

## **Construction Staging Area – Huron Street (300 Bloor Street West and 478 Huron Street)**

**Date:** March 14, 2024  
**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.

Collectdev is constructing a 29-storey residential condominium building at 300 Bloor Street West and 478 Huron Street. The site is located on the north-west corner of Bloor Street West and Huron Street.

Transportation Services is requesting approval to close the west sidewalk and a 3.1 metre wide portion of the southbound curb lane on Huron Street for a period of 25 months, from April 30, 2024 to May 30, 2026 to facilitate construction staging operations. Pedestrian movements on the west side of Huron Street abutting the site will be restricted and pedestrians will be redirected to the east sidewalk of Huron Street at the signalized intersection on Bloor Street West and Huron Street. In order to facilitate a safe crossing for pedestrians, north of the construction staging area, a temporary compulsory stop control will be installed at the intersection north and south leg on Huron Street and Prince Arthur Avenue.

The construction staging area will result in the loss of nine on-street permit parking spaces on the east side of Huron Street, between Bloor Street West and a point 105 metres north. The approval of the permit is contingent to the applicant providing proof of alternative parking accommodations for the temporarily displaced on street permit parking spaces.

## 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 west sidewalk and a 3.1 metre wide portion of the southbound curb lane on Huron Street, between a point 7 metres north of Bloor Street West and a point 88 metres further north, from April 30, 2024 to May 30, 2026 inclusive.
2. Toronto and East York Community Council authorize a temporary compulsory stop control for northbound and southbound traffic at the intersection of Huron Street and Prince Arthur Avenue, from April 30, 2024 to May 30, 2026 inclusive.
3. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the west side of Huron Street, between Bloor Street West and a point 110 metres north.
4. Toronto and East York Community Council prohibit stopping at all times on the west side of Huron Street, between Bloor Street West and a point 110 metres north.
5. Toronto and East York Community Council rescind the existing parking machine regulation in effect 8:00 a.m. to 9:00 p.m., Monday to Saturday.; 1:00 p.m. to 9:00 p.m. Sunday, at a rate of \$2.75 dollars per hour for maximum time period of 3 hours, on the east side of Huron Street, between Bloor Street West and a point 105 metres north.
6. Toronto and East York Community Council rescind the existing maximum one-hour parking regulation in effect 10:00 a.m. to 6:00 p.m. on the east side of Huron Street, between Bloor Street West and a point 105 metres north.
7. Toronto and East York Community Council rescind the existing permit parking regulations in effect at all times, except no parking 8:00 a.m. to 6:00 p.m. from Lowther Avenue to a point 41.1 metres further south from 12:01 a.m. to 10:00 a.m. on the odd (east) side of Huron Street, from Bloor Street West to a point 105 metres north.
8. Toronto and East York Community Council prohibit stopping at all times on the east side of Huron Street, between Bloor Street West and a point 105 metres north.
9. 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.
10. 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).

11. 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.
12. 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.
13. Toronto and East York Community Council direct the applicant to install appropriate signage and request the applicant to maintain all sightlines to ensure that pedestrians, cyclists and motorists safety is considered at all times.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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.
20. Toronto and East York Community Council direct that Huron Street be returned to its pre-construction traffic and parking regulations when the project is complete.
21. Toronto and East York Community 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. The developer, Collectdev 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 Bloor Street West and Huron Street these fees will be approximately \$870,000.00 including lost revenue from the parking machines.

## DECISION HISTORY

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City Council, at its meeting on December 13, 14 and 15, 2023 adopted Item MM13.25 - 300 Bloor Street West and 478 Huron Street - Request for City Solicitor to Attend at the Toronto Local Appeal Body - by Councillor Dianne Saxe, seconded by Councillor Paula Fletcher, in support of the appeal of the Committee of Adjustment's decision regarding Application A0592/23TEY respecting 300 Bloor Street West and 478 Huron Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.MM13.25>

