

Construction Staging Area – 100 Bond Street

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.

Podium Development Corp. is constructing a 21-storey purpose-built student residential building at 100 Bond Street. The site is located on the northwest corner of Dundas Street East and Bond Street.

Transportation Services is requesting authorization to temporarily close the west boulevard and west sidewalk on Bond Street, as well as a portion of a public laneway (Victoria Street Lane), for a period of 50 months, from July 10, 2026, to August 31, 2030, to facilitate construction staging operations for the project.

The closure of the Victoria Street Lane will restrict vehicular traffic. As a result, the east-west laneway, between Victoria Street Lane and Bond Street will be temporarily converted from a one-way eastbound operation to a two-way traffic operation to maintain local access.

Due to the high density of the surrounding university, residential buildings, and businesses, a temporary pedestrian crossover will be installed on Bond Street to enhance pedestrian safety and facilitate safe crossings.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of a 6 metre wide portion of the west sidewalk and west boulevard allowance on Bond Street, between

Dundas Street East and a point 64.5 metres north, from July 10, 2026, to August 31, 2030, inclusive.

2. Toronto and East York Community Council authorize the closure of Victoria Street Lane, between Dundas Street East and a point 53 metres north from July 10, 2026 to August 31, 2030 inclusive.

3. 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 \$7.00 per hour and for a maximum of 3 hours, on the east side of Bond Street, between Dundas Street East and a point 11 metres north.

4. 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 \$7.00 per hour and for a maximum of 3 hours, on the east side of Bond Street, between a point 44.8 metres north of Dundas Street East and a point 34.7 metres further north.

5. Toronto and East York Community Council rescind the existing stopping prohibition in effect at all times on the east side of Bond Street, between a point 20 metres north of Dundas Street East and a point 31 metres further north.

6. Toronto and East York Community Council prohibit stopping at all times on the east side of Bond Street, between Dundas Street East and a point 79.5 metres further north.

7. Toronto and East York Community Council rescind the existing one-way eastbound traffic only on Lane first south of Gould Street, between Victoria Street Lane and Bond Street.

8. 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.

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 install converging mirrors 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 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 with 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 the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
20. 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 3, 4, 5, 6 and 7, once the project is complete.
21. Toronto and East York Community Council direct that the occupation permit for construction staging on Victoria Street Lane, on Bond Street, and on Dundas Street

East be conditional, subject to there being no conflicts with Metrolinx transit project construction.

22. Toronto and East York Community Council authorize the temporary installation of a Pedestrian Crossover Level 2 Type B on Bond Street, at a point approximately 97 metres north of Dundas Street East, to be in operation from July 10, 2026, to August 31, 2030, which the issuance of the construction staging permit must be conditional on the Pedestrian Crossover being operational.

23. Toronto and East York Community Council direct the General Manager, Transportation Services to temporarily install a Pedestrian Crossover Level 2 Type B on Bond Street, at a point approximately 97 metres north of Dundas Street East, to be in operation until August 31, 2030 or completion of the 100 Bond Street Project, whichever comes first, on the following conditions:

- a. a deposit will be required to be submitted to "The Treasurer, City of Toronto", in advance of the permit being issued; the deposit is required to cover costs incurred by the City, in the event the contractor does not provide a service that it must, as stipulated in the permit agreement conditions below; and upon completion of the construction project and return to normal operation, the unused portion of the deposit will be returned to the contractor;
- b. the contractor will be responsible for the installation, maintenance and removal of the Pedestrian Crossover by one of the electrical contractors pre-approved by the City's Traffic Systems Construction and Maintenance Unit; maintenance levels specified by the City's Traffic Systems Construction and Maintenance Unit must be followed, to be in accordance with those followed by the City's Electrical Maintenance Contractor for the maintenance of the City's other Pedestrian Crossovers; and
- c. the contractor must provide to Transportation Services a 7 day/24 hr contact name, phone number and email address, for the City's dispatchers to forward operational malfunction/complaints to; if the City's dispatcher is not able to reach the contact by phone to provide details of a malfunction/complaint, then the City's Electrical Maintenance Contractor will be dispatched to investigate and complete repairs and the City's dispatcher will send an email to document the malfunction call and their inability to reach the contact; and the response and repair costs will be deducted from the deposit provided to the City.

