

Construction Staging Area – Grosvenor Street and Grenville Street (Phase 1)

Date: June 19, 2026
To: Toronto and East York Community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: Ward 13, Toronto Centre

SUMMARY

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

Deltera Contracting Inc. is undertaking the constructing of two residential towers, 41 and 33 storeys high at the properties municipally known as 27 Grosvenor Street and 26 Grenville Street. The site is located on the east side St. Vincent Lane, between Grenville Street and Grosvenor Street.

To facilitate construction staging operations associated with the demolition and below grade works (Phase 1) of the project, Transportation Services is requesting Council authorization for the following temporary closures:

- Partial closure of the south sidewalk and 1.3 metre wide portion of the eastbound curb lane on Grosvenor Street;
- Closure of the north sidewalk and a 2.2 metre wide portion of the westbound curb lane on Grenville Street, and;
- Closure of vehicular access on St. Vincent Lane, between Grosvenor Street and a point 40 metres south.

The proposed construction staging area will result in the loss of seven parking machine spaces on the north side of Grenville Street. The applicant will be required to compensate the City for the lost revenue associated with the pay parking spaces.

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 1.3 metre wide portion of the eastbound curb lane on Grosvenor Street, between a point 47 metres east of Bay Street and a point 50 metres further east, and provision of a temporary pedestrian walkway within the closed portion of the eastbound curb lane, from December 1, 2026 to March 31, 2028, inclusive.
2. Toronto and East York Community Council authorize the closure of the north sidewalk and a 2.2 metre wide portion of the westbound curb lane on Grenville Street, between a point 63 metres east of Bay Street and a point 45 metres further east, and provision of a temporary pedestrian walkway within the closed portion of the westbound curb lane, from September 1, 2026 to March 31, 2028, inclusive
3. Toronto and East York Community Council authorize the closure of a 4.6 metre wide portion of the St. Vincent Laneway (east side), between Grosvenor Street and a point 50 metres south, from September 1, 2026 to March 31, 2028, inclusive.
4. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the south side of Grosvenor Street, between a point 35 metres east of Bay Street and a point 65 metres further east.
5. Toronto and East York Community Council prohibit stopping at all times on the south side of Grosvenor Street, between a point 35 metres east of Bay Street and a point 65 metres further east.
6. Toronto and East York Community Council rescind the existing parking machine regulation in effect 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 \$7.00 dollars per hour for maximum period of 3 hours maximum, on the north side of Grenville Street, between a point 32 metres east of Bay Street and a point 83 metres further east.
7. Toronto and East York Community Council prohibit stopping at all times on the north side of Grenville Street, between a point 32 metres east of Bay Street and a point 83 metres further east.
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 authorize the appropriate City officials to submit directly to the 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 decision, and to reinstate 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) referred in Recommendations 1 to 7, once the project is completed.

20. 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 occupancy permit fee, and the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee, amount to approximately \$1,660,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Grosvenor Street the city right-of-way occupancy permit fees amount to approximately \$1,670,000.00 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. As the proposed lane and sidewalk closures are minimal in scope and do not impact traffic operations or pedestrian movement, the Traffic Management Recovery Fee is not applicable and is therefore assessed at \$0

DECISION HISTORY

City Council, at its meeting on October 8 and 9, 2025, adopted Item - 2025.TE25.12 entitled "27 Grosvenor Street and 26 Grenville Street - Zoning By-law Amendment and Amendment to Section 37 Agreement"

[Agenda Item History - 2025.TE25.12](#)

Committee of Adjustments, at its meeting held on August 7, 2025 issued a Notice of Decision regarding File Number A0431/25TEY. The Committee of Adjustments approved with conditions a Minor Variance/Permission regarding the address at 27 Grosvenor Street and 26 Grenville Street finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

City Council, at its meeting on October 1 and 4, 2021, adopted Item - 2021.MM36.22 entitled " 27 Grosvenor Street and 26 Grenville Street - Zoning Amendment Application (Ward 13) - by Councillor Kristyn Wong-Tam, seconded by Councillor Gord Perks"

[Agenda Item History - 2021.MM36.22](#)

City Council, at its meeting on October 1 and 4, 2021, adopted Item - 2021.TE24.10 entitled "27 Grosvenor Street and 26 Grenville Street - Zoning Amendment Application - Final Report"

[Agenda Item History - 2021.TE24.10](#)

COMMENTS

The Development and Timeline

Deltera Contracting Inc. is constructing a mix-use residential development consisting of two rental towers 41 and 33 storeys, with a total of 767 units and three level underground parking at 27 Grosvenor Street and 26 Grenville Street. All permanent access will be from St Vincent Lane. The site is bounded by Grosvenor Street to the north, high-rise institutional and residential buildings to the east, Grenville Street to the south and St. Vincent Lane to the west.

