

Construction Staging Area – 355 Adelaide Street West

Date: Jun 19, 2026
To: Toronto and East York Community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: Ward 10, Spadina-Fort York

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Adelaide Street West and on Charlotte Street, City Council approval of this report is required.

The Hi-Rise Group is constructing a 58-storey condominium building at 355 Adelaide Street West. The site is located on the southwest corner of Adelaide Street West and Charlotte Street.

Transportation Services is seeking authorization to temporarily close the eastbound curb lane on the south side of Adelaide Street West for a period of 24 months, from January 1, 2027 to December 31, 2028. The temporary closure of the eastbound curb lane is required to facilitate construction staging operations associated with the below grade and above grade phases of the development. During the closure period, pedestrians on the south side of Adelaide Street West abutting the site will be maintained in the existing sidewalk within a 2.1 metre wide covered and protected walkway.

Two traffic lanes will be maintained at all times around the proposed construction staging area on Adelaide Street West. There are no lane closures required on Charlotte Street.

RECOMMENDATIONS

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

1. City Council authorize the closure the eastbound curb lane on the south side of Adelaide Street West, between Charlotte Street and a point 50 metres west, from January 1, 2027 to December 31, 2028, inclusive.

2. City Council rescind the existing standing prohibition in effect 2:00 a.m. to 6:00 a.m. Friday, through Monday on the south side of Adelaide Street West, between Charlotte Street and a point 50 metres west.
3. City Council rescind the existing commercial loading zone, in effect 10:00 a.m. to 3:00 p.m. on the south side of Adelaide Street West, between a point 54 metres east of Spadina Avenue and a point 28.5 metres west of Charlotte Street.
4. City Council rescind the existing parking prohibition in effect at all times on the south side of Adelaide Street West, between a point 28.5 metres west of Charlotte Street and a point 21.5 metres further west.
5. City Council prohibit stopping at all times on the south side of Adelaide Street West, between Charlotte Street and a point 50 metres west.
6. City Council rescind the existing parking prohibition in effect at all times on the north side of Oxley Street, between a point 30.5 metres east of Spadina Avenue and a point 31 metres west of Charlotte Street.
7. City Council prohibit stopping at all times on the north side of Oxley Street, between a point 30.5 metres east of Spadina Avenue and a point 31 metres west of Charlotte Street.
8. City Council rescind the existing parking prohibition in effect at all times on the south side of Oxley Street, between Charlotte Street and a point 30.5 metres east of Spadina Avenue.
9. City Council prohibit stopping at all times on south sides of Oxley Street, between Charlotte Street and a point 30.5 metres east of Spadina Avenue.
10. City 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.
11. 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).
12. 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.
13. 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.

14. City 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.
15. 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.
16. 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 large scale material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.
17. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
18. 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.
19. 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.
20. 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 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.
21. City Council authorize the appropriate City officials to submit directly to the City Council at the appropriate time any necessary Bills to amend the appropriate City of Toronto Municipal Code Chapters to give effect to City Council's Decision on recommendations 1 to 9 (except with parking rates and hours of operation being consistent to the rates and hours of operation at the time of completion), once the project is complete.
22. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
23. City Council direct that the occupation permit for construction staging on the Adelaide Street West and Charlotte 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, Traffic Management recovery fee, amount to approximately \$602,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Adelaide Street West the city right-of-way occupancy permit fees amount to approximately \$502,000.00.
- 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 Adelaide Street West, these amount to approximately \$100,000.00.

DECISION HISTORY

City Council, at its meeting on March 20 and 21, 2024, adopted Item - 2024.CC16.22 entitled "353 - 355 Adelaide Street West, 46 Charlotte Street and 16 Oxley Street - Zoning By-law Amendment - Ontario Land Tribunal Hearing and Applications to Alter and Demolish a Heritage Attribute of a Designated Heritage Property under Section 33 and 34(1)1 of Ontario Heritage Act - Request for Directions".

<https://secure.toronto.ca/council/agenda-item.do?item=2024.CC16.22>

City Council, at its meeting on June 14 and 15, 2023, adopted Item - 2024.CC16.22 entitled " 353-355 Adelaide Street West, 46 Charlotte Street and 16 Oxley Street - Zoning By-law Amendment Application - Appeal Report".

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.12>

Ontario Land Tribunal commenced a proceeding on June 7, 2024 under subsection 34(11) of the Planning Act, R.S.O. 1990, c. P.13, as amended, and under subsection 114(15) of the City of Toronto Act, 2006, S.O. 2006, c. 11, Sched. A. The proceeding was subject to an application to amend Zoning By-law - Refusal or neglect to make a decision to permit a 48-storey mixed-use building at the lands municipality known as 353 and 355 Adelaide Street West, 46 Charlotte Street., and 16 Oxley Street.

