

Construction Staging Area Revisions – Spadina Road, between Lowther Avenue and Kendal Avenue - TTC Subway Ventilation Equipment Replacement

Date: Jun 23, 2026
To: Toronto and East York Community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: Ward 11, University-Rosedale

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Spadina Road City Council approval of this report is required.

Toronto Transit Commission (TTC) plans to replace the of end-of-life subway ventilation equipment's within Spadina Station Line 1 ventilation shafts. To carry out this critical work, temporary street-level access is required at the ventilation shafts located in the centre of Spadina Road, between Lowther Avenue and Kendal Avenue.

By way of background, City Council, at its meeting of May 20 and 21, 2026, adopted Item 2026.TE32.25, thereby approving the construction staging area on Spadina Road between Lowther Avenue and Kendal Avenue.

At that time, the project was proposed to proceed as a single-phase operation, with concurrent work on both the north and south ventilation shafts to support the Toronto Transit Commission (TTC) subway ventilation equipment replacement project. The approved traffic impacts included:

- Closure of the northbound through lane on Spadina Road between a point 15 metres north of Kendal Avenue and a point 110 metres south of Lowther Avenue; and
- Closure of the southbound through lane between a point 90 metres north of Kendal Avenue and a point 30 metres south of Lowther Avenue.
- Prohibit at all times the east-west through movements and all left turns at the intersection of Lowther Avenue and Spadina Avenue.

- Prohibit all left turns, at all times, at the intersection of Kendal Avenue and Spadina Avenue.

These closures and traffic amendments were approved for the period from October 1, 2026, to December 31, 2027.

Since City Council's approval on May 20 and 21, 2026, Councillor Saxe has requested revisions to the previously approved construction staging plan to mitigate impacts on local traffic operations along Spadina Road. Specifically, the Councillor requested that the staging area be reduced in scale and that the work be restructured into two sequential phases, such that each ventilation shaft is constructed independently rather than concurrently. In addition, the Councillor requested that the project start date be deferred to March 1, 2027, with a revised completion date of February 28, 2028, to help reduce cumulative impacts on the surrounding community arising from recent construction activities within the corridor.

In response, the Toronto Transit Commission (TTC) has developed a revised construction staging plan that incorporates a two-phase approach and defers the project start to March 2027.

Under the revised plan, the work will be undertaken in two sequential phases to minimize impacts to traffic operations and the surrounding community. Phase 1 will focus on the north ventilation shaft, located near Spadina Road and Kendal Avenue, and will be carried out over a six-month period from March 1, 2027, to August 30, 2027. Upon completion of Phase 1, Phase 2 will proceed at the south ventilation shaft, located near Spadina Road and Lowther Avenue, over a six-month period from September 1, 2027, to February 28, 2028.

To facilitate construction staging operations, Transportation Services is requesting Council authorization for the following temporary closures and traffic amendments:

Phase 1 – North Ventilation Shaft (March 1 to August 30, 2027)

- Closure of the northbound through traffic lane on Spadina Road, between Lowther Avenue and a point 100 metres north of Kendal Avenue.
- Closure of the southbound through lane on Spadina Road, between a point 35 metres north of Lowther Avenue and a point 100 metres north of Kendal Avenue.
- Prohibition of northbound left-turns, in effect at all times, at the intersection of Spadina Road and Kendal Avenue.

Phase 2 – South Ventilation Shaft (September 1, 2027 to February 28, 2028)

- Closure of the northbound through traffic lane on Spadina Road, between a point 50 metres north of Lowther Avenue and a point 115 metres south of Lowther Avenue.
- Closure of the southbound through traffic lane on Spadina Road, between a point 60 metres south of Lowther Avenue and a point 40 metres south of Kendal Avenue.
- Prohibition of eastbound and westbound left-turns, northbound and southbound left turns, eastbound and westbound through movements, in effect at all times, at the intersection of Spadina Road and Lowther Avenue.

RECOMMENDATIONS

The Director, Congestion & Network Management, Transportation Services, recommends that:

