

Construction Staging Area – 1660 Bloor Street West

Date: May 5, 2023
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 4, Parkdale-High Park

SUMMARY

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

Mattamy (Bloor) Limited is constructing a 13-storey residential building at 1660 Bloor Street West. The site is located at the north-west corner of Bloor Street West and Indian Road.

Transportation Services is requesting approval to temporarily close the north sidewalk and a portion of the westbound curb lane on Bloor Street West, and temporarily close the west sidewalk and a portion of the southbound curb lane on Indian Road, for a period of 30 months from June 15, 2023 to November 30, 2025, to facilitate construction staging operations. Pedestrian movements will be maintained on the north side of Bloor Street West and the west side of Indian Road abutting the site. The bike lane on the north side of Bloor Street West will also be maintained. The construction staging area will result in the temporary loss of two on-street parking machine spaces on the north side of Bloor Street West.

RECOMMENDATIONS

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

1. City Council authorize the closure of the north side sidewalk and westbound curb lane on Bloor Street West, between Indian Road and a point 77.0 west, and provision of a temporary pedestrian walkway within the closed portion of the westbound curb lane, from June 15, 2023 to November 30, 2025.
2. City Council authorize the closure of the west sidewalk and a 1.6 metre wide portion of the southbound curb lane on Indian Road, between Bloor Street West and a point 54.0 metres north of Bloor Street west, and provision of a temporary pedestrian

walkway within the closed portion of the southbound curb lane, from June 15, 2023 to November 30, 2025.

3. City Council rescind the existing parking machine regulation on the north side of Bloor Street West, between Indian Road and a point 77 metres west, from 8:00 a.m. to 6:00 p.m., Monday to Saturday, for a maximum period of three hours and at a rate of \$2.00 per hour.

4. City Council rescind the existing no stopping prohibition on the north side of Bloor Street West, between a point 51.0 metres west of Indian Road and a point 83 metres east of Indian Road.

5. City Council prohibit stopping at all times on the north side of Bloor Street West, between a point 77 metres west of Indian Road and a point 83.0 metres east of Indian Road.

6. City Council rescind the existing no parking prohibition in effect during all times on both sides of Indian Road, between Bloor Street West and a point 54 metres north.

7. City Council prohibit stopping at all times on both sides of Indian Road, between Bloor Street West and a point 54 metres north.

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 construct (as per the City's engineer approved specifications) and maintain a fully covered, protected and unobstructed walkway, compliant with the Accessibility for Ontarians with Disabilities Act, for all pedestrians, including for those with mobility devices for the entire duration of the construction staging area permit

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

16. 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.

17. 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.

18. 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.

19. City Council direct that Bloor Street West and Indian Road 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. Mattamy (Bloor) Limited 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 and Indian Road, these fees will be approximately \$580,000.00 including lost revenue from the parking machines.

DECISION HISTORY

Toronto Local Appeal Body, pursuant to its decision issued October 4, 2022 in relation to Case File Number 22 125270 S45 04 TLAB, authorized an amendment to Zoning By-law 438-86, for the lands municipally known as 1660 Bloor Street West.

COMMENTS

The Development and Timeline

Mattamy (Bloor) Limited is constructing a 13-storey mixed-use condominium building with 171 residential units, ground floor retail space and four levels of underground parking for 101 parking spaces at 1660 Bloor Street West. The site is located at the north-west corner of Bloor Street West and Indian Road. 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 16.4 metres. Permanent parking access will be from Indian Road. The site is bounded by Indian Road to the east, Bloor Street West to the south, a municipal parking lot to the north and an 8-storey commercial building to the west.

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

Existing Conditions

Bloor Street West is characterized by the following conditions:

- It is a two-lane, east-west major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16.5 metres
- The speed limit is 40 km/h
- TTC service is provided by the 300 bus route on this street
- There are sidewalks located on both sides of the street
- Bike lanes exist on both sides of the street

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

North side

- No stopping anytime, between Indian Road and a point 51.0 metres west
- Parking machines operate for a maximum period of three hours from 8:00 a.m. to 6:00 p.m., Monday to Saturday.

South side

- No stopping anytime

Indian Road 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 8.6 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 Indian Road, within the subject section are as follows:

East side

- No parking anytime

West side

- No parking anytime

Proposed Construction Staging Areas

Subject to approval, the south sidewalk and a 5.1 metre wide portion of the bike lane and Bike Share Toronto station space on Bloor Street West, between Indian Road and a point 77.0 metres west, will be closed to accommodate construction staging operations for the development. The developer reached an agreement with Bike Share Toronto to relocate the bike station to a new location adjacent to High Park and to cover all moving costs. Pedestrian operations will be maintained in a 2.1 metre wide covered and protected walkway in the closed portion of the roadway on Bloor Street West. Operations for bicyclists will be maintained in a 1.5 metre wide bike lane on the north side of Bloor Street West.

The existing westbound traffic lane on Bloor Street West in the subject area will be maintained. In order to facilitate safe and efficient inbound and outbound turn manoeuvres, it is recommended that two of the existing parking machine spaces on the subject section of Bloor Street West be temporarily rescinded. The applicant will be responsible for paying the lost revenue for these two parking spaces. To enhance traffic flow around the construction staging area, stopping will be prohibited at all times on the north side of Bloor Street West, between Indian Road and a point 77.0 metres west.

Also subject to approval, the west sidewalk and a 1.6 metre wide portion of the southbound lane on Indian Road, between Bloor Street West and a point 54.0 metres north, will be closed to accommodate construction staging operations. Pedestrian operations will be maintained in a 2.1 metre wide covered and protected walkway in the closed portion of the roadway. The number of traffic lanes on Indian Road will be maintained and both northbound and southbound lanes will be reduced from approximately 4.3 metres to 3.5 metres wide. To enhance traffic flow around the construction staging area, stopping will be prohibited at all times on both sides of Indian Road, between Bloor Street West and a point 54.0 metres north.

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 sewer replacement and rehabilitation work are planned for 2024-2025, and underground civil and electrical work are planned for 2025-2026 in the vicinity of the construction staging area. At the discretion of Transportation Services, and at no cost to the City of Toronto, the developer for 1660 Bloor Street West may be required to modify or clear the construction staging area 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 Mattamy (Bloor) Limited 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 and Indian Road for periods of less than 30 consecutive days over the 30-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, Construction Coordination and Traffic Mitigation,
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 - 1660 Bloor Street West

Attachment 1: Proposed Construction Staging Area - 1660 Bloor Street West

