

Construction Staging Area – Douro Street (1071 King Street West)

Date: March 27, 2024
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Spadina-Fort York, Ward 10

SUMMARY

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

Hallmark is constructing a 14-storey residential building at 1071 King Street West. The site is located on the southwest corner of King Street West and Douro Street.

Transportation Services is requesting authorization to close the west sidewalk, the southbound vehicle traffic lane, and the northbound vehicle traffic lane, for a period of 33 months, from April 30, 2024 to January 31, 2027 to facilitate construction staging operations. Pedestrian movements on the west side of Douro Street abutting the site will be restricted and pedestrians will be redirected to the east sidewalk of Douro Street. A bi-directional bicycle lane will be maintained on the east and the south side of the road. Vehicular access will be maintained at the intersection of Douro Street and Shaw Street.

RECOMMENDATIONS

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

1. City Council authorize a temporary full closure of the west sidewalk, the southbound vehicle traffic lane, and the northbound vehicle traffic lane, on Douro Street, between King Street West a point 33 metres further south, from April 30, 2024 to January 31, 2027 inclusive.
2. City Council prohibit eastbound right-turns at all times (bicycles excepted) at the intersection of King Street West and Douro Street, from April 30, 2024 to January 31, 2027 inclusive.

3. City Council prohibit westbound left-turns at all times (bicycles excepted) at the intersection of King Street West and Douro Street, from April 30, 2024 to January 31, 2027 inclusive.
4. City Council prohibit southbound left-turns at all times (bicycles excepted) at the driveway located on the north side of Douro Street, 75 metres west of Shaw Street, from April 30, 2024 to January 31, 2027 inclusive.
5. City Council authorize the installation of a temporary Level 2, Type B - Pedestrian Crossover on Douro Street, and a point 50 metres south of King Street West to be in-operation from April 30, 2024 to January 31, 2027, which the issuance of the construction staging permit must be conditional on the Pedestrian Crossover being operational.
6. City Council authorize the following conditions of the construction staging permit, which relate to the temporary Level 2, Type B - Pedestrian Crossover:
 - a. A deposit will be required to be submitted to "The Treasurer, City of Toronto", in advance of the permit being issued. The deposit is required to cover costs incurred by the City, in the event the developer does not provide a service that it must, as stipulated in the permit agreement conditions below. Upon completion of the construction project and return to normal operation, the unused portion of the deposit will be returned to the developer.
 - b. The developer will be responsible for the installation, maintenance and removal of the traffic control signal by one of the electrical contractors pre-approved by the City's Traffic Systems Construction & Maintenance Unit. Maintenance levels specified by the City's Traffic Systems Construction & Maintenance Unit must be followed, to be in accordance with those followed by the City's Electrical Maintenance Contractor for the maintenance of the City's other traffic control signals.
 - c. The developer must provide to Transportation Services a 7 day/24 hr contact name, phone number and email address, for the City's dispatchers to forward operational malfunction/complaints to. If the City's dispatcher is not able to reach the contact by phone to provide details of a malfunction/complaint, then the City's Electrical Maintenance Contractor will be dispatched to investigate and complete repairs and the City's dispatcher will send an email to document the malfunction call and their inability to reach the contact. The response and repair costs will be deducted from the deposit provided to the City.
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 bike lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.
18. City Council direct that King Street West and Douro Street be returned to its pre-construction traffic and parking regulations when the project is complete.
19. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
20. City Council direct that the occupation permits for construction staging on Douro Street be conditional, subject to there being no conflicts with Metrolinx transit project construction.

FINANCIAL IMPACT

There is no financial impact to the City. The developer, Hallmark 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 King Street West and Douro Street these fees will be approximately \$1,150,000.00.

DECISION HISTORY

Local Planning Appeal Tribunal, pursuant to its order issued August 12, 2022 in relation to Tribunal File OLT-22-004016, authorized an amendment to Zoning By-law 569-2013, for the lands municipally known as 1071 King Street West.

