

## **Construction Staging Area – 1886-1920 Eglinton Avenue West**

**Date:** February 12, 2025  
**To:** Infrastructure and Environment Committee  
**From:** General Manager, Transportation Services  
**Wards:** Ward 8, Eglinton-Lawrence and Ward 9, Davenport

### **SUMMARY**

---

As Eglinton Avenue West is classified as a major arterial street, City Council approval of this report is required.

CBW Eglinton Phase #2 Inc. is constructing an eight-storey condominium building at 1886-1920 Eglinton Avenue West. The site is located on the north side of Eglinton Avenue West, between Shortt Street and Fairbank Avenue.

In order to accommodate construction staging operations for the development, scheduled to take place for a period of 15 months, from March 31, 2025 to July 1, 2026, Transportation Services is requesting authorization to close the following:

- The north sidewalk, a 2.7 metre wide portion of the westbound curb lane and a section of a bike lane on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street;
- The west sidewalk and the southbound traffic lane on Shortt Street, between Eglinton Avenue West and Fairbank Village Lane;
- A temporary full closure to all road users on Fairbank Village Lane, between Shortt Street and a point 45 metres west; and
- Convert Shortt Street, between Eglinton Avenue West and a point 50 metres north, from a two-way traffic operation to a one-way traffic operation.

### **RECOMMENDATIONS**

---

The General Manager, Transportation Services recommends that:

1. City Council authorize the closure of the north sidewalk and a 2.7 metre wide portion of the westbound curb lane on Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street and provision of a temporary pedestrian walkway

within the closed portion of the westbound curb lane, from March 31, 2025 to July 1, 2026, inclusive.

2. City Council authorize the closure of a bicycle lane on the north side of Eglinton Avenue West, between Shortt Street and a point 50 metres east, from March 31, 2025 to July 1, 2026, inclusive.

3. City Council authorize the closure of the west sidewalk and the southbound traffic lane on Shortt Street, between Eglinton Avenue West and Fairbank Village Lane, from March 31, 2025 to July 1, 2026, inclusive.

4. City Council designate Shortt Street, between Eglinton Avenue West and Fairbank Village Lane, as one-way for northbound traffic only, from March 31, 2025 to July 1, 2026, inclusive.

5. City Council authorize a full closure of Fairbank Village Lane, between Shortt Street and a point 45 metres west, from March 31, 2025 to July 1, 2026, inclusive.

6. City Council rescind the existing stopping prohibition in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays, on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street.

7. City Council rescind the existing stopping prohibition in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street.

8. City Council rescind the existing parking prohibition in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays, on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street.

9. City Council rescind the existing parking machine regulation, in effect 9:00 a.m. to 4:00 p.m. Monday to Friday, 8:00 a.m. to 6:00 p.m. Saturday, at a rate of \$2.75 dollars per hour for maximum period of 3 hours, on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street.

10. City Council prohibit stopping at all times on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street.

11. City Council rescind the existing maximum 1-hour parking regulation in effect 8:00 a.m. to 6:00 p.m., Monday to Saturday, except public holidays, on the east side of Fairbank Avenue, between a point 26.5 metres north of Eglinton Avenue West and a point 7 metres further north.

12. City Council rescind the existing permit parking regulation in effect 12:00 midnight to 6:00 a.m. on the east side of Fairbank Avenue, between Fairbank Village Lane and a point 7 metres north.

13. City Council prohibit stopping at all times on the east side of Fairbank Avenue, between Fairbank Village Lane and a point 7 metres north.

14. City 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.
15. 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).
16. 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.
17. 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.
18. City Council direct the applicant to install appropriate signage and request the applicant to maintain all sightlines ensuring pedestrians, cyclists and motorists safety is considered at all times.
19. 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.
20. City Council direct the applicant to provide a sufficient number of paid-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.
21. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
22. 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.
23. 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.
24. 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.

25. 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 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.

26. City Council direct that Eglinton Avenue West, Shortt Street, Fairbank Avenue and Fairbank Village Lane be returned to its pre-construction traffic and parking regulations when the project is complete.

27. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

28. City Council direct that the occupation permit for construction staging on Eglinton Avenue West, Shortt Street, Fairbank Avenue, and Fairbank Village Lane be conditional, subject to there being no conflicts with Metrolinx transit project construction.

## **FINANCIAL IMPACT**

---

The proposed street occupation will generate approximately \$530,000.00 in revenues for Transportation Services.

There will be an estimated financial impact of \$55,000.00 in loss revenues for Toronto Parking Authority from the parking machine spaces. The developer will be responsible for the loss of revenue resulting from the removal of the parking machine spaces.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

## **DECISION HISTORY**

---

City Council, at its meeting on October 1, 2021, adopted Item 2021.NY26.6 and in so doing approved a rental housing demolitions application and exemption from City of York Beautification By-law No. 3102-95 for the lands municipally know as 1886 to 1920 Eglinton Avenue West.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.NY26.6>

Committee of Adjustments, at its meeting held on July 8, 2021 issued a Notice of Decision regarding File Number A0243/21NY. The Committee of Adjustments approved a Minor Variance/Permission regarding the address at 1886 Eglinton Avenue West finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

<https://www.toronto.ca/city-government/planning-development/application-details/?id=4803037&pid=472814&title=1886---1920-EGLINTON-AVENUE-WEST>

## COMMENTS

---

### The Development and Timeline

CBW Eglinton Phase #2 Inc. is constructing an eight-storey condominium building with 194 units with ground floor retail, and two-levels of underground parking at 1886-1920 Eglinton Avenue West. All permanent access will be from Fairbank Village Lane. The site is bounded by Fairbank Village Lane to the north, Shortt Street to the east, Eglinton Avenue West to the south, and Fairbank Avenue to the west.

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

- Demolition: from October 2024 to December 2024;
- Excavation and shoring: from November 2024 to February 2025;
- Below grade formwork: from November 2024 to February 2025;
- Above grade formwork: from February 2025 to December 2025;
- Building envelope phase: from October 2025 to April 2026, and;
- Interior finishes stage: from December 2025 to July 2026.

### Existing Conditions

Eglinton Avenue West is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway.
- It operates two-way traffic on a pavement width of approximately 15 metres.
- The daily two-way traffic volume is approximately 23,000 vehicles.
- The speed limit is 50 km/h.
- TTC service is provided by bus numbers 32, 32A, 32C, 32D, and 332.
- There are sidewalks located on both side of the street.
- There are bicycle lanes on both sides of Eglinton Avenue West (east from the construction area), between Shortt Street and a point 90 metres east from Dufferin Street.

The parking regulations on Eglinton Avenue West, within the subject section are as follows:

#### North side

- No stopping anytime in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays
- No stopping anytime in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays
- No parking anytime in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays
- Parking machine regulation, in effect 9:00 a.m. to 4:00 p.m. Monday to Friday, 8:00 a.m. to 6:00 p.m. Saturday
- Parking meters regulation, in effect 9:00 a.m. to 4:00 p.m. Monday to Friday, 8:00 a.m. to 6:00 p.m. Saturday

## **South side**

- No stopping anytime in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays.
- No parking anytime, between a point 30.5 metres west of Dufferin Street and Kirknewton Road.
- Maximum 1 hour parking regulation from 9:00 a.m. to 4:00 p.m., Monday to Friday; 8:00 a.m. to 6:00 p.m., Saturday.
- No stopping anytime in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays.
- Parking meters regulation, in effect 9:00 a.m. to 4:00 p.m. Monday to Friday, 8:00 a.m. to 6:00 p.m. Saturday, at a rate of \$1.00 dollars per hour for maximum period of 2 hours maximum.

Shortt Street is characterized by the following conditions:

- It is a two-lane, two-way north-south local roadway.
- It operates one-way traffic on a pavement width of approximately 7.5 metres.
- The daily two-way traffic volume is approximately 2,500 vehicles.
- The speed limit is 50 km/h.
- There is no TTC service provided on this street.
- Parking regulations on Shortt Street within the subject section prohibit stopping at all times on both sides of the road.
- Shortt Street, 45 metres north from Eglinton Avenue west connects to a GreenP parking lot .

