

Construction Staging Area - 980 Dufferin St / 1141 Bloor Street West - TTC Tunnel Construction (Stage 1 and 2)

Date: January 8, 2024
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 9, Davenport

SUMMARY

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

Bloor Dufferin Holdings LP and Ontario Holdings Ltd is constructing an underground pedestrian tunnel connecting the existing Dufferin Street TTC station to a proposed 33 storey building, tower C at 980 Dufferin Street. The tunnel will run north to south and will be situated on Bloor Street West, just west of the Dufferin Street and Bloor Street West intersection.

Construction will be undertaken in several phases, with varying degrees of sidewalk and lane closures taking place at the intersection of Bloor Street West and Dufferin Street. This report deals with Stage 1 and 2 scheduled to take place from January 1, 2024 to December 31 2024 inclusive. The overall project is scheduled to last until December 2025. The remaining construction stages will be discussed in a future staff report.

Stage 1 will require a partial closure of the north sidewalk, closure of the north side westbound bicycle lane, north side westbound traffic lane, portion of the eastbound left turn lane, and the south side eastbound bicycle lane on Bloor Street West, between a point 4.8 metres west of Dufferin Street and a point 58 metres further west for a period of 10 months, from February 29, 2024 to December 31, 2024 to accommodate construction staging operations. Pedestrian movements on the north side of Bloor Street West will be maintained in a 2.1 metre wide protected pedestrian walkway along the northern limits of the boulevard on Bloor Street West. On the south side of Bloor Street West pedestrian movements will be maintained in a minimum 2.1 metres wide covered and protected walkway within the existing sidewalk. The bicycle lanes on the north and south side of Bloor Street West will be closed, and signage will be posted in

advance of the construction staging area advising bicyclists and motorists that the bike lane ends, and to merge into a single traffic lane in the vicinity of the work zone. Pedestrian movements on the west side of Dufferin Street, abutting the site, will be maintained in a minimum 2.1 metres wide protected walkway.

Stage 2 will require the closure of the west sidewalk, the west side southbound right turn lane, and the east side northbound bus bay on Dufferin Street, between a point 7 metres north of Bloor Street West and a point 25 metres further north for a period of 6 months, from July 1, 2024 to December 31, 2024 to accommodate construction staging operations. Pedestrian movements on the west side of Dufferin Street will be accommodated in a 2.1 metre wide protected pedestrian walkway located within the existing southbound traffic lane on Dufferin Street. Pedestrian movements on the east side of Dufferin Street will be maintained.

During Stage 1 and 2 the construction staging areas will result in the loss of one on-street parking machine space on the north side of Bloor Street West just west from Russett Avenue.

RECOMMENDATIONS

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

1. City Council authorize the closure of the north side westbound bicycle lane, the north side westbound traffic lane, a 1.5 metre wide portion of the eastbound left-turn traffic lane, and the south side eastbound bicycle lane on Bloor Street West, between a point 4.8 metres west of Dufferin Street and a point 58 metres further west and provisions of a temporary pedestrian walkway within the closed portion of the vehicle traffic lane, from February 29, 2024 to December 31, 2024 inclusive to accommodate construction staging operations.
2. City Council authorize the closure of the west sidewalk, the west side southbound right turn lane, and the east side northbound bus bay on Dufferin Street, between a point 7 metres north of Bloor Street West and a point 25 metres further north and provisions of a temporary pedestrian walkway within the closed portion of the southbound vehicle traffic through lane, from February 29, 2024 to December 31, 2024 inclusive to accommodate construction staging operations.
3. City Council prohibit eastbound left-turns at all times at Bloor Street West and Dufferin Street from February 29, 2024 to December 31, 2024 inclusive.
4. City Council rescind the southbound left-turn prohibition in effect 7:00 a.m. to 6:00 p.m., except Sunday (buses excepted) at the intersection of Bloor Street West and Dufferin Street, from February 29, 2024 to December 31, 2024 inclusive.

5. City Council prohibit southbound left-turns from 7:00 a.m. to 7:00 p.m., except Sunday (buses excepted) at the intersection of Bloor Street West and Dufferin Street, from February 29, 2024 to December 31, 2024 inclusive.
6. City Council rescind the eastbound left-turn prohibition in effect 7:00 a.m. to 6:00 p.m., except Sunday, at the intersection of Bloor Street West and Dovercourt Road, from February 29, 2024 to December 31, 2024 inclusive.
7. City Council rescind the existing parking prohibition in effect at all times on the west side of Dufferin Street, between a point 91.5 metres north of Bloor Street West and a point 53.5 metres further north.
8. City Council rescind the existing stopping prohibition in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays, on the west side of Dufferin Street, between a point 91.5 metres north of Bloor Street West and a point 53.5 metres further north.
9. City Council rescind the existing parking prohibition in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the west side of Dufferin Street, between a point 91.5 metres north of Bloor Street West and a point 53.5 metres further north.
10. City Council prohibit standing at all times on the west side of Dufferin Street, between Bloor Street West and a point 145 metres further north.
11. City Council rescind the existing accessible loading zone regulation in effect at all times, on the north side of Bloor Street West, between a point 5 metres east of Russett Avenue and a point 14 metres further east.
12. City Council designate an accessible loading zone to be in effect at all times on the north side of Bloor Street West between a point 9 metres west of Russett Avenue and a point 14 metres further west.
13. City Council rescind the existing parking machine regulation in effect 7:00 a.m. to 9:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday, at a rate of \$2.75 for 1 hour and for maximum period of 3 hours, on the north side of Bloor Street West, between Russett Avenue and a point 23 metres further west.
14. 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.
15. 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).

