



Toronto and East York Community Council  
Ellen Devlin, Secretariat Contact  
2 floor, West Tower, City Hall  
100 Queen St W  
Toronto, ON M5 2N2

by email: [teycc@toronto.ca](mailto:teycc@toronto.ca)

February 14, 2022

Re: **TE31.52 Construction Staging Area - Time Extension - 387- 403 Bloor Street East**

Dear Members of the Toronto and East York Community Council;

The Bloor Street East Neighbourhood Association (BENA), is an incorporated Non-Profit Community Association. The Association has as its member, business, including the Post Media Building (directly adjacent to the site) and Rogers Communications (corporate head offices at 333 Bloor St E, 1 Mount Pleasant and 350 Bloor St E), Condominium Corporations, Churches, purpose built rental buildings, as well as individuals who are within our footprint. We do not have a BIA at this part of Bloor Street East resulting in the Association assuming many of the roles of a BIA.

We are writing to you to request systemic and specific to the above site changes to Construction Management Plans which include the use of the public realm.

Requests:

- A better mechanism to **allow Staff to effect changes to a Construction Management Plan** where safety issues are identified, taking into consideration Vision Zero.
- **Transparency to the public** regarding regular inspection of Constructions Staging Areas (checklist or a reporting posted similar to that used by Public Health for restaurants).
- **Better communication** to the BIA, Community Association and others, as defined by Council, of the terms and conditions of the permit and allowable activities by the contractor around the site.
- An **automatic review and reporting on** the staging areas when the road conditions change (for example the introduction of bike lanes as for this site).
- **Consistency** of worksites throughout the City.
- **Increased number of Work Zone Coordinators.**

We have a long history of working with Councillor Wong-Tam's office on the implementation of CMPs going back to the multiple sites on Hayden and Charles. We have witnessed improvements and consider our requests a continuation of this process of making our City better.

Improvements that have been:

- Mayor Tory's election promise and carry through to work towards less use of the streets.
- Councillor Wong-Tam's development of "KWT Motion".
- Increase in occupancy fees resulting in creative means of using other ways to construct than the use of the streets and sidewalks.

We are asking for the next steps.

## **Reasons for our Requests**

### **Mechanisms to Effect Change**

Transportation Staff should be given more authority to make immediate changes to the conditions for a site without having to go through Council if they see unsafe conditions with reporting to Community Council to follow. Mayor Tory's implementation of full council approval for certain sites has done its job and should be scrapped.

### **Transparent Inspections of Worksites**

It is our belief that the public needs to feel safe and some sites do not feel safe including this one. Regular inspections and reports that are available to the public would give us a measure of trust in the public process.

### **Better Communications to Stakeholders**

A laymen's language document outlining the specific conditions placed on the Developer should be available to review and used as a checklist in a monthly meeting (if the Developer is willing to be co-operative) with the Community stakeholders to keep the Developer cognizant of its responsibilities and not fall into bad habits. Many sites are multiple year projects and as is human nature, they start to get lax. This could provide a mechanism to keep everyone on their toes. We also suggest, that if the site involves a bike path, that a cycling advocate, which may be CycleTO, be included as stakeholders.

### **Automatic Review of the Plan when conditions Change**

Whenever a new bike track or lane is approved by Council, a review and report regarding any CMP along the route to ensure it complies with the 2017 approved Guiding Principles or any subsequent approved Principles.

A report from Transportation Services titled **Update on Vision Zero Speed Management Strategy and Related Initiatives** dated December 20, 2021 went to the Planning and Housing Committee in January of this year. On page 13 speaks to "Implementation of Greater Safety Measures for Cyclists during Construction Activity" and its conclusion and recommendation at the end of this section states:

"While improvements have been made for accommodation of cyclists during construction activity since the Guiding Principles were developed in 2017, improvements have been inconsistent, generally addressed on a project-by-project basis. In order to achieve more consistent measures for greater safety for people cycling in areas where there is construction activity, Transportation Services is planning an update to the Guiding Principles document to clarify and strengthen the requirements, and include additional training for Transportation Services Work Zone Construction Coordination staff on cycling infrastructure."

### **Consistency from one site to another**

Allows both the Developer and community to know what to expect. We experienced push back from the Developer with the subject site as the requirements for this site were not the same as another of his sites.

### **Increased number of Work Zone Coordinators**

This should be self-evident as the needs for inspections and more complex site conditions come on stream.

We have included a series of pictures to demonstrate the pedestrian conditions and cycling environment in an around the subject site which will be used in our deputation.

While the site does not at the moment have a significant volume of pedestrians, we note that the office buildings at the National Post and Rogers have a COVID on site work force of approximately 3 to 400 persons. Representatives for those buildings reported at our November AGM, that once the COVID restrictions are lifted, the workforces will expand to 5 to 7,000. Many of these will be coming from the Sherbourne Subway station, thus passing by the site. Our concerns are that the walkway provided, especially with the “pinch points” will not be adequate. We note that there is no underground access to the office buildings from the subway as is at Bloor and Yonge and other stations.

In conclusion, our requests can be summed up with a request for a more accountable, transparent, dynamic and consistent process. With respect to this site, we do not accept that it is operating acceptably as per the Staff report.

Respectfully submitted;

Linda Brett, President, BENA

On behalf of BENA

Cc: Councillors Wong-Tam and Layton

Mayor Tory

Barbara Gray, General Manager, Transportation Services

Craig Cripps, Manager, Construction Coordination and Traffic Mitigation, Transportation Services

CycleTO

Bcc: Operations Committee BENA

Appendix of pictures attached

The following shows the construction use of the bike lane and the resulting impact on the Bloor and Sherbourne intersection bike lanes.