City Council, at its meeting on July 16, 17 and 18, 2019 adopted Item 2019.TE7.4, entitled - Alterations to Heritage Properties at 300 Bloor Street West and 478 Huron Street, Intention to Designate under Part IV, Section 29 of the Ontario Heritage Act and Authority to Enter into Heritage Easement Agreements at 300 Bloor Street West and 478 Huron Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE7.4>

City Council, at its meeting on July 16, 17 and 18, 2019 adopted with amendments Item 2019.TE7.3, entitled - 300 Bloor Street West and 478 Huron Street - Zoning Amendment Application - Final Report to amend zoning by-law 569-2013, and by-law 438-86

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE7.3>

## COMMENTS

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### The Development and Timeline

Collectdev is constructing a 29-storey residential condominium building with ground floor retail use, and four-level underground parking at 300 Bloor Street West and 478 Huron Street. The site is bounded by 480 Huron Street to the north, Bloor Street West to the south, Huron Street to the east, 310 Bloor Street West 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 entire site will be excavated lot line to lot line on all four sides to a depth of approximately 15 metres. 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 March 2022 to November 2023;
- Excavation and shoring: from June 2023 to July 2024;
- Below grade formwork: from July 2024 to November 2024;
- Above grade formwork: from November 2024 to October 2025;
- Building envelope phase: from March 2025 to February 2026, and;
- Interior finishes stage: from June 2025 to August 2026.

## **Existing Conditions**

Huron Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9.7 metres
- The daily two-way traffic volume is approximately 3000 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 the street

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

### **East side**

- Parking machine regulation in effect 8:00 a.m. to 9:00 p.m. Monday to Saturday.; 1:00 p.m. to 9:00 p.m. Sunday
- Maximum one-hour parking from 10:00 a.m. to 6:00 p.m., between Bloor Street West and Lowther Avenue
- Permit parking from 12:01 a.m. to 10:00 a.m., daily

### **West side**

- No parking anytime

## **Proposed Construction Staging Area**

Subject to approval, the west sidewalk and a 3.1 metre wide portion of the southbound vehicle traffic lane on Huron Street, between a point 7 metres north of Bloor Street West and a point 88 metres further north will be closed to accommodate construction staging operations for the development. Pedestrian movements on the west side of Huron Street abutting the site will be restricted and pedestrians will be redirected to the east sidewalk of Huron Street at the signalized intersection on Bloor Street West at Huron Street. Signs will be posted at key locations informing pedestrians that the west sidewalk is closed ahead and directing pedestrians to the east sidewalk. In order to facilitate a safe crossing for pedestrians, north of the construction staging area, a temporary compulsory stop control will be installed for southbound and northbound traffic at the intersection of Huron Street and Prince Arthur Avenue.

To maintain two-way traffic operations around the construction staging area, stopping will be prohibited on both sides of Huron Street, between Bloor Street West a point 110

metres north. This amendment will remove nine permit parking spaces and nine parking machine spaces. As a condition for approval the applicant is required to provide proof for alternative parking accommodation for the displaced nine permit parking spaces where residents in the area with a valid permit will be able to park overnight. Also, the applicant will be responsible for paying the lost revenue for the nine parking machine spaces.

On Bloor Street West, north side pedestrian movements will be accommodated in a 2.1 metre covered walkway within the existing sidewalk. Pedestrian operations on the south sidewalk are maintained. The existing TTC bus stops in the area will not be affected and do not require re-location. The exiting vehicle traffic lanes and bicycle lanes will be maintained on Bloor Street West.

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 on Bloor Street West indicates that TTC has electrical work and track replacement worked planned from 2024 to 2025. Toronto Water has water main replacement work, and sewer rehabilitation work planned in 2024 and in 2026 respectively. Toronto Hydro Electric System Ltd has overhead, and underground civil and electrical work planned from 2025 to 2026. Rogers has structures work planned in 2024. Transportation Services has major road resurfacing, on-street bikeway pavement markings, and local geometric safety improvements 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 Collectdev, 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 Huron Street and Bloor Street West for periods of less than 30 consecutive days over the 25-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 - 300 Bloor Street West and 478 Huron Street



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