FINANCIAL IMPACT

There is no financial impact to the City. Podium Development Corp. 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 Bond Street and on Victoria Street Lane these fees will be approximately \$4,700,000.00 including lost revenue from the parking machines.

In addition to the street occupation fees, 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 Bond Street and on Victoria Street Lane, these amount to approximately \$25,000.00.

DECISION HISTORY

City Council, at its meeting on May 22 and 23, 2024, adopted with amendments Item TE9.14 entitled "98-100 Bond Street and 54-74 Dundas Street East - Zoning By-law Amendment Application - Decision Report - Approval". This item was considered by Toronto and East York Community Council on November 13, 2023 and forwarded to City Council without recommendations.

[Agenda Item History - 2023.TE9.14](#)

Toronto and East York Community Council, at its meeting on October 18, 2023, postponed consideration of Item TE8.4 entitled "98-100 Bond Street and 54-74 Dundas Street East - Zoning By-law Amendment Application - Decision Report - Approval.

[Agenda Item History - 2023.TE8.4](#)

COMMENTS

The Development and Timeline

Podium Development Corp. is constructing a 21-storey purpose-built student residential building with academic and ancillary uses at 100 Bond Street. The site is located on the northwest corner of Dundas Street East and Bond Street.

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

- Demolition: from May 2026 to July 2026;
- Excavation and shoring: from November 2026 to May 2027;
- Below grade formwork: from April 2027 to July 2027;
- Above grade framework: from July 2027 to July 2028;
- Building envelope phase: from December 2027 to October 2029; and
- Interior finishes stage: from April 2028 to February 2030.

Existing Conditions

Bond Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way northbound traffic on a pavement width of approximately 8.3 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
- Stopping is prohibited at all times on the west side of the street
- Parking machine spaces are designated on the east side of the street.

Proposed Construction Staging Areas

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of the construction on all road users. Based on the information provided by the developer, the entire site will be excavated from lot line to lot line on all four sides to a depth of 5.5 metres. The developer has advised that, due to limited availability of space, all construction activities cannot be accommodated within the site. The building structure covers most of the property, which limits the available area for construction staging, maneuvering, storage of materials and general access. Given the physical site constraints and the space required to maneuver construction vehicles, partial occupation of the right-of-way on Bond Street and on Victoria Street Lane are essential to set up construction staging operations for the development.

Subject to approval, the west sidewalk and west boulevard allowance on Bond Street, between Dundas Street East and a point 64.5 metres north will be closed to facilitate construction staging operations. Pedestrians on the west side of Bond Street will be redirected to cross to the east side at the traffic control signals located at the intersection of Dundas Street East and Bond Street. A total of nine parking machine spaces on the east side of Bond Street will be removed avoid conflicting truck movements accessing/egressing the site. The applicant is responsible for paying the lost revenue for all parking spaces removed. There will be no traffic lane closures on Bond Street; two-way traffic will be maintained at all times.

Due to the west sidewalk closure on Bond Street and the high volume of pedestrians in the area, a Level 2 Type B Pedestrian Crossover will be installed on Bond Street to provide a safe, controlled crossing environment.

Subject to approval, the rear public laneway (Victoria Street Lane), between Dundas Street East and a point 53 metres to the north, will be fully closed for construction staging operations, with vehicular access restricted. An emergency pedestrian access route will be maintained on the west side of the laneway. All affected property owners on Victoria Street Lane and in adjacent areas have been notified of the proposed closure. Additionally, the east–west laneway between Victoria Street Lane and Bond Street will be temporarily converted from a one-way eastbound operation to a two-way traffic operation to maintain local access.

On Dundas Street East, pedestrian movements will be maintained within a 2.1 metre wide covered and protected walkway within the existing sidewalk.

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 Bond Street and on

Victoria Street Lane, are 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 Podium Development Corp. 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.

FIFA Coordination and Traffic Mitigation

The City of Toronto is hosting the FIFA World Cup in the summer of 2026. In consultation with the developer, impacts from the construction staging operations were evaluated and the following mitigation measures are planned for during the game dates scheduled between May 1, 2026 and July 31, 2026:

- All construction deliveries (trucks with no more than two axles) will be restricted to the off-peak time periods during the game days.

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 - 100 Bond Street

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