



REPORT FOR ACTION

Construction Staging Area – 610 Bay Street and 130 Elizabeth Street

Date: December 18, 2025
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 11, University-Rosedale

SUMMARY

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

EllisDon is constructing two affordable housing projects: a 44-storey residential tower at 130 Elizabeth Street, and a 16-storey residential tower at 610 Bay Street. The two development sites are located on the south side of Edward Street, between Chestnut Street and Bay Street. To facilitate construction staging operations for the development, Transportation Services is requesting Council authorization to temporarily close the sidewalk at the following locations:

- South side of Edward Street, between Chestnut Street and Bay Street;
- East side of Chestnut Street, between Edward Street and a point 50 metres south, and;
- East side of Elizabeth Street, between Edward Street and a point 35 metres south.

For the duration of the sidewalk closures, pedestrian access along the construction frontage will be restricted. Pedestrians will be redirected to utilize the sidewalk on the opposite side of the roadway at the nearest traffic control signals. The proposed sidewalk closures are required for a period of 39 months, from January 31, 2026 to April 30, 2029.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of the south sidewalk on Edward Street, between Chestnut Street and Bay Street, from January 31, 2026 to April 30, 2029, inclusive.
2. Toronto and East York Community Council authorize the closure of the east sidewalk on Chestnut Street, between Edward Street and a point 50 metres south, from January 31, 2026 to April 30, 2029, inclusive.
3. Toronto and East York Community Council authorize the closure of the east sidewalk on Elizabeth Street, between Edward Street and a point 35 metres south, from January 31, 2026 to April 30, 2029, inclusive.
4. Toronto and East York Community Council rescind the existing taxi stand designation for 6 taxicabs in effect at all times on the south side of Edward Street, between Elizabeth Street and Chestnut Street.
5. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the south side of Edward Street, between Bay Street and Chestnut Street.
6. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the south side of Edward Street, between a point 14 metres west of Bay Street and a point 42 metres further west.
7. Toronto and East York Community Council prohibit stopping at all times on the south side of Edward Street, between Bay Street and Chestnut Street
8. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the east side of Chestnut Street, between Dundas Street West and Edward Street.
9. Toronto and East York Community Council prohibit stopping at all times on the east side of Chestnut Street, between Dundas Street West and Edward Street.
10. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the east side of Elizabeth Street, between Dundas Street West and Edward Street.
11. Toronto and East York Community Council prohibit stopping at all times on the east side of Elizabeth Street, between Dundas Street West and Edward Street.
12. 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.

13. Toronto and East 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).
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. Toronto and East York Community Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
20. 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.
21. 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.

22. 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. More specifically, Transportation Services local road resurfacing and local geometric safety improvements works planned on Elizabeth Street in 2026, and ii) Toronto Water watermain replacement work planned on Edward Street in 2027.

23. Toronto and East York Community Council direct that Edward Street, Elizabeth Street, and Chestnut Street be returned to its pre-construction 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) when the project is complete.

24. Toronto and East York Community 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 \$542,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Edward Street, Chestnut Street, and on Elizabeth Street the city right-of-way occupancy permit fees amount to approximately \$470,000.00.
- 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 sidewalk closures on Edward Street, Chestnut Street, and on Elizabeth Street, these fees amount to approximately \$72,000.00.

DECISION HISTORY

City Council, at its meeting on June 25 and 26, 2025, adopted Item - 2025.PH22.9, entitled "Advancing Housing Sites: Supporting Housing Construction on Public Land at 267-275 Merton Street, and 610 Bay Street and 130 Elizabeth Street"
<https://secure.toronto.ca/council/agenda-item.do?item=2025.PH22.9>

City Council, at its meeting on June 20, 2025, adopted Item - 2025.RA19.4, entitled "604-610 Bay Street and 130 Elizabeth Street - Official Plan and Zoning By-law Amendment Application - Decision Report - Approval"
<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE23.3>

CreateTO at its meeting on June 25 and 26, 2025, adopted Item - 2025.TE23.3, entitled "Housing Update and Supporting Construction at 267-275 Merton Avenue, and 610 Bay Street and 130 Elizabeth Street"

<https://secure.toronto.ca/council/agenda-item.do?item=2025.RA19.4>

COMMENTS

The Development and Timeline

On behalf of City of Toronto, EllisDon is constructing two affordable housing projects: a 44-storey residential tower with 547 units at 130 Elizabeth Street, and a 16 storey residential tower with 280 units at 610 Bay Street. For the tower at 130 Elizabeth Street all permanent access will be from Chestnut Street. As for the building at 610 Bay Street permanent access will be from Edward Street. The site is bounded by Edward Street to the north, Bay Street to the east, Dundas Street West to the south, and Chestnut Street to the west.

