

## **Construction Staging Area Time Extension – 53-55 Yonge Street**

**Date:** March 16, 2026

**To:** Toronto and East York Community Council

**From:** Director, Congestion and Network Management, Transportation Services

**Wards:** Ward 13, Toronto Centre

### **SUMMARY**

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As Yonge Street is classified as a major arterial street, City Council approval of this report is required.

H&R REIT is demolishing the properties at 53 and 55 Yonge Street in preparation for a future development. The site is located on the east side of Yonge Street, between Wellington Street East and Colborne Street.

At its meeting on July 23 and 24, 2025, City Council authorized the:

- Temporary closure of a portion of the east sidewalk and northbound curb lane of Yonge Street between Wellington Street East and Colborne Street, for a period of 10 months, from July 28, 2025 to May 1, 2026; and
- Temporary closure of a portion of the south sidewalk and eastbound curb lane on Colborne Street between Yonge Street and Scott Street, for a period of 10 months, from July 28, 2025 to May 1, 2026.

The above noted construction staging area overlaps with the existing staging by the Toronto Transit Commission (TTC) Easier Access project for the King Station until May 2026.

Due to delays in establishing construction staging area delineation between the two constructors, the construction start date was delayed and a time extension is required.

TTC has confirmed that the TTC Easier Access project for the King Station is expected to be complete by May 1, 2026. Therefore, the developer has requested to adjust the existing staging area for the demolition work after May 1, 2026, once TTC has demobilized and removed their existing construction staging. The result is that the developer will take over a portion of the existing TTC construction staging area so that the existing footprint is no longer shared between both constructors.

Pedestrians will continue to be redirected from the east side of Yonge Street to the opposite sidewalk. Pedestrian movements on the south side of Colborne Street will be redirected to the north side.

Transportation Services is requesting authorization for the following:

- Extension of the temporary closure of a portion of the east sidewalk and northbound curb lane of Yonge Street between Wellington Street East and Colborne Street, for a period of three months, from May 1, 2026 to July 31, 2026; and
- Extension of the temporary closure of a portion of the south sidewalk and eastbound curb lane on Colborne Street between Yonge Street and Scott Street for a period of three months, from May 1, 2026 to July 31, 2026.

## **RECOMMENDATIONS**

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

1. City Council authorize the closure of the east sidewalk and a 3.2 metre wide portion of the northbound curb lane on Yonge Street, between a point 31 metres north of Wellington Street East and a point 37 metres further north, from May 1, 2026 to July 31, 2026, inclusive.
2. City Council authorize the closure of the south sidewalk and a 4.6 metre wide portion of the eastbound curb lane on Colborne Street, between Yonge Street and a point 52 metres east, from May 1, 2026 to July 31, 2026 inclusive.
3. City Council prohibit stopping at all times on the south side of Colborne Street, between a point 31.5 metres east of Yonge Street and a point 20.5 metres further east.
4. City Council rescind the existing parking prohibition in effect at all times on the south side of Colborne Street, between a point 31.5 metres east of Yonge Street and a point 15 metres further east.
5. City Council rescind the existing commercial loading zone in effect at all times on the south side of Colborne Street, between a point 31.5 metres east of Yonge Street and a point 15 metres further east.
6. City Council designate Colborne Street, between Yonge Street and a point 52 metres east, as one-way for westbound traffic only.
7. City Council prohibit stopping at all times on the north side of Colborne Street between Yonge Street and a point 52 metres east.
8. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday; and 1:00 p.m. to 9:00 p.m. Sunday, from April 1 to

October 31, inclusive, at a rate of \$6.75 for 1 hour and for a maximum of three hours, on the north side of Colborne Street, between a point 9 metres east of Yonge Street and a point 27 metres further east.

9. City Council rescind the existing parking machine regulation designated as a motorcycle parking zone in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday; 1:00 p.m. to 9:00 p.m. Sunday, from April 1 to October 31, inclusive, at a rate of \$0.00, no period limit, on the north side of Colborne Street, between a point 9 metres east of Yonge Street and a point 18 metres further east.

10. City Council prohibit westbound left turns at the intersection of Colborne Street and Yonge Street.

11. City Council prohibit northbound right turns at the intersection of Yonge Street and Colborne Street.

12. City Council prohibit southbound left turns at the intersection of Yonge Street and Colborne Street.

13. City Council rescind the existing parking prohibition at all times on the east side of Yonge Street, between Wellington Street East and King Street East.

14. City Council rescind the existing stopping prohibition in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays on the east side of Yonge Street, between Wellington Street East and King Street East.

15. City Council prohibit stopping at all times on the east side of Yonge Street, between Wellington Street East and King Street East.

16. City Council direct the applicant to continue 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.

17. City Council direct the applicant to continue 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 continue to install appropriate signage and request the applicant to install converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.

19. City Council direct the applicant to continue 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 continue 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.

21. City Council direct the applicant to continue 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.

22. City Council direct the applicant to continue 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.

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

24. City Council direct the applicant to create a publicly accessible website with regular construction updates and post the website address on the construction site hoarding, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.

25. City Council direct the applicant to mitigate light pollution by installing a shield/barrier on any lighting standards in close proximity to adjacent residential properties, such as cranes.

26. City Council direct the applicant to establish a Construction Management Working Group that meets monthly and invite local stakeholders including Municipal Licensing and Standards, Toronto Buildings, adjacent neighbours, local resident groups, local Business Improvement Areas and local school administration.

