

## **Construction Staging Area – 571 Dundas Street West**

**Date:** March 16, 2023

**To:** Toronto and East York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 10, Spadina-Fort York

### **SUMMARY**

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

Tridel Corporation and Toronto Community Housing Corporation ("TCHC") is constructing a 15-storey affordable rental building with retail and community uses and two-level underground parking garage shared with an adjoining 14-storey residential condominium building at 571 Dundas Street West. The site is located on the south east corner of Dundas Street West and Denison Avenue. All ingress and egress will be from Denison Avenue.

Transportation Services is requesting approval to close the east sidewalk on Denison Avenue and a portion of the south boulevard on Dundas Street West for a period of 26 months, from January 1, 2023 to March 1, 2025 to facilitate construction staging operations.

Pedestrian movements on the north side of Dundas Street West abutting the site will be maintained. Pedestrian movements on the east side of Denison Avenue abutting the site will be restricted and pedestrians will be directed to the west side of Denison Avenue.

### **RECOMMENDATIONS**

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

1. City Council authorize the closure of a 2.9 metre wide portion of the east sidewalk on Denison Avenue between Grange Avenue and Dundas Street West, from January 1, 2023 to March 1, 2025.
2. City Council rescind the existing no parking prohibition in effect at all times on the east side of Denison Avenue, between Grange Avenue and Dundas Street West.

3. City Council prohibit stopping at all times on the east side of Denison Avenue, between Grange Avenue and Dundas Street West.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
11. 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.
12. 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.
13. City Council direct that Denison Avenue be returned to its pre-construction traffic regulations when the project is complete.

## **FINANCIAL IMPACT**

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There is no financial impact to the City. Tridel Corporation and Toronto Community Housing Corporation 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 Denison Avenue and Dundas Street West these fees will be approximately \$148,146.00.

## **DECISION HISTORY**

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City Council, at its meeting on July 23, 2018, adopted Item TE34.10 and in so doing, amended No.429 to the Official Plan for the City of Toronto By-law No. 1710-2013, as amended for the lands municipally known as 571 Dundas Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.TE34.10>

## **COMMENTS**

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### **The Development and Timeline**

The site is bounded by Dundas Street West to the north, Alexandra Park property to the east, Denison Avenue to the west and Grange Avenue 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 8.0 metres.

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

- Demolition: Completed;
- Excavation and shoring: from September 2022 to January 2023;
- Below grade formwork: from November 2022 to May 2023;
- Above grade formwork: from May 2023 to September 2024;
- Building envelope phase: from September 2024 to April 2024;
- Interior finishes stage: from April 2024 to January 2025.

### **Existing Conditions**

Denison Avenue 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 10.5 metres
- The speed limit is 30 km/h
- There are sidewalks located on both sides of the street

The parking regulations on Denison Avenue, within the subject section are as follows:

#### **East side**

- No parking all times

**West side**

- School Bus loading zone
- Student Pick-Up and Drop-Off Area
- Parking during restricted periods

Dundas 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 13 metres
- The speed limit is 40 km/h
- There is TTC street car service
- There are sidewalks located on both sides of the street

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

**South side**

- Green P parking during off peak periods

**Proposed Construction Staging Area**

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

**Denison Avenue**

Construction staging operations on Denison Avenue are currently taking place within the existing boulevard allowance on the east side of Denison Avenue.

The east sidewalk on Denison Avenue has been closed. Pedestrians are re-directed to the west sidewalk on Denison Avenue. It should be noted that construction of the development is currently in progress, operating under a monthly Street Occupation Permit. Stopping will be prohibited at all times on the east side of Denison Avenue in order to improve traffic flow. Northbound and southbound traffic will be maintained. The existing parking regulations including, the school bus-loading zone and the student pick up and drop off area on the west side of Denison Avenue will remain in effect.

Ryerson Community School located on the west side of Denison Avenue have reviewed the construction staging plan and do not have any objections or comments.

**Dundas Street West**

Pedestrian movements on the south sidewalk of Dundas Street West are maintained in a 2.1 metre covered walkway. There are no proposed lane closures on Dundas Street West. The existing TTC streetcar stops in the area will be maintained and do not require re-location. There are no proposed changes to any of the parking regulations on Dundas Street West.

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

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 sewers will be rehabilitated on Denison Avenue and Augusta Avenue in 2026. Sewer rehabilitation work is minor in nature and does not create significant construction impacts. Therefore, the construction staging area on Denison Avenue is not expected to conflict with the City's capital works projects.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Tridel Corporation and Toronto Community Housing Corporation, 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 Denison Avenue for periods of less than 30 consecutive days over the 26-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**

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

## **ATTACHMENTS**

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Attachment 1: Proposed Construction Staging Area - 571 Dundas Street West

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