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

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

22. 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.

23. 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.

24. 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.

25. City Council directs 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 to remove any staging to accommodate the necessary municipal infrastructure work at no cost to the City.

26. City Council direct that Dufferin Street and Bloor 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. Bloor Dufferin Holdings LP and Ontario Holdings Ltd 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 Dufferin Street these fees will be approximately \$251,000.00.

DECISION HISTORY

City Council, at its meeting on July 19, 20, 21 and 22, 2022, adopted Item MM47.88, and in so doing permitted the owner to apply for variances to Site Specific Zoning By-law 700-2021 (Ontario Land Tribunal) in respect of the lands municipally known as 1141 Bloor Street West, 980 Dufferin Street and 90 Croatia Street before the second anniversary of the first day on which Site Specific Zoning By-law 700-2021 (Ontario Land Tribunal) came into effect.

[Agenda Item History - 2022.MM47.88 \(toronto.ca\)](#)

City Council, at its meeting on September 30, October 1 and 2, 2020, adopted Item MM24.10 and in so doing approved the acceptance of on-site parkland dedication as previously authorized in Item TE11.7 adopted by City Council on December 17 and 18, 2019 for the lands municipally known as 1141 Bloor Street West, 980 Dufferin Street and 90 Croatia Street, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, with exception of the Garrison Trunk Sewer as previously permitted, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks and such other encumbrances, if any, where such encumbrances are deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such encumbrances will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

[Agenda Item History - 2020.MM24.10 \(toronto.ca\)](#)

City Council, at its meeting on December 17 and 18, 2019, adopted Item TE13.3 entitled - 1141 Bloor Street West, 980 Dufferin Street, and 90 Croatia Street - Official Plan Amendment and Zoning Amendment Application - Request for Directions Report.

[Agenda Item History - 2019.TE11.5 \(toronto.ca\)](#)

COMMENTS

The Development and Timeline

As part of a high-rise, multi-unit residential building development, construction of underground pedestrian tunnel is required to connect the existing Dufferin Street TTC station to the proposed 33 storey, tower C at 980 Dufferin Street. The tunnel will run north to south and will be located on Bloor Street West, just west of the Dufferin Street and Bloor Street West intersection. This report only deals with Phase 1 and 2 of the TTC tunnel construction. The remaining construction stages will be discussed in future staff reports.

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 excavation depth from the street level is approximately 6.5 metres below grade and extends to the lot lines on the north and east side of the property. 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.

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

Stage 1 – North Side of the Tunnel (Bloor Street West)

- Excavation and shoring: from February 2024 to June 2024;
- Below grade formwork: from February 2024 to June 2024;
- Backfill and temporary road construction: from July 2024 to December 2024

Stage 2 – North Side of the Tunnel (Dufferin Street & Bloor Street West)

- Excavation and shoring: from July 2024 to December 2024;
- Below grade formwork: from July 2024 to December 2024;
- Backfill and temporary road construction: from July 2024 to December 2024;

Existing Conditions

Bloor Street West is characterized by the following conditions:

- It is a three-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 12.8 metres
- The daily two-way traffic volume is approximately 19,600 vehicles
- The speed limit is 40 km/h
- TTC service is provided by the bus number 402, 300A, 300B, 300S, and 402
- There are sidewalks located on both sides of the street
- Bicycle lanes are provided on both sides of the road
- There is a Community Safety Zone on Bloor Street West, between Brock Avenue and Dufferin Street

Construction Staging Area - 980 Dufferin St / 1141 Bloor Street West - TTC Tunnel

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

North side

- No stopping anytime between a point 19 metres east of Russet Avenue and a point 30.5 metres west of Dovercourt Road
- Accessible loading zone in effect at all times, between a point 5 metres east of Russett Avenue and a point 14 metres further east

South side

- No stopping anytime between point 90 metres east of Brock Avenue and a point 67 metres east of Dufferin Street

Dufferin Street is characterized by the following conditions:

