

## **Construction Staging Area – 1161 Kingston Road**

**Date:** June 25, 2024  
**To:** Scarborough Community Council  
**From:** Director, Traffic Management, Transportation Services  
**Wards:** Ward 20, Scarborough Southwest

### **SUMMARY**

---

As Kingston Road is classified as a major arterial street, City Council approval of this report is required.

Windmill Developments is constructing an 8-storey mixed-use building at 1161 Kingston Road. The site is located on the southeast corner of Kingston Road and Courcelette Road. The eastbound curb lane on Kingston Road and a portion of the northbound curb lane and east sidewalk on Courcelette Road are currently closed for construction staging operations. It should be noted that construction of the development is currently in progress, operating under a monthly Street Occupation Permit.

Transportation Services is requesting authorization to legitimize the temporary closure of the south sidewalk and the eastbound curb lane on Kingston Road with a provision for a covered and protected walkway in the closed curb lane. In addition, authorization is being requested to close the east sidewalk and a portion of the northbound curb lane on Courcelette Road to accommodate construction staging operations.

The developer has requested the subject construction staging areas for a period of 11 months, ending on June 30, 2025. As detailed in the body of the report, modifications to the existing construction staging area and signal timing modifications are planned in the upcoming weeks to address safety concerns and traffic congestion. Therefore, Transportation Services is only requesting a period of three months, from July 29 to October 15, 2024, to evaluate the effectiveness of the planned changes and determine if additional measures are required. A subsequent report will be submitted in October 2024 with these findings.

### **RECOMMENDATIONS**

---

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

1. City Council authorize the closure of the south side sidewalk and eastbound curb lane on Kingston Road, between Courcelette Road and a point 50.0 metres east, and provision of a temporary pedestrian walkway within the closed portion of the eastbound curb lane, from June 27, 2024 to October 31, 2025, inclusive.
2. City Council authorize the closure of the east sidewalk and a 2.4 metre wide portion of the northbound curb lane on Courcelette Road, between Kingston Road and a point 31.5 metres south, and provision of a temporary pedestrian walkway within the closed portion of the northbound curb lane, from June 27, 2024 to October 31, 2025, inclusive.
3. City Council rescind the existing stopping prohibition in effect from 4:00 p.m. to 6:00 p.m. Monday to Friday, except public holidays, on the south side of Kingston Road, between Courcelette Road and Fallingbrook Road.
4. City Council rescind the existing maximum one hour parking regulation, on the south side of Kingston Road, between Courcelette Road and Fallingbrook Road.
5. City Council prohibit stopping at all times on the south side of Kingston Road, between Courcelette Road and Fallingbrook Road.
6. City Council prohibit stopping at all times on the east side of Courcelette Road, between Kingston Road and a point 31.9 metres south.
7. City Council prohibit stopping at all times on the west side of Courcelette Road, between Kingston Road and a point 47.7 metres south.
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 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 (AODA).
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 that Kingston Road and Courcelette Road be returned to their 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**

---

There is no financial impact to the City. Windmill 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 Kingston Road and Courcelette Road, these fees will be approximately \$190,000.00.

## **DECISION HISTORY**

---

City Council, at its meeting on February 2, 2022, adopted the recommendations of a Request for City Solicitor to Attend at the Ontario Land Tribunal - by Councillor Gary Crawford, seconded by Councillor Jennifer McKelvie (Item MM39.27).

[Agenda Item History - 2022.MM39.27 \(toronto.ca\)](#)

## COMMENTS

---

### The Development and Timeline

Windmill Developments is constructing an 8-storey mixed-use condominium building with 57 residential units, ground floor retail space, and two levels of underground parking for 34 parking spaces at 1161 Kingston Road. Permanent parking access will be from Courcelette Road.

The site is bounded by Kingston Road to the north, an apartment building to the east, a single family residential property to the south, and Courcelette Road to the west.

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

- Excavation and shoring: from November 2023 to February 2024;
- Below grade formwork: from January 2024 to June 2024;
- Above grade formwork: from June 2024 to November 2024;
- Building envelope phase: from August 2024 to June 2025; and
- Interior finishes stage: from December 2024 to October 2025.

