

## **Construction Staging Area – 44 Price Street**

**Date:** May 21, 2026

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

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

**Wards:** Ward 11, University-Rosedale

### **SUMMARY**

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

Toronto Lawn and Tennis Club Limited is redeveloping the facility at 44 Price Street. The site is located on the north side of Price Street, between Scrivener Square and the east limit of Price Street.

Transportation Services is requesting authorization to temporarily close a portion of the north boulevard allowance and the north sidewalk on Price Street, between a point 48 metres east of Scrivener Square and a point 12.5 metres further east for a period of 18 months, from May 29, 2026 to October 31, 2027, in order to facilitate the redevelopment. Pedestrians will be redirected from the north side to the south side of the road.

### **RECOMMENDATIONS**

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

1. Toronto and East York Community Council authorize the closure of the north boulevard allowance and north sidewalk on Price Street, between a point 48 metres east of Scrivener Square and a point 12.5 metres further east, from May 29, 2026, to October 31, 2027, 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; and 1:00 p.m. to 9:00 p.m. Sunday at a rate of \$4.50 per hour and for a maximum of three hours, on the north side of Price Street, between a point 135 metres east of Yonge Street and a point 12.5 metres further east.

3. Toronto and East York Community Council prohibit stopping at all times on the north side of Price Street, between a point 135 metres east of Yonge Street and a point 12.5 metres further east.

4. Toronto and East York Community 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. 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.

6. 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.

7. 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.

8. 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.

9. Toronto and East York Community Council authorize the appropriate City officials to submit directly to Toronto and East York Community Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters to give effect to Toronto and East York Community 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 Director, Congestion and Network Management, Transportation Services once the project is complete.

10. Toronto and East York Community Council direct that Price 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.

## FINANCIAL IMPACT

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There is no financial impact to the City. Toronto Lawn and Tennis Club Limited 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 Price Street these fees will be approximately \$72,000.00 and additional 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 closure on Price Street, these fees will be approximately \$2,000.00.

## DECISION HISTORY

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City Council, at its meeting on April 23 and 24, 2025, adopted Item TE21.12 entitled "30, 40, 43, 44 and 45 Price Street - Zoning By-law Amendment Application - Decision Report Approval". This item was considered by Toronto and East York Community Council on April 3, 2025 and adopted with amendments.

[Agenda Item History - 2025.TE21.12](#)

## COMMENTS

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### The Development and Timeline

Toronto Lawn and Tennis Club Limited is redeveloping the facility at 44 Price Street. The site is located on the north side of Price Street, between Scrivener Square and the east limit of Price Street.

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

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

### Existing Conditions

Price Street is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 7.5 metres
- 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
- No Stopping on the north side of Price Street, between Yonge Street and a point 36 metres further east
- Parking machines on the north side of Price Street, between Yonge Street and the east end of Price Street
- No Stopping on the south side of Price Street, between Yonge Street and a point 82 metres further east
- No Parking on the south side of Price Street, between Yonge Street and the east end of Price Street

## **Proposed Construction Staging Areas**

A detailed review of the construction schedule was undertaken by the developer/constructor to minimize overall project duration and reduce impacts on all road users. The developer/constructor has advised that the existing facility will remain operational throughout the construction period. As a result, it is not feasible to accommodate construction staging activities within the site.

Accordingly, the constructor requires the closure of the north boulevard and adjacent sidewalk fronting the building to facilitate material storage and construction staging. Alternative staging options were explored; however, none were determined to be feasible given the site constraints and operational requirements.

Subject to approval, the north boulevard allowance and north sidewalk on Price Street, between a point 48 metres east of Scrivener Square and a point 12.5 metres further east will be closed to accommodate the placement of materials and an emergency generator. Pedestrians will be redirected from the north side to the south side of the road. With the construction staging area in place, two-way traffic operations will be maintained. A total of two parking machine spaces on the north side of Price Street will be temporarily removed. The applicant is responsible for paying the lost revenue for all parking spaces removed.

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

A review of the City's Major Capital Works Program indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging area on Price Street is not expected to conflict with the City's capital works projects.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Toronto Lawn and Tennis Club Limited 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**

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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: Proposed Construction Staging Area - 44 Price Street

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