

Construction Staging Area – 914 Bathurst Street

Date: April 14, 2026
To: Toronto and East York Community
From: Director, Traffic Management, Transportation Services
Wards: Ward 11, University Rosedale

SUMMARY

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

SD BATHURST INC is constructing a 12-storey condominium building at 914 Bathurst Street. The site is located on the northwest corner of Bathurst Street and Barton Avenue.

Transportation Services is requesting authorization to temporarily close the west sidewalk and the southbound curb lane on Bathurst Street, between Barton Street and a point 50 metres north. Authorization is also being requested to close the north sidewalk on Barton Avenue, between Bathurst Street and a point 45 metres west. These closures are required for a period of 30 months, from May 31, 2026, to November 30, 2028, to support construction staging operations.

RECOMMENDATIONS

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

1. City Council authorize the closure of the west sidewalk and the west side southbound lane on Bathurst Street, between Barton Street and a point 50 metres north, and provision of a temporary pedestrian walkway within the closed portion of the southbound curb lane, from May 31, 2026 to November 30, 2028, inclusive.
2. City Council authorize the closure of the north sidewalk on Barton Avenue, between Bathurst Street and a point 45 metres west, from May 31, 2026 to November 30, 2028, inclusive.
3. City Council rescind the existing southbound left-turns prohibition in effect 7:00 a.m. to 9:00 a.m., Monday to Friday at the intersection of Bathurst Street and Barton Street.

4. City Council prohibit southbound left-turns at all times at the intersection of Bathurst Street and Barton Street.
5. City Council rescind the existing parking machine regulation in effect from 9:00 a.m. to 4:00 p.m., 6:00 p.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 dollars per hour for maximum period of 3 hours maximum, on the west side of Bathurst Street, between Barton Avenue and a point 62 metres north.
6. City Council rescind the existing no stopping regulation in effect 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays, on the west side of Bathurst Street, between Barton Avenue and a point 62 metres north.
7. City Council rescind the existing maximum one-hour parking regulation in effect 9:00 a.m. to 4:00 p.m., Monday to Friday, on the west side of Bathurst Street, between Barton Avenue and a point 62 metres north.
8. City Council rescind the existing maximum one-hour parking regulation in effect 4:00 p.m. to 6:00 p.m., Monday to Friday., except public holidays, on the west side of Bathurst Street, between Barton Avenue and a point 62 metres north.
9. City Council rescind the existing parking prohibition in effect at all times on the north side of Barton Street, between a point 44 metres east of Markham Street and a point 9.8 metres further east.
10. City Council prohibit stopping at all times on the north side of Barton Street, between Bathurst Street and a point 47 metres west.
11. City Council prohibit stopping at all times on both sides of Old Crookshank Laneway, between Barton Street and a point 46 metres north.
12. 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.
13. City 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. City 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. 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.

16. 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.
17. 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.
18. 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.
19. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
20. 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.
21. 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.
22. 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.
23. City Council direct that Bathurst Street and Barton Avenue 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. 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 \$ 681,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Bathurst Street and on Barton Avenue the city right-of-way occupancy permit fees amount to approximately \$620,000.00 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 sidewalk and traffic lane closures on Bathurst Street and on Barton Avenue, these amount to approximately \$61,000.00.

DECISION HISTORY

City Council, at its meeting on July 24 and 25, 2024, adopted Item - 2024.TE15.36 entitled "Realignment of Permit Parking Area 5A to Exclude the Development Located at 914 Bathurst Street"

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE15.36>

City Council, at its meeting on February 6 and 7, 2024, adopted Item 2024.TE10.4 entitled " 914 Bathurst Street - Official Plan and Zoning By-law Amendment Application - Decision Report - Approval"

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.4>

Committee of Adjustments, at its meeting held on Wednesday, November 27, 2024 issued a Notice of Decision regarding File Number A0848/24TEY. The Committee of Adjustments approved a Minor Variance/Permission regarding the address at 914 Bathurst Street finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

COMMENTS

The Development and Timeline

SD BATHURST INC. is constructing a 12-storey condominium building with 159 units and two-levels of underground parking at 914 Bathurst Street. All permanent access will be from Barton Avenue. The site is bounded by a cultural facility to the north, Bathurst Street to the east, Barton Avenue to the south, and Old Crookshank Laneway to the west.

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

- Excavation and shoring: from May 2026 to September 2026;
- Below grade formwork: from September 2026 to February 2027;
- Above grade formwork: from January 2027 to November 2027;
- Building envelope phase: from July 2027 to January 2028, and;
- Interior finishes stage: from September 2027 to October 2028.

