

Construction Staging Area – 49 Ontario Street (Phase 1)

Date: March 27, 2026

To: Toronto and East York Community Council

From: Director, Congestion and Network Management, Transportation Services

Wards: Ward 13, Toronto Centre

SUMMARY

As Adelaide Street East is classified as a major arterial street, City Council approval of this report is required.

DCC 49 Ontario Inc. is constructing two rental towers including affordable housing at 49 Ontario Street. The site is located on the north side of Adelaide Street East, between Ontario Street and Berkeley Street.

Construction will be undertaken in two phases with varying degrees of sidewalk and lane closures taking place on Ontario Street, Adelaide Street East, and Berkeley Street. This report deals with the matters related to Phase 1 (below grade construction). Phase 2 (above grade construction) will be discussed in a future staff report.

Transportation Services is requesting authorization to temporarily close the following:

- The north sidewalk and the northerly eastbound cycle track on Adelaide Street East, for a period of 18 months from April 23, 2026 to September 30, 2027; and
- The east boulevard allowance and full sidewalk closure on Ontario Street.

Pedestrians on the north side of Adelaide Street East will be redirected to cross to the south side at the traffic control signals located at the intersections of Adelaide Street East with Ontario Street and Berkeley Street. Advance warning signage will be installed upstream at the intersection of Richmond Street East and Berkeley Street. Due to the density of residential buildings and businesses on Ontario Street, a temporary pedestrian crossover will be installed to facilitate safe pedestrian crossings.

RECOMMENDATIONS

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

1. City Council authorize the closure of the north sidewalk and the northerly eastbound cycle track on Adelaide Street East, between Ontario Street and Berkeley Street, and a provision of a temporary bicycle lane within the eastbound lane, from April 23, 2026, to September 30, 2027, inclusive.
- 2 City Council authorize the closure of a 5.5 metre wide portion of the east sidewalk and east boulevard allowance on Ontario Street, between a point 31.5 metres north of Adelaide Street East and a point 32.5 metres further north, from April 23, 2026, to September 30, 2027, inclusive.
3. City 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 \$4.25 per hour and for a maximum of 3 hours, on the east side of Ontario Street, between a point 31.5 metres north of Adelaide Street and a point 89 metre south of Richmond Street East.
4. City Council rescind the existing permit parking on the odd side of Ontario Street, between a point 31.5 metres north of Adelaide Street East and a point 55 metres further north, from 12:01 a.m. to 7:00 a.m., at all times.
5. City Council prohibit stopping at all times on the east side of Ontario Street, between a point 31.5 metres north of Adelaide Street East and a point 58 metres further north.
6. City 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.
7. 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).
8. 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.
9. 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.

10. City 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.

11. 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.

12. 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 material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.

13. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

14. 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.

15. 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.

16. City Council direct the applicant, in consultation with Transportation Services, to install appropriate signage to inform drivers and cyclists of any changes to the bicycle lanes.

17. 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 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. Construction staging is not permitted on Berkeley Street until the City watermain replacement project is completed.

18. City Council direct that the occupation permit for construction staging on Ontario Street, Adelaide Street East, and Berkeley Street be conditional, subject to there being no conflicts with Metrolinx transit project construction.

19. City Council direct that Ontario Street, Adelaide Street East, and Berkeley Street be returned to its pre-construction traffic and parking regulations when the project is complete (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. City Council authorize the temporary installation of a Pedestrian Crossover Level 2 Type C on Ontario Street, at a point approximately 71 metres north of Adelaide Street East, to be in operation from April 23, 2026, to September 30, 2027, which the issuance

of the construction staging permit must be conditional on the Pedestrian Crossover being operational.

21. City Council direct the General Manager, Transportation Services to temporarily install a Pedestrian Crossover Level 2 Type C on Ontario Street, approximately 71 metres north of Adelaide Street East, to be in operation until September 30, 2027 or completion of the 49 Ontario Street Project.

FINANCIAL IMPACT

DCC 49 Ontario Inc. 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 Ontario Street, Adelaide Street East, and Berkeley Street these fees will be approximately \$1,040,000.00 over an 18 month period. The proposed Pedestrian Crossover Level 2 Type C on Ontario Street is approximately \$80,000.00 and will be funded and installed by Transportation Services offset by the revenues generated by the Construction Hub fees.

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 (18 months), length, and extent of the proposed lane closures on Ontario Street and Adelaide Street East, this amounts to approximately \$105,000.00.

DECISION HISTORY

City Council, at its meeting on May 10, 11 and 12, 2023, adopted with amendments Item TE4.12 entitled "49 Ontario Street and 72-94 Berkeley Street - Zoning By-law Amendment Application - Decision Report - Approval". This item was considered by the Toronto and East York Community Council on April 12, 2023, and was adopted without amendment.

[Agenda Item History - 2023.TE4.12](#)

COMMENTS

The Development and Timeline

DCC 49 Ontario Inc. is constructing two rental towers including affordable housing at 49 Ontario Street. The site is located on the north side of Adelaide Street East, between Ontario Street and Berkeley Street.

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

- Demolition: from October 2025 to April 2026;

- Excavation and shoring: from January 2026 to September 2026;
- Below grade formwork: from April 2026 to September 2027;
- Above grade formwork: from September 2027 to July 2028;
- Building envelope phase: from January 2027 to August 2028; and
- Interior finishes stage: from September 2027 to December 2029.

Existing Conditions

Adelaide Street East is characterized by the following conditions:

- It is a three-lane, east-west, major arterial roadway
- It operates one-way eastbound traffic on a pavement width of approximately 14 metres
- The speed limit is 40 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- There is a cycle track on the north side of the street
- Stopping is prohibited at all times on the north side of the street

Ontario Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way southbound traffic on a pavement width of approximately 7 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
- Parking machines are located on the east side of the street
- Permit parking is located 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 8.5 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. Furthermore, alternative staging locations are not feasible due to the surrounding land uses. Given the physical site constraints and the space required to maneuver construction vehicles, partial occupation of the right-of-way on Ontario Street and Adelaide Street East essential to set up construction staging operations for the development.

Subject to approval, the east sidewalk and east boulevard allowance on Ontario Street, between a point 31.5 metres north of Adelaide Street East and a point 32.5 metres further north will be closed to facilitate construction staging operations. A temporary pedestrian crossover will be installed to facilitate a safe crossing. As a result of the installation, eight parking machine spaces on the east side of Ontario Street will be

removed. The applicant is responsible for paying the lost revenue for all parking spaces removed. In addition, the construction staging area will result in the temporary loss of five permit parking spaces and the permanent loss of three permit parking spaces on the east side of Ontario Street. The displaced permit holders will be temporarily accommodated at an alternate location.

On Adelaide Street East, the north sidewalk and the northerly eastbound cycle track on, between Ontario Street and Berkeley Street will be closed to facilitate the delivery of construction materials (steel and concrete). The northerly eastbound cycle track will be shifted south, and a temporary bicycle lane will be provided within the eastbound lane. Pedestrians will be directed to cross at the traffic control signals located at the traffic control signals located at the intersections of Adelaide Street East with Ontario Street and Berkeley Street. There is no impact to the traffic lanes on Adelaide Street East.

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 is planned watermain replacement work happening on Berkeley Street in 2025. The developer was informed that the staging area on Berkeley Street (Phase 2) can commence after the watermain project is completed. The applicant is expected to cooperate 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.

Also, the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Ontario Street, Adelaide Street East, and Berkeley 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 DCC 49 Ontario 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 - 49 Ontario Street (Phase 1)

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