Fairbank Village Lane is characterized by the following conditions:

- It is a one-lane, east-west, public laneway.
- It operates two-way traffic on a pavement width of approximately 3.7 metres.
- Daily traffic volumes counts have not been collected in the laneway.
- The speed limit is 50 km/h.
- Sidewalks are not provided on either side of the street.
- Parking is permitted for maximum three hours in the public laneway.

## **Proposed Construction Staging Areas**

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 10 metres below street level 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 applicant has explored staging off the public lanes adjacent to the site.

However, utilization of the public laneways was not deemed feasible as the turning radius is too narrow for construction vehicles to manoeuvre.

Furthermore, there is insufficient space in the development site to accommodate storage of construction materials, vehicles, equipment, and worker facilities. Therefore, occupation of the road right-of-way on Shortt Street, Eglinton Avenue West and Fairbank Village Lane will be essential to set up construction staging operations for the development.

Subject to approval, the north sidewalk, and a 2.7 metre wide portion of the westbound curb lane on the north side of Eglinton Avenue West, between Fairbank Avenue and a point 50 metres east of Shortt Street will be closed to accommodate construction staging operations. Pedestrians on the north side of Eglinton Avenue West will be redirected into a 2.1 metre wide covered and protected walkway located within the closed portion of the westbound curb lane.

In addition, the bicycle lane on the north side of Eglinton Avenue West, between Shortt Street and a point 50 metres east will be closed. To inform cyclists of the bike lane closure, appropriate closure signage will be installed in advance of the construction staging area. The proposed construction staging area will result in the loss of 11 parking machine spaces on the north side of Eglinton Avenue West. The developer will be responsible for the loss of revenue resulting from the removal of the parking machine spaces. TTC service in the area will not be affected.

Additionally, on Shortt Street, between Eglinton Avenue West and Fairbank Village Lane, the west sidewalk and the southbound traffic lane will be closed, in order to provide the space needed to accommodate construction staging operations. As a result of the lane closure, the remaining road width of 4.2 is too narrow to accommodate two-way traffic operations. Therefore, Shortt Street, between Eglinton Avenue West and a point 50 metres north, will operate as a one-way northbound street. Pedestrians will be redirected to the west sidewalk at the intersection of Shortt Street and Eglinton Avenue West.

Furthermore, Fairbank Village Lane, between Shortt Street and a point 45 metres west, will be closed to all road users, to accommodate construction staging operations. Access to Fairbank Village Lane will remain open at the intersection with Fairbank Avenue. The developer will ensure access/egress to neighbouring driveways are maintained at all times.

The construction staging area will not extend onto Fairbank Avenue. However, in order to accommodate truck turning maneuvers exiting the public laneway it is recommended that one permit parking space be temporarily removed on the east side of Fairbank Avenue. It should be noted that Fairbank Avenue is a street-specific permit parking location with five parking spaces, all of which have been issued a permit. To compensate for the loss of one permit parking space the developer advised Transportation Services that they will be providing alternate parking accommodations for the affected permit parking holder.

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 on Eglinton Avenue West indicates that Transportation Services has various transportation programs planned , such as on-street bikeway pavement markings in 2025 and basement flooding protection works between 2024 and 2027 on Eglinton Avenue West.

On Shortt Street, there is a local road reconstruction project and watermain replacement project planned in 2025 and 2026, respectively.

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.

Furthermore, the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging at 1886-1920 Eglinton Avenue West, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that CBW Eglinton Phase #2 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.

The Ward Councillors have been advised of the recommendations in this report.

## **CONTACT**

---

Roger Browne, Director, Traffic Management, Transportation Services, 416-392-5372  
[Roger.Browne@toronto.ca](mailto:Roger.Browne@toronto.ca)

## **SIGNATURE**

---

Barbara Gray  
General Manager  
Transportation Services

## **ATTACHMENTS**

---

Attachment 1: Proposed Construction Staging Area - 1886-1920 Eglinton Avenue West

Attachment 1: Proposed Construction Staging Area - 1886-1920 Eglinton Avenue West

