

## **Construction Staging Area – 2400-2444 Yonge Street**

**Date:** June 20, 2024  
**To:** North York Community Council  
**From:** Director, Traffic Management, Transportation Services  
**Wards:** Ward 8, Eglinton-Lawrence; Ward 15, Don Valley West

### **SUMMARY**

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

First Capital is constructing a 21-storey and 27-storey mixed-used residential towers at 2400-2444 Yonge Street. The development site will have frontage on both Yonge Street and Roselawn Avenue. The site is bounded by Roselawn Avenue to the north, Yonge Street to the east, a healthcare centre to the south, and existing residential properties to the west.

Transportation Services is requesting authorization to temporarily close a portion of the southbound curb lane on Yonge Street and the south sidewalk on Roselawn Avenue for a period of 38 months, from July 25, 2024 to August 1, 2027, to accommodate construction staging areas. Pedestrian movements on the west side of Yonge Street will be maintained in a 2.1 metre covered and protected walkway within the closed portion of the sidewalk and curb lane. The existing operations on Yonge Street will be maintained (two southbound and two northbound traffic lanes). On Roselawn Avenue, pedestrian movements will be redirected from the south side to the north side of the roadway.

### **RECOMMENDATIONS**

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

1. City Council authorize the closure of the west sidewalk and a 2 metre wide portion of the southbound curb lane on Yonge Street between Roselawn Avenue and a point 103 metres south, from July 25, 2024 to August 1, 2027, inclusive.

2. City Council authorize the closure of the south sidewalk on Roselawn Avenue, between Yonge Street and a point 104 metres west, from July 25, 2024 to August 1, 2027, inclusive.
3. City Council prohibit stopping at all times on the west side of Yonge Street, between a point 48 metres south of Roselawn Avenue and a point 55 metres further south.
4. City Council rescind the existing stopping prohibition in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays between a point 48 metres south of Roselawn Avenue and a point 55 metres further south.
5. City Council prohibit stopping at all times on the south side of Roselawn Avenue between Yonge Street and a point 104 metres west.
6. City Council rescind the existing parking machine regulation on the west side of Yonge Street, between a point 48 metres south of Roselawn Avenue and a point 55 metres further south, from 9:00 a.m. to 6:00 p.m., Monday to Saturday, at a rate of \$4.00 per hour and for a maximum period of three hours.
7. City Council rescind the existing parking machine regulation on the west side of Yonge Street, between a point 48 metres south of Roselawn Avenue and a point 55 metres further south, from 6:00 p.m. to 10:00 p.m., Monday to Saturday and from 1:00 p.m. to 6:00 p.m. Sunday, at a rate of \$4.00 per hour and for a maximum period of three hours.
8. City Council rescind the existing parking machine regulation on the south side of Roselawn Avenue, between Yonge Street and a point 45 metres west, from 10:00 a.m. to 6:00 p.m., Monday to Saturday, at a rate of \$4.00 per hour and for a maximum period of three hours.
9. City Council rescind the existing parking machine regulation on the south side of Roselawn Avenue, between Yonge Street and a point 45 metres west, from 6:00 p.m. to 10:00 p.m., Monday to Saturday and from 1:00 p.m. to 10:00 p.m. Sunday, at a rate of \$4.00 per hour and for a maximum period of four hours.
10. 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.
11. 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).
12. 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.

13. 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.
14. 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.
15. 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.
16. 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.
17. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
18. 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.
19. 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.
20. 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.
21. City Council direct that Yonge Street and Roselawn Avenue be returned to its pre-construction traffic and parking regulations when the project is complete.
22. 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 with 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.
23. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
24. City Council direct that the occupation permit for construction staging on Yonge Street and Roselawn Avenue be conditional subject to there being no conflicts with Metrolinx transit project construction.

## FINANCIAL IMPACT

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There is no financial impact to the City. First Capital 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 closure on Yonge Street and Roselawn Avenue these fees will be approximately \$1,600,000.00 including lost revenue from the parking machines.

