

## **Construction Staging Area – 950 King Street West**

**Date:** February 2, 2024  
**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 King Street West, City Council approval of this report is required.

Verdiroc Construction Corporation is constructing a 14-storey multi-unit residential building at 950 King Street West. The site is located at the north-east corner of King Street West and Strachan Avenue.

Transportation Services is requesting approval to close the east sidewalk, the northbound bicycle lane, and the southbound bicycle lane on Strachan Avenue for a period of 35 months, from February 29, 2024 to January 31, 2027 to facilitate construction staging operations. Pedestrian movements on the east side of Strachan Avenue abutting the site will be restricted and pedestrians will be directed to the west side sidewalk of Strachan Avenue. The southbound and the northbound bicycle lanes will be closed, and signage will be posted informing cyclists the bicycle lane ends in advance of the construction staging area and shared lane pavement markings will be installed advising cyclists and motorists to merge into a single traffic lane in the vicinity of the work zone.

Additionally, approval is being requested to close the public laneway east of Strachan Avenue north of King Street West for a period of 35 months, from February 29, 2024 to January 31, 2027 to facilitate construction staging operations. Only local traffic will be permitted to enter the laneway using the north access from Adelaide Street West.

The construction staging area will result in the loss of three on-street parking machine spaces on the north side of King Street West.

## RECOMMENDATIONS

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

1. City Council authorize the closure of the east sidewalk, the east side northbound bicycle lane, and the west side southbound bicycle lane on Strachan Avenue, between King Street West and a point 38 metres further north, from February 29, 2024 to January 31, 2027 inclusive to accommodate construction staging operations.
2. City Council authorize the full closure of the public laneway east of Strachan Avenue north of King Street West, between a point 5 metres north of King Street West and a point 22 metres further east, from February 29, 2024 to January 31, 2027 inclusive to accommodate construction staging operations.
3. City Council rescind the existing parking machine regulation in effect from 7:00 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$4.00 dollars per hour for maximum period of 2 hours, on the north side of King Street West, between a point 36.5 metres east of Strachan Avenue and a point 28 metres further east.
4. City Council rescind the existing parking machine regulation in effect from 10:00 a.m. to 3:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday and Sunday, at a rate of \$4.00 dollars per hour for maximum period of 3 hours, on the north side of King Street West, between a point 36.5 metres east of Strachan Avenue and a point 28 metres further east.
5. City Council rescind the existing stopping prohibition in effect 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Monday to Friday, except public holidays on the north side of King Street West, between a point 36.5 metres east of Strachan Avenue and a point 28 metres further east.
6. City Council prohibit stopping at all times on the north side of King Street West, between a point 36.5 metres east of Strachan Avenue and a point 28 metres further 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 (AODA).
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 install converging mirrors 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 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.
19. City Council direct that Strachan Avenue, King Street East, and the public laneway east of Strachan Avenue north of King Street West be returned to its pre-construction traffic and parking regulations when the project is complete.
20. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

## FINANCIAL IMPACT

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There is no financial impact to the City. Verdiroc Construction 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 Strachan Avenue King Street West, and on the public laneway east of Strachan Avenue north of King Street West these fees will be approximately \$1,161,000.00 including lost revenue from the parking machines.

## DECISION HISTORY

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City Council, at its meeting on January 24, 2024, adopted Item - 2024.TE10.17 and in so doing, approved the demolition of heritage properties with conditions for the lands municipally known 938, 944 and 950 King Street West and 95, 97 and 99 Strachan Avenue

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.17>

City Council, at its meeting on March 10, 2021, adopted Item - 2021.TE23.12 - Zoning By-law 569-2013 Amendment Application - Final Report for the lands municipally known 938 - 950 King Street West and 95 - 99 Strachan Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE23.12>

## COMMENTS

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### The Development and Timeline

Verdiroc Construction Corporation is constructing a 14-storey residential building consisting of 192 units together with ground floor retail, and one levels of underground parking at 950 King Street West. All permanent access will be from the public laneway east of Strachan Avenue north of King Street West. The site is bounded by a private property to the north, public laneway to the east, King Street West to the south, and Strachan Avenue 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. Based on the information provided by the developer, the excavation depth from the street level is approximately 6 metres 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:

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

## **Existing Conditions**

King 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 daily two-way traffic volume is approximately 21,500 vehicles
- The speed limit is 50 km/h
- TTC service is provided by the Streetcar 504A, 504B, and 508 and Bus 304
- There are sidewalks located on both sides of the street