City Council, at its meeting on June 15 and 16, 2022, adopted without amendments Item 2022.MM45.44, 1071 King Street West - Rezoning Application - by Councillor Joe Mihevc, seconded by Councillor Mike Layton.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.MM45.44>

City Council, at its meeting on July 28 and 29, 2020, adopted with amendments Item 2020.TE16.9, 1071 King Street West - Zoning By-law Amendment Application - Request for Direction Report.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE16.9>

Toronto and East York Community Council, at its meeting on January 8, 2020, adopted Item 2020.TE12.60, 1071 King Street West Community Consultation Meeting - Expanded Notice.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE12.60>

City Council, at its meeting on October 2, 3 and 4, 2012, adopted Item 2012.TE18.42, Preliminary Report - Zoning Amendment Application for the lands municipally known as 1071 King Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2012.TE18.42>

COMMENTS

The Development and Timeline

The developer, Hullmark is constructing a 14-storey residential building with 298 rental units together with retail use on ground floor, and two-levels of underground parking at 1071 King Street West. Permanent access to the building will be from Douro Street. The site is bounded by King Street West to the north, Douro Street to the east, and a railway corridor to the south and 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 entire site will be excavated lot line to lot line on all four sides to a depth of 8.2 metres on the north side, 9.4 metres on the east side, 9.8 metres on the south side, and 4.6 metres on the west side. 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: Complete
- Excavation and shoring: from April 2024 to August 2024;
- Below grade formwork: from August 2024 to December 2024;
- Above grade formwork: from December 2024 to January 2026;
- Building envelope phase: from July 2024 to May 2026, and;
- Interior finishes stage: from October 2025 to May 2027;

Existing Conditions

Douro Street is characterized by the following conditions:

- It is a two-lane, north-south and east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 9.9 metres
- The daily two-way traffic volume is approximately 250 vehicles
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- Sidewalks located on both sides of the street
- Two-way bike lanes are provided on the west and south side of the road.

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

Both sides

- No stopping anytime

Proposed Construction Staging Area

Subject to approval, the west sidewalk, the southbound and northbound traffic lane will be temporarily closed on Douro Street, between King Street West and a point 33 metres further south to facilitate construction staging operations. Local traffic will be permitted to access Douro Street at the intersection with Shaw Street. Road closure signs will be posted advising road users that road is closed to vehicles on Douro Street at King Street West. To provide the extra space needed to facilitate construction staging operations the existing bi-directional bicycle lanes will be temporarily shifted from west side of Douro Street to the east side in the vicinity of the work zone. Pedestrian movements on the west side of Douro Street abutting the site will be restricted and signs will be posted at key locations directing pedestrians to the east sidewalk. A temporary pedestrian crossover will be installed on Douro Street, 50 metres south of King Street West, to facilitate a safe crossing for pedestrians south of the construction staging area. The developer will be responsible for the installation, maintenance (during

the entire construction period), and removal of the pedestrian crossover at the end of the construction period.

On King Street West, pedestrian movements will be maintained in a 2.1 metre wide covered and protected walkway within the existing south sidewalk. Pedestrian movements on the north side of King Street West will not be affected. TTC service will not be impacted. The existing parking regulations on both sides of the street will remain in effect. To prevent vehicles from entering Douro Street from King Street West during the construction project Do Not Enter signs along with eastbound right-turns, and westbound left-turns prohibitions (bicyclists excepted) will be pasted at the intersection.

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

This development site is within the Construction Hub Coordination program and has been reviewed by staff to ensure compliance with the 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 indicates that there are several construction projects scheduled to take place on King Street West with timelines overlapping with the proposed construction area at 1071 King Street West. The scheduled construction projects include local road resurfacing, on-street bikeway paving markings, and bridge rehabilitation planned by Transportation Services in 2024. Transportation Services is also planning lane restrictions from 2022 to 2025. TTC has track replacement (Tangent Track) work planned in 2024. Toronto Water has watermain replacement and sewer rehabilitation work planned in 2024 and 2025. Also, Toronto Hydro Electric System Ltd. is planning overhead and underground civil and electrical work from 2024 to 2026.

The developer was informed that the construction staging area may need to be temporarily removed or modified 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.

Furthermore, a review of the Cities Major Capital works indicates the development site southern limits is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Douro Street,

is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Hallmark, 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 King Street West and Douro Street for periods of less than 30 consecutive days over the 33-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

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

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 1071 King Street West

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