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

- Demolition: from December 2025 to April 2026;
- Excavation and shoring: from May 2026 to October 2026;
- Below grade formwork: from July 2026 to March 2027;
- Above grade formwork: from January 2027 to June 2028;
- Building envelope phase: from August 2027 to March 2029, and;
- Interior finishes stage: from July 2027 to May 2029.

Existing Conditions

Edward Street is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 14 metres
- The daily two-way traffic volume is approximately 4,000 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

The parking regulations on Edward Street, within the subject section are as follows:

North side

- Maximum 3-hour bus parking zone between a point 15 metres west of Bay Street and a point 34 metres further west
- No standing anytime, between Elizabeth Street and Chestnut Street

South side

- Stand for taxicabs regulation in effect at all times, between Elizabeth Street and Chestnut Street
- No parking anytime, between Bay Street and Chestnut Street
- No standing anytime, between a point 14 metres west of Bay Street and a point 42 metres further west

Elizabeth Street is characterized by the following conditions:

- It is a one-lane, southbound, local roadway
- It operates one-way, southbound traffic on a pavement width of approximately 7.7 metres. Its daily peak 8-hour traffic volume is approximately 900 vehicles
- The speed limit is 50 km/h
- There are sidewalks located on both of the street
- There is no standing anytime on both sides of the street

Chestnut Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way, traffic on a pavement width of approximately 12.5 metres. Its daily peak 8-hour traffic volume is approximately 1,500.00 vehicles
- The speed limit is 50 km/h
- There are sidewalks located on both of the street
- There is a no standing anytime regulation on the east sides of Chestnut Street. On the west side of the street there is no parking anytime in the vicinity of the work zone

Proposed Construction Staging Area

Based on the information provided by the developer, the excavation required for the two towers foundation will extend to the northern and eastern lot lines 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 indicated that, given the limited space on the property, it is not feasible to accommodate all required construction activities within the site boundaries. These activities include, truck deliveries, temporary storage of construction materials, construction offices, worker facilities, and offer a secure space for all construction related activities and traffic. Accordingly, a temporary closure of the sidewalk on Edward Street, Chestnut Street, and on Elizabeth Street is necessary to facilitate construction staging operations.

Subject to approval, the sidewalk on the south side of Edward Street, east side of Elizabeth Street, and east side Chestnut Street along the construction frontage will be closed to accommodate construction staging operations for the development.

While the sidewalk closures are in place, pedestrian access will be restricted, and pedestrians will be redirected to utilize the sidewalk on the opposite side of the roadway at the nearest traffic control signals with a protected crossing.

Covered and protected walkways will be provided on the east side of Elizabeth Street, fronting the site at 130 Elizabeth Street and on the east side of Bay Street, fronting the site at 610 Bay Street.

To enhance traffic flow around the construction staging area, stopping will be prohibited at all times around the perimeter of the work areas on Edward Street, Chestnut Street, and on Elizabeth Street.

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 the Hub Coordinator 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.

A review of the City's Major Capital Works Program indicates that: i) Transportation Services has local road resurfacing and local geometric safety improvements works on Elizabeth Street planned in 2026, and ii) Toronto Water has watermain replacement work on Edward Street planned in 2027. The developer was informed that the staging areas may need to be temporarily removed or modified to accommodate the above-mentioned Capital Works. The City expects the applicants full cooperation 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 modify or remove any staging to accommodate the necessary municipal infrastructure work.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that EllisDon, 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 Edward Street, Chestnut Street, and Elizabeth Street for periods of less than 30 consecutive days over the 39-month life of the project in order to complete construction.

The Ward Councillor has 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 - 610 Bay Street and 130 Elizabeth Street

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