1. City Council authorize the closure of the northbound through traffic lane on Spadina Road, between Lowther Avenue and a point 100 metres north of Kendal Avenue, from March 1, 2027, to August 30, 2027, inclusive.
2. City Council authorize the closure of the southbound through traffic lane on Spadina Road, between a point 35 metres north of Lowther Avenue and a point 100 metres north of Kendal Avenue, from March 1, 2027, to August 30, 2027, inclusive.
3. City Council rescind the existing northbound left turn prohibition in effect at all times, from 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays at the intersection of Spadina Road at Kendal Avenue.
4. City Council prohibit northbound left turns at all times at the intersection of Spadina Road at Kendal Avenue, from March 1, 2027, to August 30, 2027, inclusive.
5. City Council authorize the closure of the northbound traffic lane adjacent to the centre of the roadway on Spadina Road, between a point 50 metres north of Lowther Avenue and a point 115 metres south of Lowther Avenue, from September 1, 2027, to February 28, 2028, inclusive.
6. City Council authorize the closure of the southbound traffic lane adjacent to the centre of the roadway on Spadina Road, between a point 60 metres south of Lowther Avenue and a point 40 metres south of Kendal Avenue, from September 1, 2027, to February 28, 2028, inclusive.
7. City Council prohibit southbound left turns at all times at the intersection of Spadina Road at Lowther Avenue, from September 1, 2027, to February 28, 2028, inclusive.
8. City Council rescind the existing northbound left turn prohibition in effect at all times, from 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays at the intersection of Spadina Road at Lowther Avenue from September 1, 2027, to February 28, 2028, inclusive.
9. City Council prohibit northbound left turns at all times at the intersection of Spadina Road at Lowther Avenue, from September 1, 2027, to February 28, 2028, inclusive.
10. City Council prohibit westbound left turns at all times at the intersection of Lowther Avenue at Spadina Road, from September 1, 2027, to February 28, 2028, inclusive.
11. City Council prohibit eastbound left turns at all times at the intersection of Lowther Avenue at Spadina Road, from September 1, 2027, to February 28, 2028, inclusive.

12. City Council prohibit westbound through movements at all times at the intersection of Lowther Avenue at Spadina Road, from September 1, 2027, to February 28, 2028, inclusive.

13. City Council prohibit eastbound through movements at all times at the intersection of Lowther Avenue at Spadina Road, from September 1, 2027, to February 28, 2028, inclusive.

14. City Council rescind the existing stopping prohibition in effect 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays on the east side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 125 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

15. City Council rescind the existing parking machine regulation in effect 6:30 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$5.75 per 1 hour, for maximum period of 2.5 hours on the east side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 125 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

16. City Council rescind the existing parking machine regulation in effect 8:00 a.m. to 3:30 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday., at a rate of \$5.75per 1 hour, for maximum period of 3 hours on the east side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 125 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

17. City Council prohibit stopping at all times on the east side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 125 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

18. City Council rescind the existing parking machine regulation in 9:30 a.m. to 9:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday., at a rate of \$5.75per 1 hour, for maximum period of 3 hours on the west side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 70 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

19. City Council rescind the existing stopping prohibition in effect 7:30 a.m. to 9:30 a.m., Monday to Friday, except public holidays, on the west side of Spadina Road between a point 110 metres north of Kendal Avenue and a point 70 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

20 City Council prohibit stopping at all times on the west side of Spadina Road, between a point 110 metres north of Kendal Avenue and a point 70 metres south of Lowther Avenue, from March 1, 2027 to February 28, 2028, inclusive.

21. 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.

22. 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.

23. City 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.

24. 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.

25. City 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.

26. 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.

27. 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.

28. 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.

29. City Council authorize the appropriate City officials to submit directly to the City Council at the appropriate time any necessary Bills to amend the appropriate City of Toronto Municipal Code Chapters to give effect to City Council decision, and to reinstate traffic and parking regulations (except with parking rates and hours of operation being consistent to the rates and hours of operation at the time of completion) referred in recommendations 1 - 20, once the project is complete.

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

FINANCIAL IMPACT

There is no financial impact to the City. The total estimated fees payable by the Developer, which include the city right-of-way occupation permit fee, and the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee, amount to approximately \$ 343,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Spadina Road the city right-of-way occupancy permit fees amount to approximately \$101,000.00 including lost revenue from the parking machines (if applicable).
- As of April 1, 2025, applicants are subject to the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee for the temporary closure of a traffic lane. Based on the proposed duration, length, and extent of the proposed lane closures on Spadina Road, these amount to approximately \$242,000.00.

DECISION HISTORY

City Council, at its meeting of May 20 and 21, 2026, adopted Item 2026.TE32.25, thereby approving the construction staging area on Spadina Road between Lowther Avenue and Kendal Avenue, from October 1, 2026, to December 31, 2027.

[Agenda Item History - 2026.TE32.25](#)

COMMENTS

The Development and Timeline

Toronto Transit Commission (TTC) plans to replace the subway ventilation equipment at the Spadina Station Line 1 vent shafts between Lowther Avenue and Kendal Avenue. The project includes replacing the ventilation fans and dampers located inside the tunnel, along with associated upgrades to the electrical and mechanical systems. The existing equipment has reached the end of its useful life, as confirmed by a recent conditions assessment study, and must be replaced to maintain safe and reliable subway operations. The site is bounded by Bernard Avenue to the north, Madison Avenue to the east, Bloor Street West to the south, and Walmer Road to the west.