- It is a five-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 19.6 metres
- The daily two-way traffic volume is approximately 17,000 vehicles
- The speed limit is 40 km/h
- TTC service is provided by the bus number 29, 329, 929, 300A, 300B, 300S, 29D, 929D
- There are sidewalks located on both sides of the street

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

East side

- No standing anytime in the vicinity of the bus loading zones
- No stopping anytime from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays

West side

- Posted no standing anytime in the vicinity of the bus loading zone
- No stopping anytime in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays
- No parking anytime between a point 91.5 metres north of Bloor Street West and a point 53.5 metres further north
- No parking in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, between a point 91.5 metres north of Bloor Street West and a point 53.5 metres further north

Proposed Construction Staging Areas

Stage 1 (February 29, 2024 to December 31, 2024)

Stage 1 of the underground pedestrian tunnel construction will require partial closure of north sidewalk, full closure of the westbound and eastbound bicycle lane, north side westbound vehicle traffic lane, and 1.5 metre wide portion of the eastbound left turn lane on Bloor Street West, between a point 4.8 metres west of Dufferin Street and a point 58 metres further west for a period of 10 months, from February 29, 2024 to December 31, 2024 to accommodate construction staging operations. The eastbound and westbound bicycle lanes will be closed, and signage will be posted in advance of the construction staging area advising road users that the bike lane ends, and to merge into a single traffic lane in the vicinity of the work zone. Two-way traffic will be maintained in one eastbound and one westbound lane that's 3.65 metres wide.

Construction Staging Area - 980 Dufferin St / 1141 Bloor Street West - TTC Tunnel

Pedestrian movements on the north side of Bloor Street West will be accommodated in a 2.1 metre wide protected pedestrian walkway along the northern limits of the existing sidewalk on Bloor Street West. On the south side of Bloor Street West pedestrians will be maintained in a minimum 2.1 metres wide covered and protected walkway within the existing sidewalk. Two way traffic will be maintained on Bloor Street West. TTC stops will not be affected. In order to facilitate safe and efficient inbound and outbound turn manoeuvres from the construction site it is recommended that the accessible on-street parking spaces be temporary relocated to the north side of Bloor Street West between a point 9 metres west of Russett Avenue and a point 14 metres further west. Furthermore, to maintain safe and efficient flow of traffic, eastbound left-turns will be prohibited at all times on Bloor Street West at Dufferin Street. Drivers wishing to make an eastbound left-turn in order to go north will be able to do so at the intersection of Bloor Street West at Dovercourt Road where eastbound left-turns will be permitted. The construction staging will result in the loss of one on-street parking machine space. The applicant will be responsible for paying any lost revenue for the parking space.

Stage 2 (July 1, 2024 to December 31, 2024)

Stage 2 of the underground pedestrian tunnel construction will require the closure of the west sidewalk, the west side southbound right turn lane, and the east side northbound bus bay on Dufferin Street, between a point 7 metres north of Bloor Street West and a point 25 metres further north for a period of 6 months, from July 1, 2024 to December 31, 2024 to accommodate construction staging operations. Pedestrian movements on the west side of Dufferin Street will be accommodated in a 2.1 metre wide protected pedestrian walkway located within the existing southbound traffic lane on Dufferin Street. Pedestrian movements on the east side of Dufferin Street will not be affected. During Stage 2, pedestrian movements on the north side of Bloor Street West will be shifted south and maintained in a 2.1 metre wide protected pedestrian walkway located within the existing westbound traffic lane, and eastbound left turn traffic lane. A second 2.1 m wide walkway will be provided along the northern limits of the north sidewalk providing pedestrians access to a place of worship located on Bloor Street West, 14 metres west from Dufferin Street. Two way traffic will be maintained on Dufferin Street. The developer engaged with TTC, and it was agreed that the nearside bus stop for southbound commuters on Dufferin Street at Bloor Street West be relocated to a point approximately 55 metres further north from Bloor Street West. To maintain efficient TTC operations around the construction staging area, standing will be prohibited at all times on the west side of Dufferin Street, between Bloor Street West and a point 145 metres further north. During Stage 2 the City work zone coordinator will monitor traffic conditions and if necessary, work with the developer to adjust the staging set up to minimize its impact on traffic. Furthermore, to maintain efficient traffic operations at the intersection southbound approach the existing southbound left-turns prohibition from 7:00 a.m. to 6:00 p.m. will be temporarily extended to be in effect from 7:00 a.m. to 7:00 p.m.

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

A review of the City's Five-Year Major Capital Works Program on Bloor Street West indicates that Transportation Services plan local geometric safety improvements work in 2024. Toronto Hydro Electric System Ltd plan underground electrical and underground civil work from 2023 to 2024, and overhead electrical work from 2023 to 2025.

A review of the City's Five-Year Major Capital Works Program on Dufferin Street indicates that Transportation Services plan major road reconstruction, major road resurfacing work, and local geometric safety improvements work in 2024.

