

## **Construction Staging Area – 20-26 Maitland Street**

**Date:** January 8, 2024  
**To:** Toronto and East York Community Council  
**From:** Director, Traffic Management, Transportation Services  
**Wards:** Ward 13, Toronto Centre

### **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.

TMG Builders is constructing a 40-storey residential building with two levels of underground parking. The site is located on the north side of Maitland Street between Yonge Street and Church Street.

Transportation Services is requesting approval to temporarily close a portion of the westbound lane on Maitland Street and a portion of the sidewalk on the north side of Maitland Street for a period of 36 months, from January 25, 2024 to December 31, 2026 to accommodate a construction staging area.

Pedestrian operations on the north side of Maitland Street will be maintained in a covered and protected walkway within the closed portion of the existing westbound lane. One-way westbound traffic movement will be maintained on Maitland Street. The construction staging area will result in the loss of seven on-street parking machine spaces on the south side of Maitland Street.

### **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 and a 4 metre wide portion of the westbound north curb lane on Maitland Street, between a point 77.9 metres east of Yonge Street and a point 89.6 metres further east, and provision of a temporary pedestrian walkway within the closed portion of Maitland Street, from January 25, 2024 to December 31, 2026.

2. Toronto and East York Community Council rescind the existing parking prohibition in effect all times, on the north side of Maitland Street, between a point 77.9 metres east of Yonge Street and a point 89.6 metres further east.
3. Toronto and East York Community Council prohibit stopping at all times on the north side of Maitland Street, between a point 77.9 metres east of Yonge Street and a point 89.6 metres further east.
4. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the south side of Maitland Street, between a point 78.6 metres east of Yonge Street and a point 12.8 metres further east.
5. Toronto and East York Community Council rescind the existing parking machine regulation on the south side of Maitland Street, between a point 91.4 metres east of Yonge Street and a point 37.5 metres further east, from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m. Sunday, for a maximum period of three hours and at a rate of \$5.25 per hour.
6. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 10:00 p.m. to 7:00 a.m. daily on the odd (south) side of Maitland Street, from a point 78.6 metres east of Yonge Street to a point 64.5 metres further east.
7. Toronto and East York Community Council prohibit stopping at all times on the south side of Maitland Street, between a point 78.6 metres east of Yonge Street and a point 64.5 metres further east.
8. 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.
9. 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).
10. 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.
11. 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.
12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. Toronto and East York Community 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.

19. Toronto and East York Community Council direct that Maitland 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. TMG Builders 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 Maitland Street these fees will be approximately \$1,300,000.00 including lost revenue from the parking machines.

## DECISION HISTORY

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City Council, at its meeting on March 2, 2021, adopted Item CC30.9 and in so doing, amended Zoning By-law No. 438-86 and No. 569-2013 for the lands municipally known as 20-26 Maitland Street.

[Agenda Item History - 2021.CC30.9 \(toronto.ca\)](#)

City Council, at its meeting on October 27, 2020, adopted the recommendations of a Request for Direction Report (Item TE19.8) by City Planning regarding the Applicant's appeal to the Local Planning Appeal Tribunal.

[Agenda Item History - 2020.TE19.8 \(toronto.ca\)](#)

Toronto and East York Community Council, at its meeting on January 8, 2020, adopted the recommendations of a Preliminary Report (Item TE12.27).

[Agenda Item History - 2020.TE12.27 \(toronto.ca\)](#)

## COMMENTS

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### The Development and Timeline

TMG Builders is constructing a 40-storey residential building with two levels of underground parking. The site is located on the north side of Maitland Street between Yonge Street and Church Street. The site is bounded by a private laneway to the north, Maitland Street to the south, residential buildings to the east, and a Toronto Parking Authority parking lot to the west. 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 maximum depth of 9.5 metres.

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. Various options were explored by the developer to set up construction staging operations for the development. 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:

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

## **Existing Conditions**

Maitland Street is characterized by the following conditions:

- It is a one-lane, east-west, local roadway
- It operates one-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street

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

### **North side**

- No parking anytime

### **South side**

- No parking anytime
- Parking machines operate for a maximum period of three hours from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m. Sunday
- Permit parking in effect from 10:00 p.m. to 7:00 a.m. daily on the odd (south) side of Maitland Street

## **Proposed Construction Staging Area**

Construction staging operations on Maitland Street will take place within the existing boulevard allowance and the westbound curb lane on the north side of Maitland Street. The north side walk and the north side westbound lane on Maitland Street, between a point 77.9 metres east of Yonge Street and a point 89.6 metres further east, will be closed to accommodate construction staging operations for the development. Pedestrian operations on the north side of Maitland Street will be maintained in a 1.7 metre-wide covered and protected walkway within the closed portion of the existing lane on the north side of Maitland Street.

The one-way westbound lane on Maitland Street will be maintained and narrowed to 4.5 metres. To accommodate space required for the staging area and construction vehicle manoeuvres on the north side of Maitland Street, seven existing parking machine spaces on the south side of Maitland Street, between a point 91.4 metres east of Yonge Street and a point 37.5 metres further east, will be temporarily rescinded. The applicant will be responsible for paying the lost revenue for these seven parking spaces.

To enhance traffic flow around the construction staging area, stopping will be prohibited at all times on the north side of Maitland Street, between a point 77.9 metres east of Yonge Street and a point 89.6 metres further east. Stopping will also be prohibited at all times on the south side of Maitland Street, between a point 78.6 metres east of Yonge Street and a point 64.5 metres further east.

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

A review of the City's Five-Year Major Capital Works Program indicates that sewer rehabilitation work is planned on Maitland Street 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 TMG Builders, 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 Maitland Street for periods of less than 30 consecutive days over the 36-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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Transportation Services, (416) 395-7468, [Stuart.McGhie@toronto.ca](mailto:Stuart.McGhie@toronto.ca).

## **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 - 20-26 Maitland Street

# Attachment 1: Proposed Construction Staging Area - 20-26 Maitland Street