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

Phase 1 - North Ventilation Shaft

- Hoarding installation: March 2027;
- Installation of ventilation equipment: March 2027 to August 2027, and;
- Hoarding removal: August 2027.

Phase 2 - South Ventilation Shaft

- Hoarding installation: September 2027;
- Installation of ventilation equipment: September 2027 to February 2028, and;
- Hoarding removal: February 2028.

Existing Conditions

Spadina Road is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 15 metres
- The daily two-way traffic volume is approximately 16,000 vehicles
- The speed limit is 50 km/h
- TTC service is provided by the bus number 127
- There are sidewalks located on both sides of the street

The parking regulations on Spadina Road, within the subject section are as follows:

East side

- Stopping prohibition in effect 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays
- Parking machine regulation in effect 6:30 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$2.00 per 1 hour, for maximum period of 2.5 hours
- Parking machine regulation in effect 8:00 a.m. to 3:30 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday., at a rate of \$2.00 per 1 hour, for maximum period of 3 hours

West side

- Parking machine regulation in 9:30 a.m. to 9:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday., at a rate of \$2.00 per 1 hour, for maximum period of 3 hours
- Stopping prohibition in effect 7:30 a.m. to 9:30 a.m., Monday to Friday, except public holidays

Proposed Construction Staging Area

Based on the scope of work and the constrained space around the ventilation shafts, it is not feasible to accommodate all required construction activities without occupying portions of the roadway. These construction activities include the installation of hoarding, secure safety enclosures for workers, construction debris containers, material deliveries, on-site materials storage, and the requirement to keep all construction traffic within a secure and controlled enclosure. Consequently, the closure of northbound and southbound through lanes, between Lowther Avenue and Kendal Avenue is required to safely and efficiently complete the project.

Phase 1 – North Ventilation Shaft (March 1 to August 30, 2027)

Subject to approval, the northbound and southbound through lanes adjacent to the road centreline on Spadina Road, in the vicinity of the north ventilation shaft, will be closed to accommodate construction staging operations.

During this period:

- One northbound and one southbound curb lane will remain open to maintain traffic flow, and;
- Northbound left-turns will be prohibited at all times at the intersection of Spadina Road and Kendal Avenue.

Phase 2 – South Ventilation Shaft (September 1, 2027 to February 28, 2028)

Subject to approval, the northbound and southbound through lanes adjacent to the road centreline on Spadina Road, in the vicinity of the south ventilation shaft, will be closed to accommodate construction staging operations.

During this period:

- One northbound and one southbound curb lane will remain open to maintain traffic flow, and;
- The construction staging will require the closure of the south pedestrian crosswalk at the intersection of Spadina Road and Lowther Avenue. Pedestrian detour signage will be installed to direct pedestrians to the north-leg crosswalk, while pedestrian access will be maintained on both the east and west sidewalks along Spadina Road throughout the project duration.

While the Construction staging area is in place the following movements will be prohibited at all times at the intersection of Spadina Road and Lowther Avenue:

- Eastbound and westbound left-turns
- Northbound and southbound left-turns
- Eastbound and westbound through movements

A drawing of the proposed construction staging area for Phase 1 and Phase 2 are shown in Attachments 1 and 2.

A review of the City's Major Capital Works Program indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging area on Spadina Avenue is not expected to conflict with the City's capital works projects.

Intersection Capacity Analysis

To determine the impacts of the proposed construction staging area and the above-noted lane reconfigurations, the project owner (Toronto Transit Commission) conducted an intersection capacity analysis to assess existing and future (under-construction) traffic operations during the morning and afternoon peak hours at the intersection of Spadina Road and Lowther Avenue.

Under future (construction) conditions, delays for the northbound through movement on Spadina Road at Lowther Avenue are expected to increase slightly in the morning peak period, from 9 seconds to 10 seconds, while the 95th percentile queue lengths are projected to increase from 35 metres to 55 metres. In the afternoon peak period, delays are expected to remain unchanged at approximately 4 seconds; however, queue lengths are anticipated to increase from 30 metres to 60 metres.

For the southbound movement on Spadina Road at Lowther Avenue, the total delays under construction conditions are expected to increase from 5 seconds to 8 seconds in the morning peak period, and the 95th percentile queue lengths increase from 25 metres to 50 metres. In the afternoon peak period, the delays are expected to decrease from 11 seconds to 8 seconds, while queue length are expected to increase from 30 metres to 55 metres.

Although some increases in queue lengths are anticipated, these are not expected to result in significant operational issues, such as spillback to adjacent intersections or upstream/downstream network impacts. Overall, the changes in delay are minor, with some movements experiencing slight improvements, indicating generally stable and balanced operations under temporary construction conditions.