Bloor Dufferin Holdings LP and Ontario Holdings Ltd 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 Bloor Dufferin Holdings LP and Ontario Holdings Ltd, 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 Dufferin Street for periods of less than 30 consecutive days over the 10-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, Work Zone Coordination and Traffic Mitigation, Transportation Services, (416) 395-7468, Stuart.McGhie@toronto.ca.

SIGNATURE

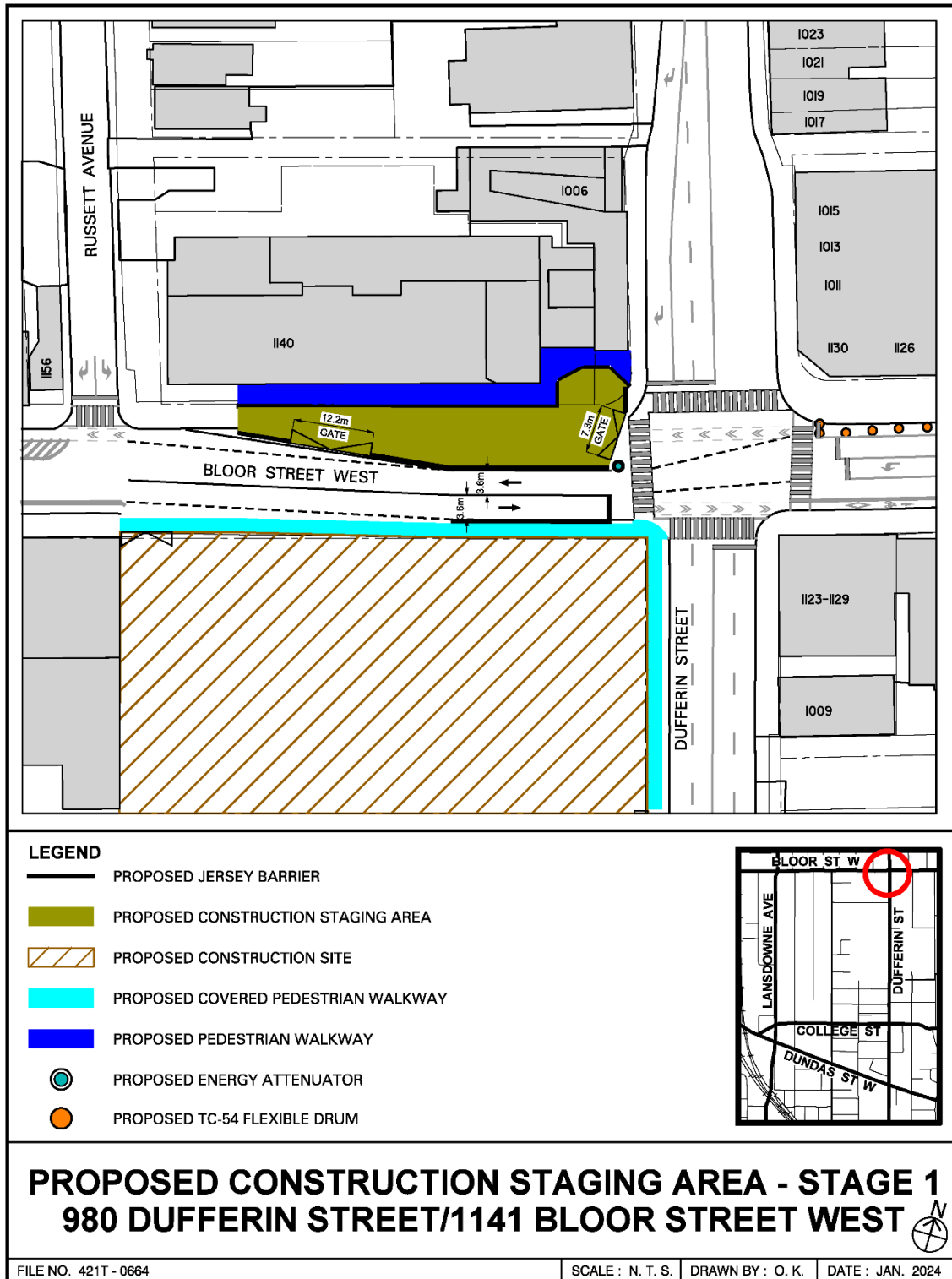
Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - Stage 1 - 980 Dufferin St / 1141 Bloor Street West

Attachment 2: Proposed Construction Staging Area - Stage 2 - 980 Dufferin St / 1141 Bloor Street West

Attachment 1: Proposed Construction Staging Area - Stage 1 - 980 Dufferin St / 1141 Bloor Street West



Attachment 2: Proposed Construction Staging Area - Stage 2 - 980 Dufferin St / 1141 Bloor Street West

