

Construction Staging Area – 266-270 King Street West

Date: January 10, 2022

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

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

Great Gulf Duncan Inc is constructing a 73-storey residential condominium building at 266-270 King Street West. The building will include a total of 864 units, together with ground floor retail, several levels occupied by the Ontario College of Design (OCAD) and 4 basement levels used for services, storage, and bicycle lockers (no car parking). All ingress and egress will be from Ed Mirvish Way and King Street West. The site is located on the north east corner of Ed Mirvish Way and King Street West.

For Phase 1, Transportation Services is requesting approval to close the north sidewalk and a portion of the westbound curb lane on King Street West, the east sidewalk and a portion of the northbound curb lane on Ed Mirvish Way for a period of 17 months, from November 1, 2022 to April 1, 2024 to facilitate construction staging operations.

For Phase 2, Ed Mirvish Way between Pearl Street and King Street West will be converted to a one-way southbound operation. Transportation Services is requesting approval to close the north sidewalk and a portion of the westbound curb lane on King Street West, the east sidewalk and a portion of the northbound curb lane on Ed Mirvish Way for a period of 57 months, from April 2, 2024 to January 1, 2029 to facilitate construction staging operations.

During both phases of construction, pedestrian movements on the north side of King Street West abutting the site will be maintained. Pedestrian movements on the east side of Ed Mirvish Way abutting the site will be restricted and pedestrians will be directed to the west side of Ed Mirvish Way.

RECOMMENDATIONS

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

1. City Council authorize the closure of a 3.5 metre wide portion of the north sidewalk on King Street West between Ed Mirvish Way and a point 30 metres east, from November 1, 2022 to January 1, 2029.
2. City Council authorize the closure of a 1.9 metre wide portion of the westbound curb lane on King Street West between Ed Mirvish Way and a point 30 metres east, from November 1, 2022 to January 1, 2029.
3. City Council authorize the closure of a 5.0 metre wide portion of the east sidewalk and a 2.64 metre section of the northbound curb lane on Ed Mirvish Way between King Street West and a point 40 metres north, from November 1, 2022 to April 1, 2024.
4. City Council authorize the closure of a 5.0 metre wide portion of the east sidewalk and a 4.8 metre section of the northbound curb lane on Ed Mirvish Way between King Street West and a point 40 metres north, from April 1, 2024 to January 1, 2029.
5. City Council designate Ed Mirvish Way, between King Street West and Pearl Street, as one-way for southbound traffic only, from April 1, 2024 to January 1, 2029.
6. City Council prohibit westbound right turns at all times at the intersection of King Street West and Ed Mirvish Way, from April 1, 2024 to January 1, 2029.
7. City Council prohibit eastbound left turns at all times at the intersection of King Street West and Ed Mirvish Way, from April 1, 2024 to January 1, 2029.
8. City Council rescind the existing parking prohibitions in effect at all times on the east side of Ed Mirvish Way, between King Street West and Pearl Street.
9. City Council rescind the existing maximum 20 minute parking regulation for delivery vehicle parking in effect at all times on the east side of Ed Mirvish Way, between a point 15.5 metres north of King Street West and a point 9 metres further north.
10. City Council rescind the existing delivery vehicle parking zone for a maximum period of 20 minutes in effect at all times on the east side of Ed Mirvish Way, between a point 15.5 metres north of King Street West and a point 9 metres further north.
11. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday, at a rate of \$5.00 for 1 hour and for a maximum of 3 hours, on the east side of Ed Mirvish Way, between King Street West and Pearl Street.
12. City Council rescind the existing parking machine regulation in effect from 6:00 p.m. to 12:00 a.m., Monday to Saturday, 1:00 p.m. to 12:00 a.m., Sunday at a rate of \$5.00 for 1 hour and for a maximum of 6 hours, on the east side of Ed Mirvish Way, between King Street West and Pearl Street.