27. City Council direct the applicant to email monthly construction progress reports to the local Councillor and local residents' associations.

28. City Council direct that Yonge Street and Colborne 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.

29. City Council direct the applicant to continue to suspend truck movements including deliveries to the site between 8:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. weekdays.

30. City Council direct the applicant to continue 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, Toronto Water watermain replacement work planned on Yonge Street in 2026-2027.

## **FINANCIAL IMPACT**

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There is no financial impact to the City. H&R REIT 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 on Yonge Street and Colborne Street, these fees will be approximately \$265,000.00 including lost revenue from the parking machines.

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 Yonge Street and on Colborne Street, these fees will be approximately \$4,500.00.

H&R REIT will be responsible for the lost revenue from the parking machines associated within the expanded construction staging area.

## **DECISION HISTORY**

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City Council, at its meeting on July 23 and 24, 2025, adopted Item TE24.43 entitled "53-55 Yonge Street - Construction Staging Area". This item was considered by Toronto and East York Community Council on July 8, 2025 and adopted with amendments.

[Agenda Item History - 2025.TE24.43](#)

City Council, at its meeting on December 14 and 15, 2022, adopted Item CC2.7 entitled "53-55 Yonge Street - Zoning By-law Amendment Application - Request for Direction".

[Agenda Item History - 2023.CC2.7](#)

City Council, at its meeting on June 15 and 16, 2022, adopted Item TE33.11 entitled "53-55 Yonge Street - Zoning By-law Amendment Application - Request for Direction Report". This item was considered by Toronto and East York Community Council on May 26, 2022 and adopted without amendment.

[Agenda Item History - 2022.TE33.11](#)

Toronto and East York Community Council, at its meeting on June 24, 2021, adopted Item TE26.37 entitled "53-55 Yonge Street - Zoning By-law Amendment Application - Preliminary Report".

[Agenda Item History - 2021.TE26.37](#)

## **COMMENTS**

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### **Project Status**

H&R REIT is demolishing the properties at 53 and 55 Yonge Street for the purpose of preparing for future development. The site is located on the east side of Yonge Street,

between Wellington Street and Colborne Street. The site is bounded by Colborne Street to the north, Yonge Street to the west, Wellington Street to the south, and a private driveway to the east.

The developer requires a time extension of the construction staging area until July 31, 2026, in order to complete the structural demolition of the buildings at 53 and 55 Yonge Street.

## **Construction Staging Area**

Construction staging operations will continue to take place within a portion of the Yonge Street northbound curb lane and east sidewalk between Wellington Street East and Colborne Street and within a portion of the Colborne Street eastbound curb lane and south sidewalk between Yonge Street and Scott Street.

As the TTC King Station Easier Access project is expected to demobilize by May 1, 2026, the footprint of the existing H & R Reit construction staging area will be adjusted upon the demobilization and removal of the TTC King Station Easier Access project construction staging area. The length of the northbound curb lane occupancy on Yonge Street will expand from 14.5 metres to 37 metres. The eastbound curb lane occupancy on Colborne Street will expand from 12 metres to 52 metres.

Pedestrians will continue to be redirected from the east side to the west side of the roadway on Yonge Street, and from the south side to the north side of the roadway on Colborne Street.

With the construction staging area in place, one northbound lane and two southbound lane on Yonge Street and one westbound lane on Colborne Street will be maintained.

As established under the existing TTC Easier Access Project's staging plan, there is currently one northbound lane and one southbound lane on Yonge Street and one westbound lane on Colborne Street maintained. With the removal of the TTC Easier Access Project construction staging and adjustment of the H&R REIT construction staging area by May 1, 2026, there will be an additional southbound lane maintained on Yonge Street.

The expanded construction staging area will result in the loss of four parking machine spaces. H&R REIT will be responsible for the lost revenue from the parking machines.

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 Toronto Water has watermain replacement work on Yonge Street planned in 2026-2027 starting August 1, 2026. The construction staging areas on Yonge Street and Colborne Street are expected to conflict with the City's capital works project. The developer was informed that the construction staging areas on Yonge Street and on Colborne Street will need to be removed by July 31, 2026, to accommodate the abovementioned Capital Works. The City expects the applicant's full cooperation and provides 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 by July 31, 2026. Failure of the developer to remove the staging area by July 31, 2026, may result in the developer being responsible to cover any cost penalties incurred by the City as a result.

### **FIFA Coordination and Traffic Mitigation**

With the City's hosting of 2026 FIFA tournament, increased traffic congestion is expected in the downtown core area. Impacts from the construction staging area were evaluated and the following mitigation measures are planned:

- Pause all construction deliveries during game days, the day before game days and the day after game days.
- Pause any additional closures outside of the construction staging area, such as service connections/third-party construction, between June 11 and July 3, 2026.
- Restrict construction deliveries from 9:00 a.m. to 4:00 p.m. outside the 3-day windows noted above around game days for the month of June and July 2026.
- Assess the need for Paid Duty Officer/Traffic Agents at any adjacent intersection for traffic control and/or potential signal timing adjustments.

The Ward Councillor has been advised of the recommendations in this report.

### **CONTACT**

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### **SIGNATURE**

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

### **ATTACHMENTS**

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Attachment 1: Extension Of Closure Duration - 53-55 Yonge Street

Attachment 1: Extension Of Closure Duration - 53-55 Yonge Street

