

## **Construction Staging Area – 315-325 Spadina Avenue**

**Date:** December 20, 2023  
**To:** Toronto and East York Community Council  
**From:** Director, Traffic Management, Transportation Services  
**Wards:** Ward 11, University-Rosedale

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

315 Spadina LP is constructing a 13-storey residential condominium building at 315-325 Spadina Avenue. The site is located on the north-east corner of Spadina Avenue and D'Arcy Street.

Transportation Services is requesting approval to close the north sidewalk on D'Arcy Street for a period of 26 months, from February 1, 2024 to March 31, 2026 to facilitate construction staging operations. Pedestrian movements on the north side of D'Arcy Street abutting the site will be restricted and pedestrians will be directed to the south side sidewalk of D'Arcy Street.

Additionally, approval is being requested to close the public laneway east of Spadina Avenue north of D'Arcy Street in various degrees for a period of 26 months, from February 1, 2024 to March 31, 2026 to facilitate construction staging operations.

### **RECOMMENDATIONS**

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

1. Toronto and East York Community Council authorize the closure of the north sidewalk on D'arcy Street, between a point 8 metres east of Spadina Avenue and a point 48 metres further east, from February 1, 2024 to March 31, 2026 inclusive, to accommodate construction staging operations.
2. Toronto and East York Community Council authorize the full closure of the public laneway east of Spadina Avenue north of D'Arcy Street, between D'Arcy Street and a

point 54 metres further north, from February 1, 2024 to April 31, 2025 inclusive to accommodate construction staging operations.

3. Toronto and East York Community Council authorize the closure of a 3.5 metre wide portion of the public laneway east of Spadina Avenue north of D'Arcy Street, between D'Arcy Street and a point 54 metres further north from January 1, 2026 to March 31, 2026 inclusive, to accommodate construction staging operations.

4. Toronto and East York Community 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.

5. Toronto and East York Community 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).

6. Toronto and East York Community 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.

7. Toronto and East York Community 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.

8. Toronto and East York Community 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.

9. Toronto and East York Community 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.

10. Toronto and East York Community 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.

11. Toronto and East York Community Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

12. Toronto and East York Community 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.

13. Toronto and East York Community 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.

14. Toronto and East York Community 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 to remove any staging to accommodate the necessary municipal infrastructure work at no cost to the City.

15. Toronto and East York Community Council direct that D'Arcy Street, and the public laneway east of Spadina Avenue north of D'Arcy Street be returned to its pre-construction traffic and parking regulations when the project is complete.

## **FINANCIAL IMPACT**

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There is no financial impact to the City. The 315 Spadina LP 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 D'Arcy Street, Spadina Avenue, and the public laneway east of Spadina Avenue north of D'Arcy Street these fees will be approximately \$700,000.00.

## **DECISION HISTORY**

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City Council, at its meeting on May 5 and 6, 2021, adopted Item 2021.TE24.7 and in so doing, amended Zoning By-law 569-2013, and 438-86 for the lands municipally known as 315-325 Spadina Avenue.

[Agenda Item History - 2021.TE24.7 \(toronto.ca\)](#)

## **COMMENTS**

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### **The Development and Timeline**

315 Spadina LP is constructing a 13-storey multi residential building with 219 rental units, retail space on the ground floor, and one-level underground parking at 315-325 Spadina Avenue. The site is bounded by a public laneway to the east, Spadina Avenue to the west, D'Arcy Street to the south, and a commercial building (327 Spadina Avenue) to the north.

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 5.7 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:

- Demolition: from April 2023 to May 2023
- Excavation and shoring: from May 2023 to March 2024;
- Below grade formwork: from February 2024 to May 2024;
- Above grade formwork: from May 2024 to March 2025;
- Building envelope phase: from January 2024 to December 2025;
- Interior finishes stage: from November 2024 to November 2025, and;
- Site improvements and landscaping: from February 2023 to March 2026.