## DECISION HISTORY

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City Council, at its meeting on June 15, 2022 adopted the recommendations of a Zoning By-law Amendment Application - On-site Parkland Dedication.

[Agenda Item History - 2022.MM45.48 \(toronto.ca\)](#)

City Council, at its meeting on July 14, 2021 adopted the recommendations of an Official Plan Amendment Applications - Request for Directions Report (item CC35.18).

[Agenda Item History - 2021.CC35.18 \(toronto.ca\)](#)

## COMMENTS

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### The Development and Timeline

First Capital is constructing a 21-storey and 27-storey mixed-used residential towers at 2400-2444 Yonge Street. The site is bounded by Roselawn Avenue to the north, Yonge Street to the east, a healthcare centre to the south, and existing residential properties to the west.

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

- Excavation and shoring: from October 2023 to June 2024;
- Below grade formwork: from May 2024 to May 2025;
- Above grade formwork: from March 2025 to October 2026;
- Building envelope phase: from January 2026 to January 2027; and
- Interior finishes stage: from April 2026 to August 2027.

### Existing Conditions

Yonge Street is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16 metres
- The speed limit is 50 km/h
- TTC service is provided by 97 Yonge bus

- There are sidewalks located on both sides of the street

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

### **West side**

- No stopping 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays
- Parking machines operate from 9:00 a.m. to 10:00 p.m., Monday to Saturday and from 1:00 p.m. to 6:00 p.m. Sunday

### **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. 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 10.3 metres. Various options were explored by the developer to set up construction staging operations for the development within the development site. The option to utilize the site for construction staging purposes was not feasible due to limited availability of space to accommodate all construction staging operations. In addition, the subject property is surrounded by adjacent private properties with existing buildings on them.

Given the physical site constraints and the space required to manoeuvre construction vehicles, occupation of the right-of-way on Yonge Street and Roselawn Avenue are essential to facilitate the construction of the development. The proposed construction staging areas will be set up within the road right-of-way on the west side of Yonge Street and the south side of Roselawn Avenue for a period of 38 months.

Construction staging operations on Yonge Street will take place within the west boulevard allowance and a portion of the southbound curb lane, fronting the site. It should be noted that the existing curb lane is 2 metres wide with designated parking machine spaces. In order to facilitate safe and efficient inbound and outbound access to the site, a total six of the existing parking machine spaces on Yonge Street, between a point 48 metres south of Roselawn Avenue and a point 55 metres further south will be removed. The applicant will be responsible for paying the lost revenue for all parking spaces removed. Pedestrian operations on the west side of Yonge Street will be maintained in a 2.1 metre covered and protected walkway within the closed portion of the sidewalk and existing parking lane. With the construction staging area in place, the existing traffic operations of two southbound and two northbound vehicular traffic lanes will be maintained.

Additionally, the developer will have three construction access gates to facilitate the delivery of construction materials, along with a man and material hoist on the south side of Roselawn Ave. To eliminate any conflict with heavy vehicles and pedestrians, a closure of the sidewalk on the south side of Roselawn Avenue, between Yonge Street and a point 104 metres west is recommended. Advance advisory signage will be installed to inform pedestrians of the sidewalk closure at the southwest corner of Yonge Street and Roselawn Avenue and southeast corner of Roselawn Avenue and Duplex Avenue. A total of five parking machines spaces on the south side of Roselawn Avenue, between Yonge Street and a point 45 metres west will be removed. The

applicant will be responsible for paying the lost revenue for all parking spaces removed. There is no impact to the sidewalk on the north side of Roselawn Avenue.

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.

A review of the City's Five-Year Major Capital Works Program indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging area on Yonge Street and Roselawn Avenue are not expected to conflict with the City's capital works projects. However, the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Yonge Street and Roselawn Avenue, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Yonge Street and Roselawn Avenue for periods of less than 30 consecutive days over the 38-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 - 2400-2444 Yonge Street

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