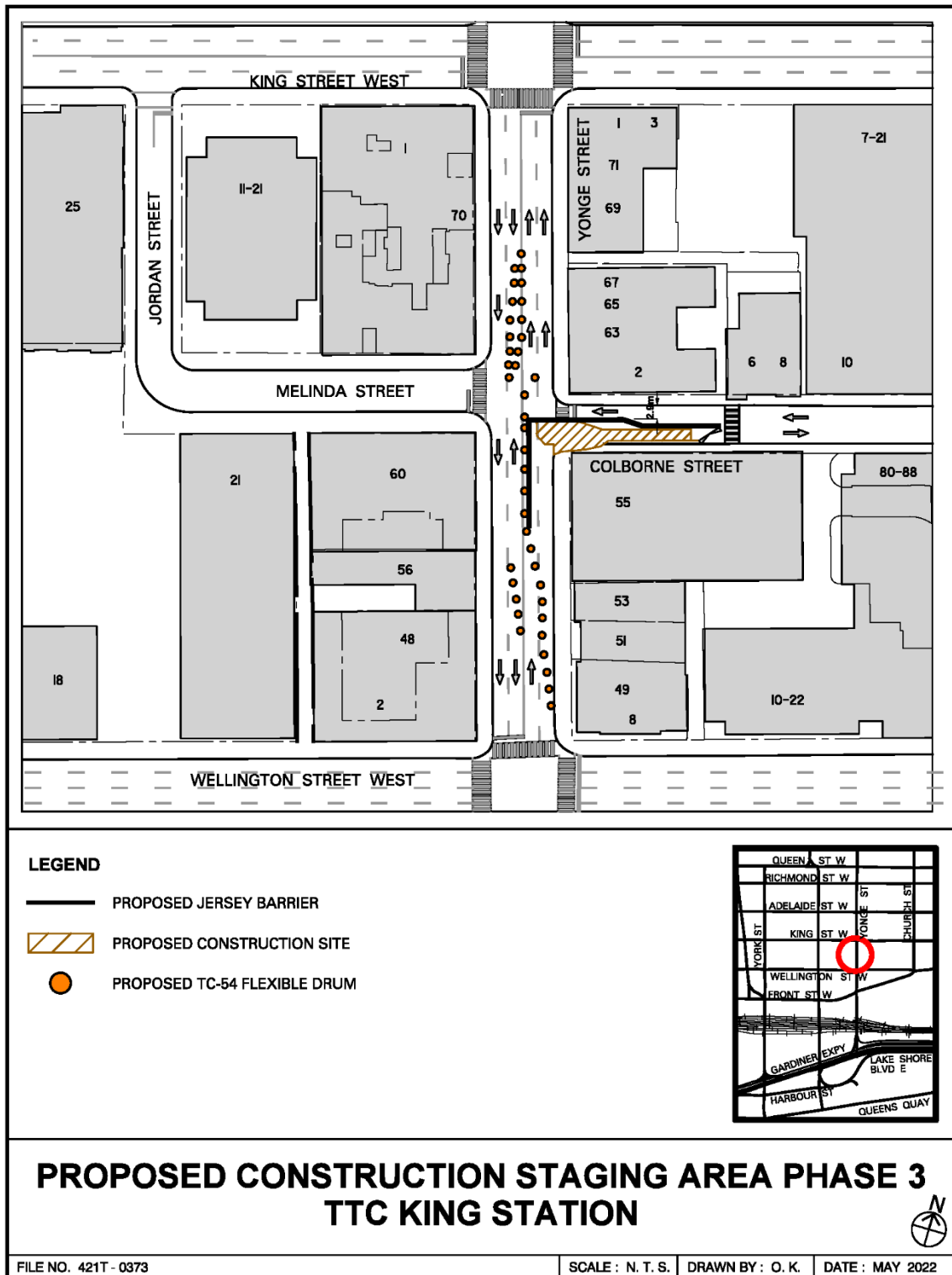
SIGNATURE

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

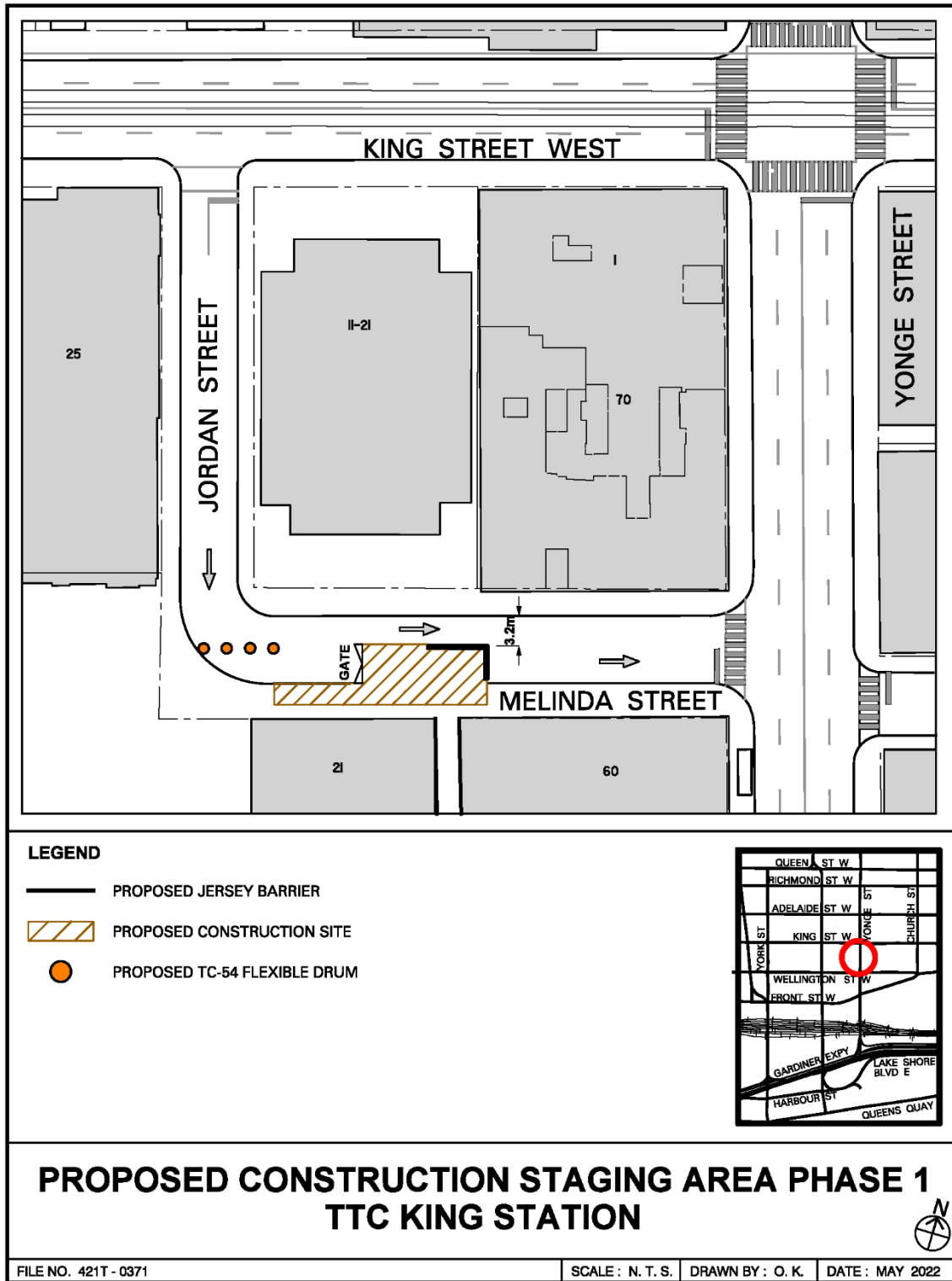
ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - Phase 3
Attachment 2: Proposed Construction Staging Area - Phase 1
Attachment 3: Proposed Construction Staging Area - Phase 2

Attachment 1: Proposed Construction Staging Area - Phase 3



Attachment 2: Proposed Construction Staging Area - Phase 1



Attachment 3: Proposed Construction Staging Area - Phase 2

