

## **Construction Staging Area – 230 Royal York Road**

**Date:** October 9, 2024

**To:** Etobicoke York Community Council

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

**Wards:** Ward 3, Etobicoke-Lakeshore

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Royal York Road, City Council approval of this report is required.

Leader Lane Developments is constructing a 9-storey residential building at 230 Royal York Road. The site is located on the northwest corner of Royal York Road and Drummond Street.

Transportation Services is requesting authorization to close the west sidewalk, a 0.5 metre portion of the southbound bicycle lane, and a 3.4 metre portion of the southbound traffic lane on Royal York Road, as well as closure of a 2.9 metre wide portion of westbound curb lane on Drummond Street is required for a period of 11 months, from November 30, 2024 to October 31, 2025, to facilitate construction staging operations. Pedestrian movements on the west side of Royal York Road, abutting the site, will be maintained in a 2.1 metre wide covered and protected walkway. The pavement markings will be reconfigured to maintain the existing operations of bicycle lanes on both sides of the roadway, and one northbound and one southbound traffic lane.

### **RECOMMENDATIONS**

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

1. City Council authorize the closure of the west sidewalk, a 0.5 metre wide portion of the southbound bicycle lane, and a 3.4 metre wide portion of the southbound traffic lane on Royal York Road, between Drummond Street and a point 30 metres north; and provision of a temporary pedestrian walkway within the closed portion of the southbound curb lane, from November 30, 2024 to October 31, 2025 inclusive.
2. City Council authorize the closure of a 2.9 metre wide portion of the westbound curb lane on Drummond Street, between Royal York Road and a point 55 metres west, from November 30, 2024 to October 31, 2025 inclusive.

3. City Council rescind the existing parking prohibition in effect at all times on the north side of Drummond Street, between Royal York Road and a point 83 metres east.
4. City Council prohibit stopping at all times on the north side of Drummond Street, between Royal York Road and a point 83 metres east.
5. City Council rescind the existing parking prohibition in effect at all times on the south side of Drummond Street, between Royal York Road and a point 83 metres east.
6. City Council prohibit stopping at all times on the south side of Drummond Street, between Royal York Road and a point 83 metres east.
7. City Council direct the applicant to sweep the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
8. City Council direct the applicant to construct and maintain a fully covered, protected and unobstructed walkway for all pedestrians, including for those with mobility devices, for the entire duration of the construction staging area permit to the satisfaction of the City engineer and ensure it is compliant with the Accessibility for Ontarians with Disabilities Act.
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 maintain all sightlines 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 covered and protected walkway 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 bicycle lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.
18. City Council direct that Royal York Road and Drummond Street be returned to its pre-construction traffic and parking regulations when the project is complete.
19. City Council direct the applicant to 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, and at no cost to the City to remove any staging to accommodate the necessary municipal infrastructure work.

## **FINANCIAL IMPACT**

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There is no financial impact to the City. Leader Lane Developments 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 Royal York Road and Drummond Street these fees will be approximately \$62,000.00.

## **DECISION HISTORY**

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Committee of Adjustments, at its meeting held on May 9, 2024, issued a Notice of Decision regarding File Number A0137/24EYK. The Committee of Adjustments approved a Minor Variance/Permission regarding the address at 230 Royal York Road finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

<https://www.toronto.ca/city-government/planning-development/application-details/?id=5414233&pid=568078&title=230%20ROYAL%20YORK%20RD%20-%20FINAL%20AND%20BINDING>

## COMMENTS

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### The Development and Timeline

Leader Lane Developments is constructing a 9-storey residential building with 60 units and 9 surface parking spaces at 230 Royal York Road. All permanent vehicle access will be from Drummond Street. The site is bounded by a residential home (234 Royal York Road) to the north, Royal York Road to the east, Drummond Street to the south, and an existing condominium building the west. The major construction activities and associated timeline for the development are described below:

- Demolition: October 2024;
- Excavation and shoring: October 2024;
- Below grade formwork: from November 2024 to December 2024;
- Above grade formwork: from January 2025 to March 2025;
- Building envelope phase: from March 2025 to June 2025, and;
- Interior finishes stage: from June 2025 to January 2026.

### Existing Conditions

Royal York Road is characterized by the following conditions:

- It is a two-lane, north-south, minor arterial roadway, with 5 metre traffic lanes
- It operates two-way traffic on a pavement width of approximately 13.6 metres
- The daily two-way traffic volume is approximately 25,000 vehicles
- The speed limit is 50 km/h
- TTC service is provided by bus number 76A
- There are sidewalks located on both sides of the street
- The subject section of Royal York Road is located within a senior safety zone
- There are dedicated 1.8 metre bicycle lanes on both sides of Royal York Road
- Parking regulations on Royal York Road, within the subject section prohibit stopping at all times on both sides of the road

Drummond Street is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 10.5 metres
- The daily two-way traffic volume is approximately 5,500 vehicles
- The speed limit is 40 km/h
- There is no TTC service provided on this street
- There are sidewalks located on the south side of the street
- Parking regulations on Royal York Road, within the subject section prohibit stopping at all times on both sides of the road

## **Proposed Construction Staging Area**

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 within the development site. 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.

Subject to approval, the west sidewalk, a 0.5 metre wide portion of the southbound bicycle lane, and a 3.4 metre wide portion of the southbound traffic lane on Royal York Road, between Drummond Street and a point 30 metres north will be closed to accommodate construction staging operations. Pedestrian movements on the west side of Royal York Road, abutting the site, will be maintained in a 2.1 metre wide covered and protected walkway located within the closed portion of the southbound curb lane. The northbound and southbound vehicle traffic lanes and cycle tracks will be reduced in width and maintained in 1.5 metre wide bike lanes, and 3.35 metre wide vehicle traffic lanes on both sides of the roadway. There is no impact to the sidewalk on the east side of Royal York Road.

Additionally, a 2.9 metre wide portion of the westbound curb lane on Drummond Street, between Royal York Road and a point 55 metres west will be closed to accommodate construction staging operations for the development. One eastbound and westbound, 3.5 metres wide each traffic lane will be maintained in the vicinity of the construction site.

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 on Royal York Road indicates that Transportation Services has on-street bikeway construction work for 2027, and on Drummond Street, Toronto Water has sewer rehabilitation work planned for 2026. The developer was informed that the staging areas may need to be temporarily removed or modified to accommodate the above-mentioned Capital Works, 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 Leader Lane Developments, 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 Royal York Road and Drummond Street for periods of less than 30 consecutive days over the 11-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 - 230 Royal York Road

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