

## **Construction Staging Area – 2 Sussex Avenue**

**Date:** March 27, 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.

Urbacon Buildings Group Inc. is constructing a four-storey addition to an existing institutional building at 2 Sussex Avenue. The site is located on the north-west corner of Sussex Avenue and St. George Street.

Transportation Services is requesting approval to close a portion of the north-south public laneway, abutting the site for a period of 18 months, from March 31, 2024 to September 30, 2025 to facilitate construction staging operations.

The construction staging area will result in the loss of two on-street parking machine spaces on the west side of St. George 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 a 1.8 metre wide portion of the north-south public laneway (west of St. George Street), between a point 24 metres north of Sussex Avenue and a point 36 metres further north, from March 31, 2024 to September 30, 2025, inclusive to accommodate construction staging operations.
2. Toronto and East York Community Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday.; 1:00 p.m. to 9:00 p.m. Sunday, for maximum period of 3 hours, on the west side of St. George Street, between a point 54.5 metres north of Sussex Avenue and a point 12 metres north.

3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. Toronto and East York Community 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.
12. 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 at no cost to the City to remove any staging to accommodate the necessary municipal infrastructure work.

13. Toronto and East York Community Council direct that the public laneway and St. George Street be returned to its pre-construction traffic and parking regulations when the project is complete.

14. 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. Urbacon Buildings Group Inc 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 B P Nichol Lane these fees will be approximately \$286,000.00 including lost revenue from two parking machines on St. George Street.

## **DECISION HISTORY**

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Committee of Adjustments, at its meeting held on July 19, 2023 issued a Notice of Decision regarding File Number A0423/23TEY. The Committee of Adjustments approved a Minor Variance/Permission regarding the address at 2 Sussex Avenue finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

## **COMMENTS**

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### **The Development and Timeline**

Urbacon Buildings Group Inc. is constructing a four-storey addition to an existing institutional building for the University of Toronto at Innis College at 2 Sussex Avenue. The site is bounded by University of Toronto Department of Economics to the north, St. George Street to the east, Sussex Avenue to the south, and B P Nichol Ln 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 excavation depth from the street level is approximately 1.8 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 August 2023 to September 2023
- Excavation and shoring: September 2023 to January 2024;
- Below grade formwork: from February 2024 to March 2024;
- Above grade formwork: from March 2024 to August 2024;
- Building envelope phase: from August 2024 to April 2025, and;
- Interior finishes stage: from September 2024 to September 2025.

## **Existing Conditions**

St. George Street is characterized by the following conditions:

- It is a two-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 9.2 metres
- The daily two-way traffic volume is approximately 10,000 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 the street
- Bicycle lanes are provided on both sides of the road
- There are traffic calming raised crosswalks installed on this street

The parking regulations on St. George Street, within the subject section are as follows:

### **West side**

- Parking machine regulation in effect from 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 \$5.25 per hour for maximum period of 3 hours

### **East side**

- No stopping anytime

Sussex Avenue is characterized by the following conditions:

- It is a two-lane, east-west local roadway
- It operates two-way traffic on a pavement width of approximately 5.4 metres
- The daily two-way traffic volume is approximately 800 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 Sussex Avenue, within the subject section are as follows:

### **North side**

- No parking anytime

### **South side**

- Permit parking from 12:00 a.m. to 7:00 a.m., daily
- Maximum 1 hour parking permitted

B P Nichol Lane is characterized by the following conditions:

- It is a two-lane, north-south, public laneway
- It operates two-way traffic on a pavement width of approximately 6.7 metres
- Daily traffic volume data is not available for B P Nichol Lane
- There is no TTC service provided on this street
- There are no sidewalks on either side of the street
- B P Nichol Lane is part of a speed control zone and has speed bumps traffic calming measure installed
- The speed limit is 10 km/h for trucks, and 15 km/h for cars

The parking regulations on B P Nichol Lane, within the subject section are as follows:

**Both Sides**

- No parking anytime

**Proposed Construction Staging Area**

Subject to approval, a 1.8 metre wide portion of the north-south public laneway, between a point 24 metres north of Sussex Avenue and a point 36 metres further north will be closed to accommodate construction staging operations for the development. The existing "No Parking, Anytime" prohibition on both sides of the public laneway will remain in effect. Two-way traffic operations will be maintained throughout the life of the project.

On St. George Street, pedestrian operations on both sides of the street will be maintained, and two-way, north-south traffic operations will be preserved. To facilitate safe and efficient inbound and outbound turn manoeuvres at the gate to the construction site, it is recommended that two parking machine spaces be temporarily rescinded on the west side of St. George Street, between a point 54.5 metres north of Sussex Avenue and a point 12 metres north. The applicant will be responsible for paying the lost revenue for these two parking spaces.

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.

Finally, 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 is not expected to conflict with the City's capital works projects.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Urbacon Buildings Group Inc. 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 the public laneway or on St. George Street for periods of less than 30 consecutive days over the 18-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 - 2 Sussex Avenue

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