

Construction Staging Area – 1650 Military Trail (Phase 1)

Date: May 11, 2026

To: Scarborough Community Council

From: Director, Congestion and Network Management, Transportation Services

Wards: Ward 25, Scarborough-Rouge Park

SUMMARY

As Morrish Road is classified as a collector street, City Council approval of this report is required.

Altree Developments is constructing an 8-storey purpose-built student rental at 1650 Military Trail. The site is located on the northwest corner of Military Trail and Morrish Road.

Construction will be undertaken in two phases with varying degrees of boulevard and lane closures taking place on Morrish Road. This report deals with the matters related in Phase 1 (shoring and excavation). Phase 2 (building construction) will be discussed in a future staff report.

Transportation Services is requesting approval to close a portion of the southbound curb lane on Morrish Road for a period of five months, from May 29, 2026 to September 30, 2026, to facilitate construction staging operations for the development.

RECOMMENDATIONS

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

1. City Council authorize the closure of the west boulevard allowance and a 2.6 metre wide portion of the southbound curb lane on Morrish Road, between Kingston Road and a point 53 metres north, from May 29, 2026 to September 30, 2026, inclusive.
2. City Council rescind the existing parking prohibition in effect at all times on the west side of Morrish Road, between Kingston Road and a point 53 metres north.

3. City Council prohibit stopping at all times on the west side of Morrish Road, between Kingston Road and a point 53 metres north.
4. City Council direct the applicant to pressure wash or sweep (weather permitting) the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
11. 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 with 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.
12. City Council authorize the appropriate City officials to submit directly to 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's direction, and to reinstate the traffic and parking regulations to what they were immediately prior to the date of this report from the General Manager, Transportation Services once the project is complete.
13. City Council direct that Morrish Road be returned to its pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. Atree Developments 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 closure on Morrish Road these fees will be approximately \$50,000.00.

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 closure on Morrish Road, these fees will be approximately \$3,100.00.

DECISION HISTORY

City Council, at its meeting on October 9 and 10, 2024, adopted Item SC16.7 entitled "1650 Military Trail - Official Plan and Zoning Amendment - Decision Report - Approval". This item was considered by Scarborough Community Council on September 19, 2024 and adopted without amendment.

[Agenda Item History - 2024.SC16.7](#)

COMMENTS

The Development and Timeline

Atree Developments is constructing an 8-storey purpose-built student rental at 1650 Military Trail. The site is located on the northwest corner of Military Trail and Morrish Road.

The major construction activities and associated timelines for the development are as follows:

- Demolition: from February 2026 to March 2026;
- Excavation and shoring: from April 2026 to July 2026;
- Below grade formwork: from August 2026 to October 2026;
- Above grade formwork: from October 2026 to April 2027;
- Building envelope phase: from January 2027 to June 2027; and
- Interior finishes stage: from May 2027 to June 2028.

Existing Conditions

Morrish Road is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The speed limit is 40 km/h
- There is no TTC service provided on this street

- There are no sidewalks on either side of the street
- Parking is prohibited at all times on the west side
- Parking is permitted for a maximum period of three hours on the east side

Proposed Construction Staging Areas

A detailed review of the construction schedule was undertaken by the developer to minimize overall project duration and reduce impacts on road users. The developer has indicated that, due to limited on-site space, not all construction activities can be accommodated within the property boundaries. The proposed building footprint occupies the majority of the site, significantly constraining areas available for construction staging, vehicle maneuvering, material storage and general site access. In addition, the site is bounded by Morrish Parkette to the north, Morrish Road to the east, Military Trail to the south, and private property to the west, further limiting available space. Given these physical constraints and the operational space required for construction vehicles, partial occupancy of the Morrish Road right-of-way is necessary to support construction staging activities for the development.

Subject to approval, the southbound curb lane on Morrish Road, between Kingston Road and point 53 metres north will be closed to accommodate construction staging operations for the development. With the construction staging area in place, one northbound and one southbound traffic lane will continue to be maintained.

A drawing of the proposed construction staging area is shown in Attachment 1.

A review of the City's Major Capital Works Program indicates that watermain replacement by Toronto Water is planned on Kingston Road beginning in 2028. The developer has been informed that any conflict with the work will require the staging areas to be temporarily removed or modified to the planned activities. Failure of the developer to remove the staging areas may result in the developer being responsible to cover any cost penalties incurred by the City as a result.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Atree Developments 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 - 1650 Military Trail

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