Existing Conditions

Bathurst Street is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 14.7 metres
- The daily two-way traffic volume is approximately 21,000 vehicles
- The speed limit is 40 km/h
- TTC service is provided by bus number 7, 307, and 307S
- There are sidewalks located on both sides of the street

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

West side

- No standing anytime in the vicinity of the TTC loading zone
- No stopping in effect from 7:00 a.m. to 9:00 a.m. Monday to Friday
- Parking machine regulation in effect from 9:00 a.m. to 4:00 p.m., 6:00 p.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 dollars per hour for maximum period of 3 hours maximum

East side

- No stopping in effect from 4:00 a.m. to 6:00 p.m. Monday to Friday
- Unsigned statutory three-hour maximum parking is in effect at all other times
- Parking machine regulation in effect from 9:00 a.m. to 4:00 p.m., 6:00 p.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 dollars per hour for maximum period of 3 hours maximum

Barton Avenue 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 7.3 metres
- The daily two-way traffic volume is approximately 7900 vehicles
- The speed limit is 40 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both of the street
- There are speed humps and a community safety zone that begins 53 metres west of Bathurst Street

The parking regulations on Barton Avenue, within the subject section are as follows:

North side

- No parking, anytime
- Permit parking in effect 12:01 a.m. to 10:00 a.m.
- Accessible on street parking space

South side

- No parking from 7:00 a.m. to 9:00 a.m., Monday to Friday
- Unsigned statutory three-hour maximum parking is in effect at all other times

Proposed Construction Staging Area

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. Due to significant space constraints, the developer has indicated that all construction activities cannot be accommodated within the property boundaries. The building footprint occupies most of the site, limiting space for key on-site operations such as the delivery and storage of construction materials, loading and off-loading via tower crane pick-up points, and sitting of construction offices and worker facilities. Therefore, occupation of the west sidewalk and the southbound curb lane on Bathurst Street and the north sidewalk on Barton Avenue is necessary to allow for the development project to be completed.

Subject to approval, the west sidewalk and the southbound curb lane on Bathurst Street, between Barton Avenue and a point 50 metres north will be closed to accommodate construction staging operation for the development. Pedestrian movements on the west side of Bathurst Street, abutting the site, will be maintained inside a covered and protected walkway located within the closed portion of the southbound lane. The southbound near-side TTC stop on Bathurst Street at Barton Street will be temporarily removed for the duration of the project.

Additionally, the north sidewalk on Barton Avenue will be closed, between Bathurst Street and a point 45 metres. Pedestrian movements on the north side of Barton Avenue, abutting the site will be restricted. Pedestrians will be redirected to the south sidewalk at signalized intersection of Bathurst Street and Barton Avenue, and at the all-way stop control intersection on Barton Avenue and Markham Street. Appropriate signage will be installed to guide pedestrians to the opposite side of the street.

To help maintain efficient traffic operations in the vicinity of the construction staging area, southbound left-turns at the intersection of Bathurst Street and Barton Avenue will be prohibited at all times. Motorists who currently rely on this movement will continue to have alternative access to the surrounding neighbourhood via nearby intersections. Vehicles may access the neighbourhood by travelling southbound on Bathurst Street, turning right at Follis Avenue, and proceeding south on Markham Avenue to Barton Street. An additional neighbourhood access route is available via an eastbound right-turn at the intersection of Howland Avenue and Dupont Street.

Furthermore, stopping will be prohibited at all times, on both sides of Old Crookshank Laneway, west side of Bathurst Street and on the north side of Barton Street abutting the work area. The stopping prohibition will result in the loss of two pay parking spaces on the west side of Bathurst Street. The applicant will be required to compensate the City for the lost revenue associated with the pay parking spaces.

FIFA Coordination and Traffic Management

The City of Toronto is hosting the FIFA World Cup in the June 2026. These game dates are scheduled from June 12 to July 2. In an effort to mitigate the traffic impacts, City Staff have reviewed each long-term application to determine the mitigation measures during the game dates.

Based on discussions with the developer, it is not feasible to demobilize the construction staging area and reopen the right-of-way in its entirety. Nonetheless, to mitigate the impacts, the following measures are planned:

- Pause on all construction deliveries during the game days (six total);
- Pause on any additional closures outside of the construction staging area, such as service connections/utility construction, tower crane installation/removal, etc. between May 16, 2026 to July 24, 2026;
- Construction deliveries permitted from 9:00 a.m. to 4:00 p.m. in between game days for the month of June and July 2026;

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 Construction 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 on Barton Avenue, Transportation Services have on-street bikeway paving markings works planned in 2026. There are no works scheduled during the development period on Bathurst Street.

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.

Intersection Capacity Analysis

The existing traffic operations at the signalized intersection of Bathurst Street and Barton Avenue were analyzed during the morning and afternoon peak hours, using the existing lane configurations and vehicular/pedestrian traffic volumes. Traffic operations in the future conditions were analyzed using the lane configurations that will be available during construction of the site and existing traffic volumes.

With the proposed lane closures in place during construction, traffic operations at the intersection of Bathurst Street and Barton Avenue are expected to experience increased delays and longer vehicle queues as a result of the temporary lane reconfigurations. However, overall intersection operations and most individual traffic movements are anticipated to function at an acceptable level of service. The one exception is the southbound approach during the morning peak period, which is forecast to operate over capacity and experience more pronounced queues and delays. To address this, the traffic analysis recommends adjusting the signal timings. In particular, providing more green time for north–south traffic during the morning peak would help clear queues and reduce delays. With these changes in place, the southbound approach is expected to operate within capacity.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that SD BATHURST 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.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Bathurst Street and Barton Avenue for periods of less than 30 consecutive days over the 30-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 - 914 Bathurst Street

Attachment 1: Proposed Construction Staging Area - 914 Bathurst Street