### Existing Conditions

Kingston Road 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 15.0 metres
- The speed limit is 40 km/h
- TTC service is provided by the 12 bus route on this street
- There are sidewalks located on both sides of the street

The parking regulations on Kingston Road, within the subject section are as follows:

#### North side

- No stopping 7:00 a.m. to 9:00 a.m. Monday to Friday, except public holidays
- Parking for a maximum permitted period anytime of 1 hour

#### South side

- No stopping 4:00 p.m. to 6:00 p.m. Monday to Friday, except public holidays
- Parking for a maximum permitted period anytime of 1 hour

Courcelette 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 8.3 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 Courcelette Road, within the subject section are as follows:

**East side**

- No parking anytime

**West side**

- On-street signed no parking anytime, from Kingston Road to a point 31.5 metres south
- Unsigned three-hour maximum parking is in effect at all other times

**Proposed Construction Staging Areas**

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 10 metres. Various options were explored by the developer to set up construction staging operations for the development within the development site. For example, the developer explored the option of staging all construction activities on Courcelette Road, to avoid impacts on Kingston Road. Due to several conflicts with utilities, such as overhead hydro wires, a fire hydrant, the available space to stage the delivery of construction materials (concrete and steel re-bar) was severely restricted. and would result in a significant increase in delays to the schedule. The developer pursued the temporary relocation of the aforementioned utilities, however, it was deemed not feasible by the utility companies. Moreover, restricting all construction activities to the limited amount of space on Courcelette Road is not permitted under the Ministry of Labour requirements for accessibility and egress with workers. Consequently, the eastbound curb lane on Kingston Road is required to facilitate construction staging operations.

Currently, the eastbound curb lane and sidewalk fronting the site is closed for construction staging operations. Pedestrians are redirected into a 2.1 metre walkway within a covered and protected walkway. It should be noted that Transportation Services has received multiple sight line concerns due to the covered and protected walkway. An on-site investigation determined that covered walkway obstructs the view of northbound left-turn motorists on Courcelette Road and Kingston Road. As such, the developer is planning to modify the covered walkway to improve the sight lines at the subject intersection.

With the construction staging area in place, in the immediate vicinity of the site, the roadway operates as one eastbound and two westbound lanes.

Additionally, the east sidewalk and a 2.4 metre wide portion of the northbound lane on Courcelette Road, between Kingston Road and a point 31.9 metres south is closed. Pedestrians are directed to access the sidewalk on the west side of the road. The northbound and southbound lanes have been reduced from approximately 4.1 metres to 3.0 metres wide. To enhance traffic flow around the construction staging area, stopping is prohibited at all times on Courcelette Road, between Kingston Road and a point 31.9 metres south on the east side and a point 47.7 metres south on the west side.

## Intersection Capacity Analysis

The existing and future (under construction) traffic operations were analyzed during the afternoon peak hours at the intersection of Kingston Road and Fallingbrook Road. It should be noted that prior to the installation of the construction staging area, maximum one hour parking was permitted on the south side of Kingston Road during the morning and off-peak periods and stopping was prohibited during the afternoon peak period. In other words, one eastbound traffic lane was available during the day, except during the afternoon peak period (4:00 p.m. to 6:00 p.m.) when there are two available traffic lanes. To assess the impacts around the construction staging area, only the afternoon peak hours were analyzed:

The existing traffic operations were analyzed using the current lane configurations and vehicular/pedestrian traffic volumes. The future conditions were analyzed using the lane configurations available during construction of the site and projected traffic volumes.

Under existing conditions, the eastbound through traffic movements operated acceptably with an average delay of 12 seconds and 95th percentile queue length of 67 metres during the afternoon peak hours. The queue length do not block the northbound turning movements at the intersection of Kingston Road and Courcelette Road.

Under future (during construction) conditions, the eastbound through traffic movements are expected to operate with an average delay of 26 seconds and 95th percentile queue length of 130 metres during the afternoon peak hours. The projected queue is expected to block the northbound turning movements on Kingston Road and Courcelette Road. With the eastbound lane closure in place, the additional delay is 14 seconds, however, the eastbound traffic movements are expected clear in one cycle.

Notwithstanding, the signal timings at the intersection of Kingston Road and Fallingbrook Road have been modified to provide more time for traffic travelling in the eastbound direction. To address the eastbound queues on Kingston Road blocking northbound movements on Courcelette Road, "Do Not Block The Intersection" signage will be installed at the intersection of Kingston Road and Courcelette Road to deter motorists from blocking the intersection.

In summary, Transportation Services is requesting authorization for a period of three months, July 29 to October 15, 2024, to facilitate construction staging operations. The new signal timing changes and the modified covered walkway will be reevaluated to determine if additional modifications are required. Subsequently, a staff report will be submitted to City Council in October with further analysis and request to for a time extension to complete the remaining construction activities.

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

A review of the City's Major Capital Works Program from 2024-2026 indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging areas on Kingston Road and Courcelette Road are 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 Windmill 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 Kingston Road and Courcellette Road 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**

---

Nathan Sham, Acting Manager, Construction Coordination and Traffic Mitigation, Transportation Services, (416) 338-5397, [Nathan.Sham@toronto.ca](mailto:Nathan.Sham@toronto.ca).

**SIGNATURE**

---

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

**ATTACHMENTS**

---

Attachment 1: Proposed Construction Staging Area - 1161 Kingston Road



Attachment 1: Proposed Construction Staging Area - 1161 Kingston Road

