

Construction Staging Area – 240 Markland Drive

Date: June 1, 2023
To: Etobicoke York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 2, Etobicoke Centre

SUMMARY

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

Carttera Management Inc. is constructing a nine-storey rental apartment building at 240 Markland Drive. The site is located at the south east corner of Bloor Street West and Markland Drive (west intersection).

Transportation Services is requesting approval to temporarily close the south sidewalk on Bloor Street West, between a point 38.0 metres east of Markland Drive (west intersection) and a point 79.0 metres further east for a period of 24 months, from August 1, 2023 to July 31, 2025 to facilitate construction staging operations. Pedestrian movements on the south side of Bloor Street West abutting the site will be restricted and pedestrians will be directed to use the north side sidewalk of Bloor Street West.

RECOMMENDATIONS

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

1. City Council authorize the closure of the south sidewalk on Bloor Street West, between a point 38.0 metres east of Markland Drive (west intersection) and a point 79.0 metres further east, from August 1, 2023 to July 31, 2025.
2. City Council prohibit stopping at all times on the south side of Bloor Street West, between Markland Drive (west intersection) and a point 117.0 metres further east.
3. City Council prohibit stopping at all times on the east side of Markland Drive (west intersection), between Bloor Street West and a point 27.4 metres south of Bloor Street West.

4. City Council prohibit stopping at all times on the west side of Markland Drive (west intersection), between Bloor Street West and a point 24.4 metres south of Bloor Street West.

5. City Council rescind the existing Heavy Vehicles prohibition on Markland Drive (west intersection), between Bloor Street West and a point 30.5 metres south.

6. City Council authorize the installation of a temporary traffic control signal on Bloor Street West, approximately 253.7 metres east of Markland Drive (west intersection), to be in-operation from August 1, 2023 to July 31, 2025, which the issuance of the construction staging permit must be conditional on the traffic control signal being operational.

7. City Council authorize the following conditions of the construction staging permit, which relate to the temporary traffic control signal:

- A deposit will be required to be submitted to "The Treasurer, City of Toronto", in advance of the permit being issued. The deposit is required to cover costs incurred by the City, in the event the developer does not provide a service that it must, as stipulated in the permit agreement conditions below. Upon completion of the construction project and return to normal operation, the unused portion of the deposit will be returned to the developer.
- The developer will be responsible for the installation, maintenance and removal of the traffic control signal by one of the electrical contractors pre-approved by the City's Traffic Systems Construction & Maintenance Unit. Maintenance levels specified by the City's Traffic Systems Construction & Maintenance Unit must be followed, to be in accordance with those followed by the City's Electrical Maintenance Contractor for the maintenance of the City's other traffic control signals.
- The developer must provide to Transportation Services a 7 day/24 hr contact name, phone number and email address, for the City's dispatchers to forward operational malfunction/complaints to. If the City's dispatcher is not able to reach the contact by phone to provide details of a malfunction/complaint, then the City's Electrical Maintenance Contractor will be dispatched to investigate and complete repairs and the City's dispatcher will send an email to document the malfunction call and their inability to reach the contact. The response and repair costs will be deducted from the deposit provided to the City.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. City Council direct the applicant to install cane detection within the walkway (where applicable) to guide pedestrians who are visually impaired.

15. 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.

16. 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.

17. City Council direct the applicant, in consultation with Transportation Services, to maintain any bike lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.

18. City Council direct that Bloor Street West and Markland Drive be returned to their pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. Carttera Management Inc. 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 Bloor Street West, these fees will be approximately \$433,000.00.

The developer will be required to provide a separate security deposit to "The Treasurer, City of Toronto" in the amount of \$266,999.09 to ensure the costs for the traffic control signal maintenance and removal (which will be the responsibility of the developer), are secured by the City and will be held until completion of the construction staging area. The unused portion of the deposit is to be returned to the developer at the end of the construction project.

