

Construction Staging Area – 35-47 Camden Street

Date: May 11, 2026
To: Toronto and East York Community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: Ward 10, Spadina-Fort York

SUMMARY

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

47 Camden Inc. is constructing a 17-storey condominium building at 35-47 Camden Street. The site is located on the south side of Camden Street, approximately 40 metres east of Brant Street.

Transportation Services is requesting authorization to temporarily close the south sidewalk and a 2.3 metre wide portion of the westbound curb lane on the south side of Camden Street for a period of 41 months, from July 6, 2026 to December 6, 2029, in order to facilitate construction staging operations for the development. Pedestrians on the south sidewalk will be redirected to a 2.1 metre wide covered and protected walkway located within the closed portion of the south curb lane.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of the south sidewalk and a 2.3 metre wide portion of the westbound curb lane on Camden Street, between a point 29 metres east of Brant Street and a point 35 metres further east, and provision of a temporary pedestrian walkway within the closed portion of the westbound curb lane, from July 6, 2026 to December 6, 2029, inclusive.
2. Toronto and East York Community Council rescind the existing parking machine regulation 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, at a rate of \$4.50 per hour for maximum period of 3 hours maximum, on the north side of Camden Street, between Brant Street and a point 130 metres east.

3. Toronto and East York Community Council rescind the existing permit parking regulation in effect at all times from 12:00 a.m. to 7:00 a.m. on the even (north) side of Camden Street, from Brant Street and a point 130 metres east.
4. Toronto and East York Community Council prohibit stopping at all times on the north side of Camden Street, between Brant Street and a point 130 metres east.
5. Toronto and East York Community Council rescind the existing passenger loading zone regulation on the east side of Brant Street, between a point 15 metres north of Camden Street and a point 9 metres south of Camden Street.
6. Toronto and East York Community Council rescind the existing no standing anytime regulation on the east side of Brant Street, between a point 15 metres north of Camden Street and a point 9 metres south of Camden Street.
7. Toronto and East York Community Council prohibit stopping at all times on the east side of Brant Street, between a point 15 metres north of Camden Street and a point 9 metres south of Camden Street.
8. 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.
9. 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).
10. 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.
11. 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.
12. 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.
13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. Toronto and East York Community Council direct that Camden Street and Brant 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.

20. Toronto and East York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

21. Toronto and East York Community Council direct that the occupation permit for construction staging on Camden Street be conditional, subject to there being no conflicts with Metrolinx transit project construction.

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 \$1,273,600.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Camden Street the city right-of-way occupancy permit fees amount to approximately \$1,270,000.00 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 traffic lane closures on Camden Street, these amount to approximately \$3,600.00.

DECISION HISTORY

City Council, at its meeting on March 20 and 21, 2024, adopted Item 2024.CC16.15 entitled "35-47 Camden Street - Ontario Land Tribunal Hearing - Request for Directions" <https://secure.toronto.ca/council/agenda-item.do?item=2024.CC16.15>

Ontario Land Tribunal, pursuant to its Order issued on November 5, 2025, in relation to Tribunal File OLT-22-003265, upon hearing an appeal under Section 34(11) of the Planning Act, R.S.O. 1990, c. P13, as amended, ordered the amendment of Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2023 as 35-47 Camden Street; <https://olt.gov.on.ca/decisions/>

COMMENTS

The Development and Timeline

47 Camden Inc. has undertaken the construction of a 17-storey condominium building with 265 units and four-levels of underground parking at 35-47 Camden Street. All permanent access will be from Camden Street. The site is bounded by Camden Street to the north, residential properties to the east and west, private laneway to the south.

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

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

Existing Conditions

Camden Street is characterized by the following conditions:

- It is a one-lane, westbound, local roadway
- It operates one-way traffic on a pavement width of approximately 7.6 metres
- The daily traffic volume is not available for Camden Street
- The speed limit is 50 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 Camden Street, within the subject section are as follows:

North side

- Parking machine regulation 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, at a rate of \$3.00 dollars per hour for maximum period of 3 hours maximum
- Permit parking regulation in effect at all times from 12:00 midnight to 7:00 a.m.

South side

- No stopping anytime

Proposed Construction Staging Area

Based on the information provided by the developer, the excavation depth from street level is approximately 13 metres below grade and extends to the lot lines on all four sides of the property. The developer assessed several alternatives for accommodating construction staging on-site; however, given the constrained space, it is not possible to fully handle material deliveries, construction vehicle operations, or the lifting of steel and concrete via the tower crane exclusively within the site. Furthermore, the proposed staging area is the minimum space required to safely accommodate the concrete trucks and tractor-trailers. Once the building structure is complete, the proposed area will be used to accommodate a material hoist, as well as other machinery and swing stages needed to complete the building façade.

Subject to approval, the south sidewalk and a 2.3 metre-wide portion of the westbound curb lane on Camden Street, between a point 29 metres east of Brant Street and a point 35 metres further east will be closed to accommodate construction staging operations for the development. Pedestrians on the south sidewalk will be redirected to a 2.1 metre wide covered and protected walkway located within the closed portion of the south curb lane. There is no impact to the north sidewalk. One-way westbound traffic will continue to operate within a 4 metre-wide lane.

To ensure unobstructed traffic flow around the construction staging area, stopping will be prohibited at all times on the north side of Camden Street, between Brant Street and a point 130 metres east. This parking amendment will result in the loss of nine parking machine spaces, and nine permit parking spaces. The applicant is required to compensate the City for the lost revenue associated with the parking machine spaces. The displaced permit parking spaces can be accommodated within the permit parking program.

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

A review of the City's Major Capital Works Program indicates the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Camden Street, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that 47 Camden 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.

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 - 35-47 Camden Street

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