13. City Council rescind the existing standing prohibition in effect at all times on the west side of Ed Mirvish Way, between a point 11 metres north of King Street West and a point 23 metres further north.

14. City Council rescind the existing no parking prohibition in effect at all times on the west side of Ed Mirvish Way, between a point 56 metres north of King Street West and Pearl Street.

15. City Council rescind the existing passenger loading zone regulation in effect at all times on the west side of Ed Mirvish Way, between a point 11 metres north of King Street West and a point 23 metres further north.

16. City Council rescind the existing car share vehicle parking area for up to two Enterprise CarShare vehicles on the west side of Ed Mirvish Way, between a point 34 metres north of King Street West and a point 11 metres further north, from November 1, 2022 to January 1, 2029.

17. City Council rescind the existing car share vehicle parking area for two Zipcar vehicles on the west side of Ed Mirvish Way, between a point 45 metres north of King Street West and a point 11 metres further north.

18. City Council rescind the existing parking prohibition in effect at all times (car share vehicles excepted) on the west side of Ed Mirvish Way, between a point 34 metres north of King Street West and a point 22 metres further north.

19. City Council prohibit stopping at all times on both sides of Ed Mirvish Way between King Street West and Pearl Street.

20. City Council rescind the existing commercial loading zone regulation on the north side of King Street West between a point 9 metres east of Ed Mirvish Way and a point 30 metres further east.

21. City Council prohibit stopping at all times on the north side of King Street West between Ed Mirvish Way and a point 30 metres east.

22. City Council rescind the parking prohibition in effect at all times on the north side of Nelson Street, between Duncan Street and a point 31 metres west.

23. City Council designate a 4 car share vehicle parking area for up to two Enterprise CarShare vehicles on the north side of Nelson Street between a point 9 metres west of Duncan Street and a point 11 metres further west.

24. City Council designate a car share vehicle parking area for up to two Zipcar vehicles spaces on the north side of Nelson Street between a point 20 metres west of Duncan Street and a point 11 metres further west.

25. 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.
26. City Council direct the applicant to construct and maintain a fully covered, 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.
27. 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.
28. 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.
29. 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.
30. 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.
31. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
32. 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.
33. 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.
34. City Council direct that Ed Mirvish Way and King Street West 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. Great Gulf Duncan 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 King Street West and Ed Mirvish Way these fees will be approximately \$3,964,982.59.

DECISION HISTORY

City Council, at its meeting on July 8,9,10 and 11, 2014, adopted Item 33.8 and in so doing, amended No.272 to the Official Plan for the City of Toronto By-law No. 692-2014 for the lands municipally known as 260-270 King Street West and 274-322 King Street West.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM24.26>

COMMENTS

The Development and Timeline

The site is bounded by 11 Duncan St to the north, the Royal Alexandra Theatre to the east, Ed Mirvish Way to the west and King Street West 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. 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.

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

- Demolition: from November 2022 to September 2023;
- Excavation and shoring: from September 2023 to June 2024;
- Below grade formwork: from June 2024 to January 2025;
- Above grade formwork: from December 2024 to June 2028;
- Building envelope phase: from August 2025 to August 2028; and
- Interior finishes stage: from June 2025 to January 2029.

Existing Conditions

King 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 12 metres
- The speed limit is 40 km/h
- TTC service is provided by the 504 King streetcar
- There are sidewalks located on both sides of the street

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

North side

- Commercial loading zone
- No parking all times

South side

- Commercial loading zone
- No parking all times

Ed Mirvish Way is characterized by the following conditions:

- It is a two-lane, north-south collector roadway
- It operates two way traffic on a pavement width of approximately 9 metres
- The speed limit is 30 km/h
- There is no TTC service on Ed Mirvish Way
- There are sidewalks located on both sides of the street

The parking regulations on Ed Mirvish Way, within the subject section are as follows:

East side

- 20 minute delivery zone
- No parking all times

West side

- Passenger loading zone
- 4 Car Share Vehicle Parking Areas

Proposed Construction Staging Area

It should be noted that construction of the development is currently in progress, operating under a monthly Street Occupation Permit.