DECISION HISTORY

The Ontario Land Tribunal, pursuant to its Order issued August 12, 2022 in relation to file OLT-22-004181, authorized an amendment to Zoning By-law No. 569-2013, for the lands municipally known as 240 Markland Drive.

The Ontario Land Tribunal, pursuant to its Order issued August 12, 2022 in relation to file OLT-22-004181, authorized an amendment to Chapters 320 and 324 of the former City of Etobicoke Zoning Code, for the lands municipally known as 240 Markland Drive.

COMMENTS

The Development and Timeline

Carttera Management Inc. is constructing a nine-storey rental apartment building with 234 units and three-levels of underground parking for 270 parking spaces, at 240 Markland Drive. The site is located at the southeast corner of Bloor Street West and Markland Drive (west intersection). 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 maximum depth of 10.8 metres. Permanent parking access will be from Bloor Street West. The site is bounded by Bloor Street West to the north, residential properties to the east, Markland Drive to the west and Sunplains Crescent to the south.

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. Various options were explored by the developer to set up construction staging operations for the development. 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.

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

- Excavation and shoring: from January 2023 to August 2023;
- Below grade formwork: from September 2023 to March 2024;
- Above grade formwork: from March 2024 to September 2024;
- Building envelope phase: from July 2024 to November 2024; and
- Interior finishes stage: from July 2024 to July 2025.

Existing Conditions

Bloor Street West is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 14 metres
- The speed limit is 50 km/h
- TTC service is provided by the 49 Bloor Street West bus route
- There are sidewalks located on both sides of the street

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

North side

- No parking anytime

South side

- No parking anytime

Markland Drive is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 10 metres
- The speed limit is 40 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- Heavy vehicles are prohibited at all times

The parking regulations on Markland Drive, within the subject section are as follows:

East side

- Unsigned statutory three-hour maximum parking is in effect all times

West side

- Unsigned statutory three-hour maximum parking is in effect all times

Proposed Construction Staging Area

Subject to approval, from August 1, 2023 to July 31, 2025, the south sidewalk will be closed on Bloor Street West, between a point 38.0 metres east of Markland Drive (west intersection) and a point 79.0 metres further east, to facilitate construction staging operations.

Pedestrian movements on the south side of Bloor Street West abutting the site will be restricted and pedestrians will be directed to the north side sidewalk of Bloor Street West. To provide a protected pedestrian crossing for pedestrians during the construction staging period, the developer will install, maintain (during the entire construction period) and remove (at the end of the construction period) a temporary traffic control signal on Bloor Street West, approximately 253.7 metres east of Markland Drive (west intersection).

No traffic lanes will be closed during the construction period and TTC service will not be impacted. To accommodate construction vehicles entering the construction site via entrances on Bloor Street West and Markland Drive, stopping will be prohibited on both roadways abutting the site, and there will be a loss of two on-street parking spaces on the west side of Markland Drive. In addition, the existing heavy vehicle prohibition for southbound traffic on Markland Drive, will be adjusted from Bloor Street West to begin 30.5 metres south of Bloor Street West.

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

A review of the City's Five-Year Major Capital Works Program indicates that Toronto Water work is planned for 2024-2026, and road resurfacing, on-street bikeway construction and local geometric safety improvements are planned for 2025 in the vicinity of the area. The developer was informed that the staging areas may need to be

temporarily removed or modified to accommodate the planned activities, and failure to do so may result in the developer being responsible to cover any cost penalties incurred by the City as a result. The applicant shall cooperate with and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure within the vicinity of the construction staging area at no cost to the City.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Cartera Management Inc. 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 Bloor Street West for periods of less than 30 consecutive days over the 24-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

Stuart McGhie, Acting Manager, Work Zone Construction Coordination, Transportation Services, (416) 395-7468, Stuart.McGhie@toronto.ca.

SIGNATURE

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

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 240 Markland Drive

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