

Construction Staging Area – Shortt Street, Fairbank Village Lane (1886-1920 Eglinton Avenue West)

Date: March 17, 2025
To: North York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 8, Eglinton-Lawrence

SUMMARY

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

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 14 months, from May 1, 2025 to July 1, 2026, Transportation Services is requesting authorization to close the following:

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

1. North York Community 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 May 1, 2025 to July 1, 2026 inclusive.

2. North York Community Council designate Shortt Street, between Eglinton Avenue West and Fairbank Village Lane, as one-way for northbound traffic only, from May 1, 2025 to July 1, 2026 inclusive.
3. North York Community Council authorize a full closure of Fairbank Village Lane, between Shortt Street and a point 45 metres west, from May 1, 2025 to July 1, 2026 inclusive.
4. North York Community 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.
5. North York Community 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.
6. North York Community Council prohibit stopping at all times on the east side of Fairbank Avenue, between Fairbank Village Lane and a point 7 metres north.
7. North 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.
8. North 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).
9. North 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.
10. North 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.
11. North 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.
12. North 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.

13. North 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.

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

15. North 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.

16. North 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.

17. North 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.

18. North 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.

19. North York Community 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.

20. North York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

21. North York Community 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

There is no financial impact to the City. The developer 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 Shortt Street, Fairbank Avenue, and Fairbank Village Lane these fees will be approximately \$233,000.00.

In addition to the street occupation fees, starting April 1, 2025, applicants are subject to the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery fees.

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: Completed;
- Excavation and shoring: from May 2025 to June 2025;
- Below grade formwork: from June 2025 to September 2025;
- Above grade formwork: from September 2025 to August 2026;
- Building envelope phase: from August 2026 to December 2026, and;
- Interior finishes stage: from June 2026 to July 2027.

Existing Conditions

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
- There are sidewalks located on both sides of the 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 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 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, and Fairbank Village Lane will be essential to set up construction staging operations for the development.

Subject to approval, the west sidewalk and the southbound vehicle traffic lane on Shortt Street, between Eglinton Avenue West and Fairbank Village Lane will be closed to provide the extra space needed to accommodate construction staging operations for the development. As a result of the lane closure, the remaining road width of 4.2 metres 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 the construction staging area. Access to Fairbank Village Lane will remain open at the intersection with Fairbank Avenue, and the developer will ensure neighbouring driveways are not to hindered at anytime throughout the life of the project.

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 spaces, all of which have been issued a permits. 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 holder.

To ensure the safety of pedestrians on the north side of Eglinton Avenue West a 2.1 metre wide covered and protected walkway will be provided located with the existing sidewalk. The construction staging area will not extend onto Eglinton Avenue West and the existing traffic operations and TTC service will not be affected.

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

On Fairbank Avenue, Transportation Services has laneway reconstruction works planned in 2026, and Toronto Water has basement flooding protection works planned between 2024 and 2027. 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 surrounding Ward 8, 9 and 12 Councillors have been advised of the recommendations in this report.

CONTACT

Nathan Sham, Acting Manager, Work Zone Coordination and Traffic Mitigation, Transportation Services, (416) 338-5397, Nathan.Sham@toronto.ca.

SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, 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