King Street West

Construction staging operations on King Street West are currently taking place within the existing boulevard allowance and the westbound curb lane on the north side of King Street West. Pedestrian operations on the north sidewalk of King Street West are maintained in a 1.8 metre covered walkway within the existing road allowance on the north side of King Street West. Pedestrian movements on King Street West will be maintained during both phases of construction. The existing TTC streetcar stops in the area will be maintained and do not require re-location.

The westbound curb lane will be closed abutting the site. The commercial loading zone on the north side of King Street West will need to be temporarily rescinded. The existing parking regulations on the south side of King Street West will remain in effect. One eastbound and one westbound traffic lane on King Street West in the subject area will remain in effect.

Ed Mirvish Way

The east sidewalk and northbound curb lane on Ed Mirvish Way has been closed to accommodate construction staging operations for the development. Pedestrians are re-directed to the west sidewalk on Ed Mirvish Way.

In order to maintain northbound and southbound movements, it is recommended that the existing passenger loading zone on the west side of Ed Mirvish Way be rescinded. The existing 4 car share spaces on the west side of Ed Mirvish Way will be permanently relocated to the north side of Nelson Street, west of Duncan Street. The 20 minute delivery zone and the no parking prohibitions on the east side of Ed Mirvish Way will need to be temporarily rescinded. In order to improve traffic flow, stopping on both sides of Ed Mirvish Way will be prohibited. During phase 1 (November 1, 2022 to April 1, 2024) northbound and southbound traffic movement will be maintained on Ed Mirvish Way. During phase 2 (April 1, 2024 to January 1, 2029) Ed Mirvish Way between Pearl Street and King Street West will be temporarily converted to a one-way southbound operation.

A drawing of the proposed construction staging areas is shown in Attachment 1 and 2.

This development site is within the Construction Hub Coordination Pilot program and has been reviewed by staff to ensure compliance with the pilot program. This entails a coordinated review that includes construction coordination, community support, business support and communication and engagement with area residents. The guiding principles of a Construction Hub initiative include safety, equity, vibrancy, innovation and engagement. Within this Hub, staff will develop a logistical plan for all work within the right of way, coordinate resources to ensure a safe and equitable plan for all users with an emphasis on pedestrians, cyclists and vulnerable road users.

A review of the City's Five-Year Major Capital Works Program indicates that Enwave Energy Corporation will be installing new pipelines on Ed Mirvish Way in 2023. In 2025, the City will be replacing the watermain and the TTC track on King Street West. Great Gulf Duncan Inc, will be required to remove the staging area on King Street West prior to the commencement of the City capital project in 2025.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Great Gulf Duncan 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 King Street West and Ed Mirvish Way for periods of less than 30 consecutive days over the 74-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

Craig Cripps, Manager, Work Zone Coordination and Mitigation, Transportation Services, 416-397-5020, Craig.Cripps@toronto.ca