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

### **North side**

- No standing in the vicinity of the bus loading zone
- Parking machine regulation in effect from 7:00 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$4.00 dollars per hour for maximum period of 2 hours
- Parking machine regulation in effect from 10:00 a.m. to 3:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday and Sunday 7:00 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$4.00 dollars per hour for maximum period of 3 hours
- No stopping in effect 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Monday to Friday, except public holidays

### **South side**

- Parking machine regulation in effect from 7:00 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$4.00 dollars per hour for maximum period of 2 hours
- Parking machine regulation in effect from 10:00 a.m. to 3:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday and Sunday 7:00 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$4.00 dollars per hour for maximum period of 3 hours
- No stopping in effect 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Monday to Friday, except public holidays

Strachan Avenue is characterized by the following conditions:

- It is a three-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 11.7 metres
- The daily two-way traffic volume is approximately 11,500 vehicles
- The speed limit is 40 km/h
- There is no TTC service provided on this street

- There are sidewalks located on both sides of the street
- Bike lanes are located both sides of Strachan Avenue

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

### **Both sides**

- No stopping anytime

### **Proposed Construction Staging Area**

Subject to approval, the east sidewalk, the northbound bicycle lane, and the southbound bicycle lane on Strachan Avenue, between King Street West and a point 38 metres further north will be closed to accommodate construction staging operations for the development. Pedestrian movements on the east side of Strachan Avenue abutting the site will be restricted and pedestrians will be directed to the west side sidewalk of Strachan Avenue. Pedestrians wishing to access the east sidewalk north from the construction staging area on Strachan Avenue will be able to do so using the all-way stop control intersection on Strachan Avenue at Adelaide Street West located 130 metres north from King Street West. At the all-way stop control intersection of Strachan Avenue and Adelaide Street West signage will be posted informing pedestrians that the east sidewalk is closed ahead on Strachan Avenue and directing pedestrians to use the west sidewalk. The southbound and northbound bicycle lanes will be closed, and signage will be posted informing cyclists that the bicycle lane ends in advance of the construction staging area. In addition, shared lane pavement markings will be installed advising cyclists and motorists to merge into a single traffic lane in the vicinity of the work zone. To maintain traffic flow around the construction staging area, the existing stopping prohibitions will be maintained at all times on both sides of Strachan Avenue.

Additionally, subject to approval, the public laneway east of Strachan Avenue north of King Street West, between a point 5 metres north of King Street West and a point 22 metres further north will be closed to accommodate construction staging operations for the development. Signs will be posted advising road users that the laneway is closed. Only local traffic will be permitted to enter the laneway using the access from Adelaide Street West.

On King Street West, north side, pedestrian movements will be accommodated in a 1.9 metre covered and protected walkway located within the existing sidewalk, between Strachan Avenue and a point 45 metres further east. Pedestrian operations on the south sidewalk will be maintained. TTC service will not be affected. In order to facilitate safe and efficient inbound and outbound turn manoeuvres, it is recommended that three of the existing parking machine spaces on King Street West in the vicinity of the public laneway be temporarily rescinded and replaced with no stopping anytime. The applicant will be responsible for paying the lost revenue for these three parking spaces. The existing parking regulations on the south side of King Street West will remain in effect.

A drawing of the proposed construction staging area 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.

This development site being reported upon, has been reviewed by the Construction Hub Coordination Team to ensure a coordinated approach to safety and construction is being adhered to.

A review of the City's Five-Year Major Capital Works Program on Strachan Avenue indicates that Toronto Hydro Electric System Ltd has several overhead and underground civil and electrical works planned from 2024 to 2026.

A review of the City's Five-Year Major Capital Works Program on King Street West indicates that Toronto Hydro Electric System Ltd has multiple overhead and underground civil and electrical work planned from 2024 to 2026. Toronto Transit Commission has track replacement work planned from 2025 to 2026. Toronto Water has watermain replacement planned from 2025 to 2026, and sewer rehabilitation work planned in 2025.

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 Verdiroc Construction 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 Strachan Avenue and the public laneway east of Strachan Avenue north of King Street West for periods of less than 30 consecutive days over the 35-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 - 950 King Street West



Attachment 1: Proposed Construction Staging Area - 950 King Street West