## **Existing Conditions**

D'Arcy Street is characterized by the following conditions:

- It is a one-lane, eastbound, local roadway
- It operates one-way traffic on a pavement width of approximately 7.5 metres
- The daily one-way traffic volume is approximately 7,000 vehicles
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of road

The parking regulations on D'Arcy Street, within the subject section are as follows:

### **North side**

- Parking machine, 3 hour maximum parking from 8:00 a.m. to 9:00 p.m., Monday. to Saturday.; 1:00 p.m. to 9:00 p.m. Sunday.
- Permit parking from 12:01 a.m. to 7:00 a.m., daily

### **South side**

- No parking anytime

The public laneway east of Spadina Avenue north of D'Arcy Street is characterized by the following conditions:

- It is a two-lane, north-south, laneway
- It operates two-way traffic on a pavement width of approximately 6 metres
- The speed limit is 50 km/h
- There is no TTC service provided on this street
- There are no sidewalks on either side of the laneway

The parking regulations on public laneway, within the subject section are as follows:

### **Both sides**

- No parking anytime

Spadina Avenue is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on pavement with of approximately 26 metres
- The daily two-way traffic volume is approximately 22,000 vehicles
- The speed limit is 40 km/h
- TTC service is provided by the streetcar number 310, and 510
- There are sidewalks located on both sides of the street
- There are sharrows are located on both sides of the road

The parking regulations on D'Arcy Street, within the subject section are as follows:

**East side**

- No standing anytime

**West side**

- Parking machine regulation, 3 hours maximum parking at a rate of \$4.00 for 1 hour, from 8:00 a.m. to 9:00 p.m.

### **Proposed Construction Staging Area**

Subject to approval, the north sidewalk on D'Arcy Street, between a point 8 metres east of Spadina Avenue and a point 48 metres further east will be closed to accommodate construction staging operations for the development. Pedestrian movements on the north side of D'Arcy Street abutting the site will be restricted and pedestrians will be directed to the south side sidewalk of D'Arcy Street. The existing parking regulations on both sides of D'Arcy Street will remain in effect.

Additionally, subject to approval the public laneway, between D'Arcy Street and a point 54 metres further north will be closed in varies degrees through the life of the project to accommodate construction staging operations for the development. From February 1, 2024 to April 31, 2025 inclusive the public laneway will require full closure to provide the extra space needed to complete this phase of the project. Signs will be posted advising road users that the road is closed in advance of the laneway. From May 1, 2025 to December 31, 2025 the construction staging area will be removed and the public laneway will be reinstated to its existing conditions. In the last stage of the development from January 1, 2026 to March 31, 2026 the staging area will occupy a 3.2 metre wide portion of the laneway, between D'Arcy Street and a point 54 metres further north. During this stage two-way traffic operations will be maintained.

Furthermore, on Spadina Avenue a 1.2 metre wide portion of the sidewalk, between a point 8 metres north of D'Arcy Street and a point 50 metres further north will be closed to accommodate construction staging operations for the development. Pedestrian will be maintained in a 1.8 metre wide covered and protected walkway within the existing sidewalk. The existing TTC streetcar stops in the area will be maintained and do not require re-location. The existing parking regulations on the east side of Spadina Avenue will remain in effect.

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

Finally, a review of the City's Five-Year Major Capital Works Program indicates that on D'Arcy Street, Toronto Water has sewer rehabilitation, and Toronto Hydro Electric System Ltd has overhead and underground electrical work planned in 2025.

A review of the City's Five-Year Major Capital Works Program indicates that on the public laneway east of Spadina Avenue north of D'Arcy Street, Transportation Services has laneway reconstruction, and green street laneway pilot work planned in 2024. Toronto Hydro Electric System Ltd has overhead and underground electrical work planned in 2025, and Toronto Water has sewer rehabilitation work planned in 2024.

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 315 Spadina LP, 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 D'Arcy Street, the public laneway for periods of less than 30 consecutive days over the 27-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 - 315-325 Spadina Avenue

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