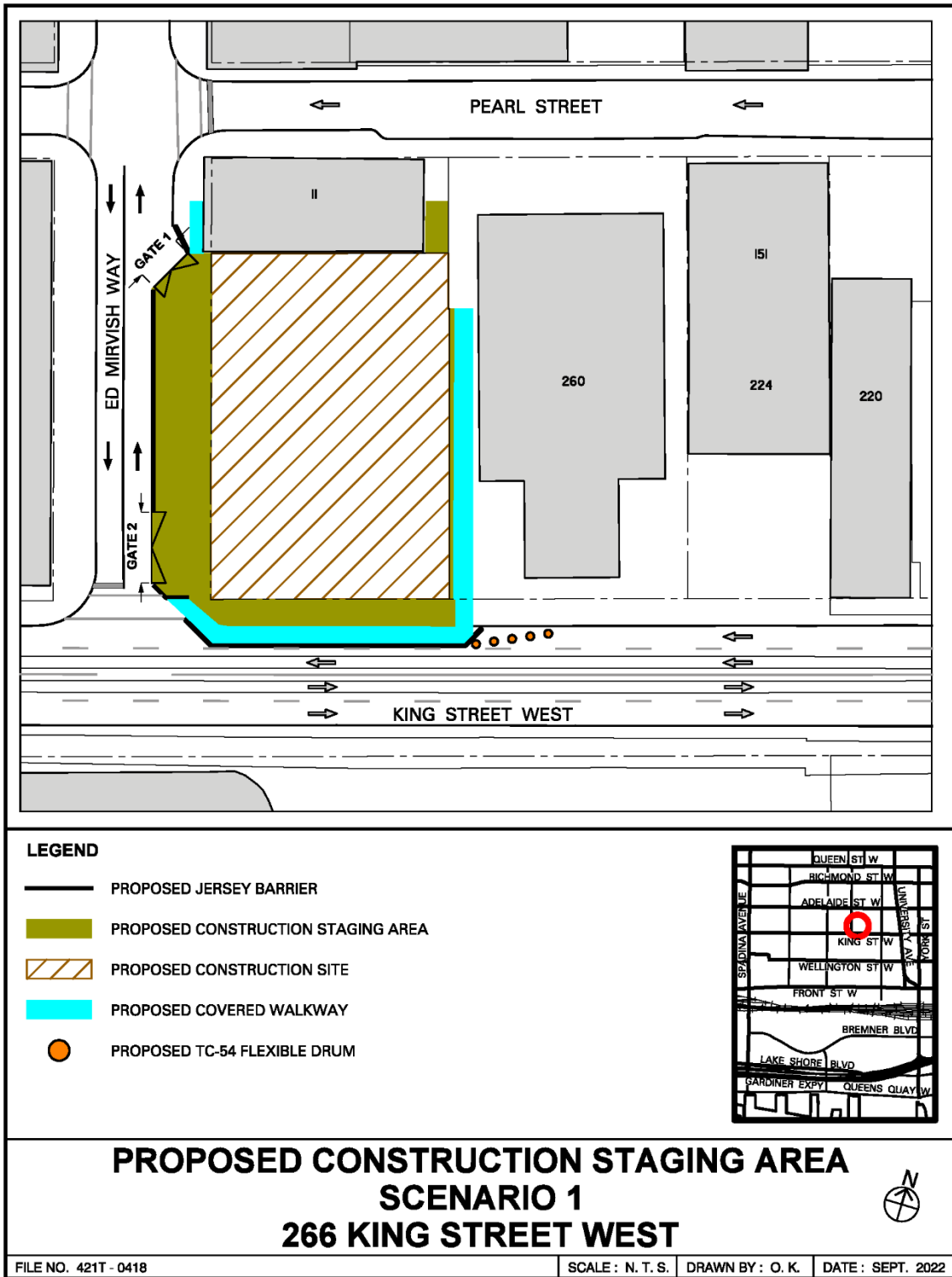
SIGNATURE

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

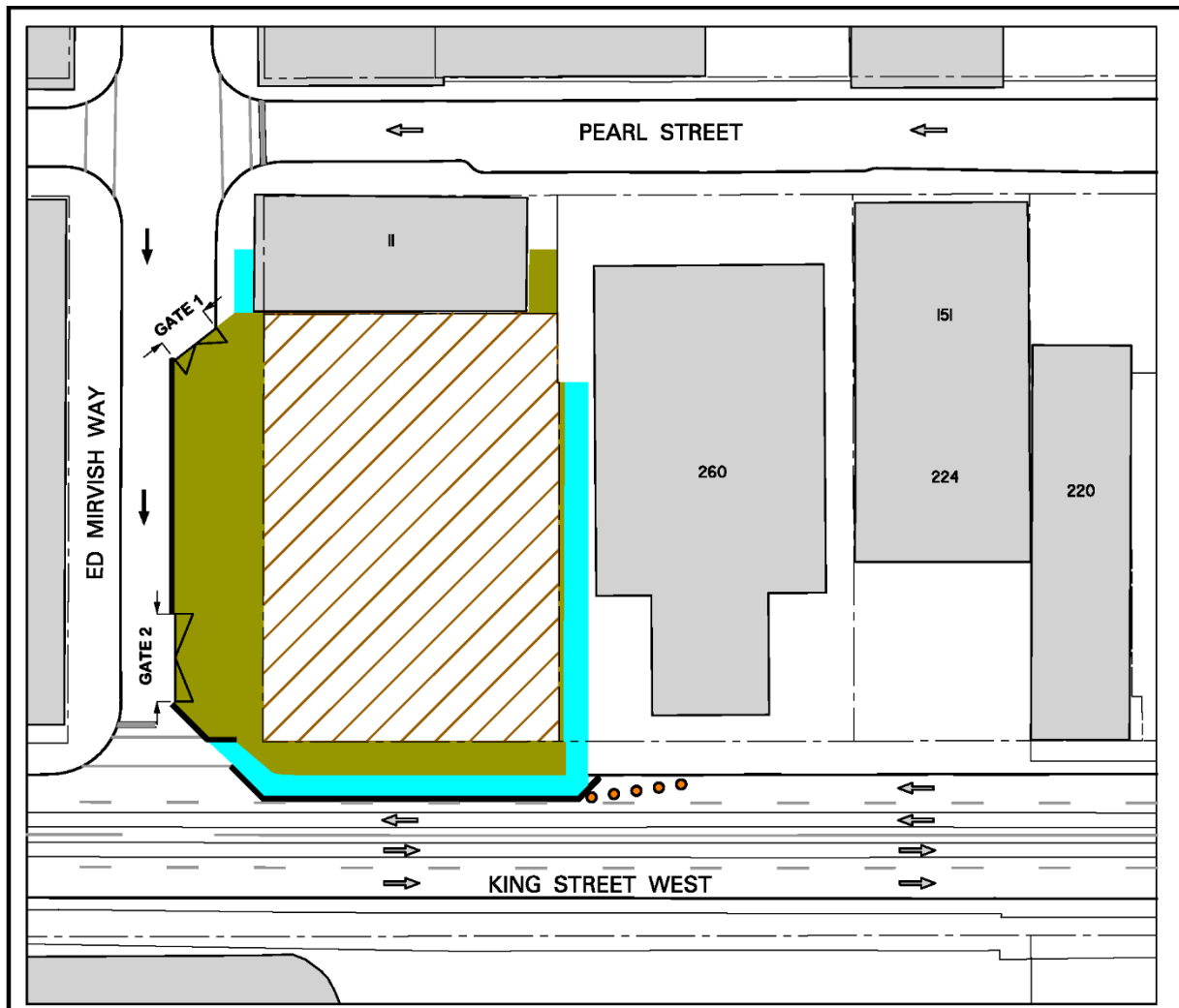
ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - Phase 1 - 266-270 King Street West
Attachment 2: Proposed Construction Staging Area - Phase 2 - 266-270 King Street West






Attachment 1: Proposed Construction Staging Area - Phase 1 - 266-270 King Street West



Attachment 2: Proposed Construction Staging Area - Phase 2 - 266-270 King Street West



LEGEND

-  PROPOSED JERSEY BARRIER
-  PROPOSED CONSTRUCTION STAGING AREA
-  PROPOSED CONSTRUCTION SITE
-  PROPOSED COVERED WALKWAY
-  PROPOSED TC-54 FLEXIBLE DRUM



**PROPOSED CONSTRUCTION STAGING AREA
SCENARIO 2
266 KING STREET WEST**



FILE NO. 421T - 0419

SCALE : N. T. S.

DRAWN BY : O. K.

DATE : SEPT. 2022