Based on the analysis, the intersection is expected to continue operating within acceptable capacity during the construction period, and no immediate adjustments to signal timing are required. However, Transportation Services staff will monitor traffic conditions at Spadina Road and Lowther Avenue and implement signal timing modifications or additional measures, if necessary, to maintain efficient traffic operations along the corridor during construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Toronto Transit Commission (TTC), 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 Councillor has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

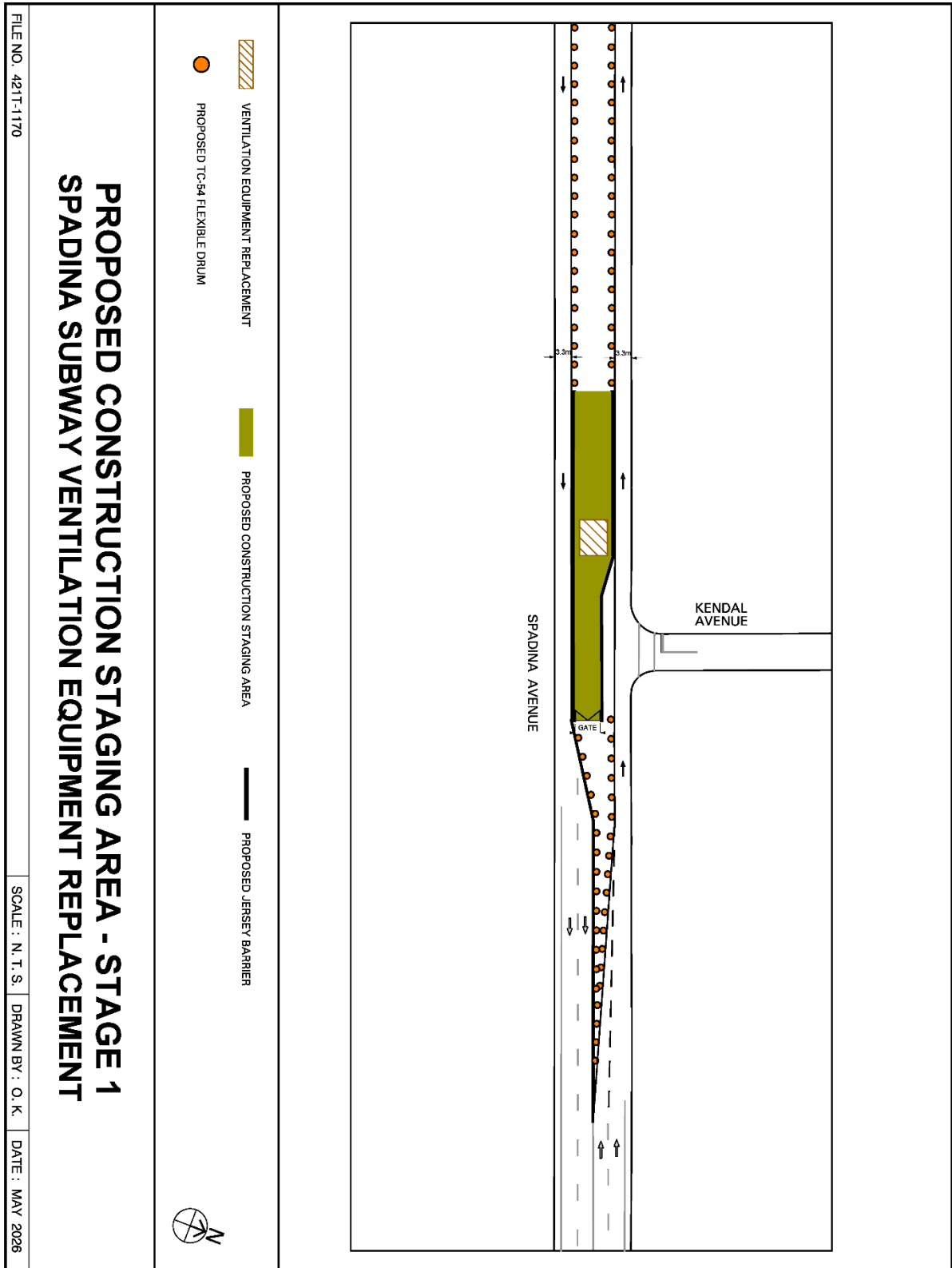
Roger Browne, M.A.Sc., P. Eng.
Director, Congestion and Network Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area, Phase 1- Spadina Road - North Ventilation Shaft

Attachment 2: Proposed Construction Staging Area, Phase 2 - Spadina Road - South Ventilation Shaft

Attachment 1: Proposed Construction Staging Area, Phase 1- Spadina Road - North
Ventilation Shaft



Attachment 2: Proposed Construction Staging Area, Phase 2 - Spadina Road - South Ventilation Shaft