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

- Demolition: from September 2026 to March 2028;
- Excavation and shoring: from September 2026 to March 2028;
- Below grade formwork: from March 2028 to November 2028;
- Above grade formwork: from November 2028 to May 2030;
- Building envelope phase: from January 2029 to July 2030, and;
- Interior finishes stage: from May 2029 to September 2031.

Existing Conditions

Grosvenor 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 10.5 metres
- The daily peak 8-hour, two-way traffic volume is approximately 2,500 vehicles
- 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 road

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

North side

- Pay parking / machine regulation in effect 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 \$7.00 for 1 hour for a maximum time period of 3 hours

South side

- No standing anytime

Grenville 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 12 metres
- The daily peak 8-hour, two-way traffic volume is approximately 1,500 vehicles
- 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 road

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

North side

- Pay parking / machine regulation in effect 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 \$7.00 dollars per hour for maximum period of 3 hours

South side

- Pay parking / machine regulation in effect 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 \$8.00 dollars per hour for maximum period of 3 hours
- Maximum 20 minutes periods in effect from 8:00 a.m. to 8:00 p.m., Monday to Friday, between a point 98 metres east of Bay Street and a point 18.5 metres further east
- No parking anytime in effect 8:00 p.m. of one day to 8:00 a.m. of the next following day, Monday to Friday.; Anytime, Saturday and Sunday, between a point 98 metres east of Bay Street and a point 18.5 metres further east

St. Vincent Laneway is characterized by the following conditions:

- It is a two-lane, north-south, public laneway
- It operates two-way traffic on a pavement width of approximately 6 metres
- There are no sidewalks
- Parking is prohibited at all times

Proposed Construction Staging Area

Based on the information provided by the developer, the excavation depth from the street level is approximately 10.5 below grade and extends to the lot lines on all side of the property.

The developer explored various options to accommodate construction staging entirely within the boundaries of the property. However, due to limited availability of space it is not feasible to contain all required construction activities within the site. These activities include the management of incoming construction materials traffic and related loading and unloading operations, temporary material storage, construction office space, and worker facilities. Accordingly, the temporary closure of sections of the sidewalk and portions of the traffic lanes on Grosvenor Street, Grenville Street, and St. Vincent Lane is required to accommodate construction staging activities for the development while maintaining safe traffic operations, pedestrian movement, workers safety, and overall roadway efficiency during the execution of the proposed works.

Subject to approval, a portion of the south sidewalk and a 1.3 metre wide portion of the eastbound curb lane on Grosvenor Street, between a point 47 metres east of Bay Street and a point 50 metres further east will be closed. The sidewalk on the south side of Grosvenor Street will be temporarily shifted to the north. Pedestrians will be accommodated within a 2.1 metre wide walkway located within the closed portion of the eastbound traffic lane and the remaining section of the existing sidewalk adjacent to the site.

On Grenville Street, the north sidewalk and a 2.2 metre wide portion of the westbound curb lane will be closed, between a point 63 metres east of Bay Street and a point 45 metres further east, in order to provide sufficient space for construction staging operations. While the north sidewalk on Grenville Street is closed, pedestrian movements will be shifted south and maintained in a 2.1 metre-wide protected walkway located within the closed portion of the westbound lane.

To ensure safe and efficient inbound and outbound turning manoeuvres for construction vehicles accessing/egressing the site, stopping will be prohibited at all times on the north side of Grenville Street, in the vicinity of the construction access/egress point. The proposed stopping prohibition will result in the loss of seven parking machine spaces. The applicant will be required to compensate the City for the lost revenue associated with these spaces.

With respect to St. Vincent Laneway, a 4.6 metre wide portion of the public laneway, between Grosvenor Street and a point 50 metres south will be closed to facilitate construction activities. While vehicular access to the laneway will be restricted from Grosvenor Street, pedestrian access will be maintained in a 2.1 metre wide walkway on the west side of the laneway.

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

A review of the City's Major Capital Works Program on Grosvenor Street indicates that a watermain replacement, following by local road resurfacing works is planned from September 2025 to November 2026. The developer is aware of these works and has agreed to install the construction staging area upon completion of the capital projects.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Deltera Contracting 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

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ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - Grosvenor Street and Grenville Street (Phase 1)