OTL Case Number: OLT-22-004590, and OLT-22-004591.

Municipality Case Number: 20 160837 STE 10 OZ.

COMMENTS

The Development and Timeline

The Hi-Rise Group is constructing a 58-storey residential building consisting of 551 dwelling units together with ground floor retail. There will be one below grade level with no vehicle parking. All permanent access will be from Charlotte Street for garbage pickup only. The site is bounded by Adelaide Street West to the north, Charlotte Street to the east, Oxley Street to the south and a future park to the west.

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

- Demolition: from April 2025 to March 2026;
- Excavation and shoring: from March 2026 to November 2026;
- Below grade formwork: from January 2027 to April 2027;
- Above grade formwork: from April 2027 to October 2028;
- Building envelope phase: from July 2027 to December 2028; and,
- Interior finishes stage: from September 2027 to October 2029.

Existing Conditions

Adelaide Street West is characterized by the following conditions:

- It is a three-lane, eastbound, major arterial roadway
- It operates one-way traffic on a pavement width of approximately 12 metres
- The daily peak 8 hours traffic volume is approximately 6,500 vehicles
- The speed limit is 40 km/h
- TTC operates a streetcar on Adelaide Street West
- There are sidewalks located on both sides of the street
- There is a bicycle lane provided on the north side of Adelaide Street West

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

North side

- No stopping anytime

South side

- No standing prohibition in effect 2:00 a.m. to 6:00 a.m. Friday, through Monday
- Commercial loading zone, in effect at all times on the south side of Adelaide Street West, between a point 54 metres east of Spadina Avenue and a point 228.5 metres west of Charlotte Street
- Parking prohibition in effect at all times on the south side of Adelaide Street West, between a point 28.5 metres west of Charlotte Street and a point 21.5 metres further west
- No stopping anytime

Charlotte Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9.8 metres
- The daily average traffic volume is approximately 4,100 vehicles
- The speed limit is 30 km/h.
- TTC tracks along Charlotte Street, between King St W and Adelaide St W serve as an on-street streetcar loop, regularly used for service adjustments on both the 510 Spadina and 504 King streetcars
- There are sidewalks located on both sides of the street
- The parking regulations on Charlotte Street within the subject section prohibit stopping at all times on both sides of the street

Proposed Construction Staging Area

Based on the information provided by the developer, the excavation depth from the street level is approximately 4.6 metres below grade and extends to the lot lines on all four sides of the property. Various options were explored by the developer to set up construction staging operations for the development within the development site. The developer has advised that, due to limited availability of space, all construction such as truck deliveries, loading and off-loading using the tower crane pick-up points, and placement of the concrete pump cannot be accommodated within the site. Therefore, occupying one traffic lane on Adelaide Street West is necessary to allow for the development to be completed.

Subject to approval, the eastbound curb lane on the south side of Adelaide Street West will be closed, between Charlotte Street and a point 50 metres west to accommodate construction operations for the development. Pedestrian movements on the south side of Adelaide Street West will be maintained in the existing sidewalk within a 2.1 metre wide covered and protected walkway. The bicycle lane on the north side of the street will remain operational and maintained for the duration of the project.

With respect to Charlotte Street, traffic lane closures are not required. A 2.1 metre wide covered and protected walkway will be provided within the existing sidewalk abutting the site.

TTC operations will not be affected on Adelaide Street West or on Charlotte Street.

Furthermore, to facilitate safe and efficient inbound and outbound turning movements and to maintain traffic flow in the vicinity of the construction access on Oxley Street, stopping will be prohibited at all times on both sides of Oxley Street near the construction gate.

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

Furthermore, 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 is not expected to conflict with the City's capital works projects.

Intersection Capacity Analysis

To determine the impacts of the proposed construction staging area and the above-noted lane reconfigurations on Adelaide Street West, the developer (The Hi-Rise Group) conducted an intersection capacity analysis to assess existing and future (under-construction) traffic operations during the morning and afternoon peak hours at the intersection of Adelaide Street West and Spadina Avenue.

The existing traffic operations were analysed using the existing lane configurations and vehicular/pedestrian traffic volumes. Traffic operations in the future conditions were analyzed using the lane configurations that will be available during construction of the site and existing traffic volumes.

Under existing conditions, the signalized intersection of Adelaide Street West and Spadina Avenue operates acceptably during the morning and afternoon peak hours. The critical eastbound through traffic movement on Adelaide Street West operates with a total delay of up to 35 seconds during the morning and 22 seconds in the afternoon peak hours. Corresponding 95th percentile vehicle queuing is 138 metres and 83 metres in the morning and afternoon peak hours, respectively.

Under future (construction) conditions, the delays in critical eastbound through movement on Adelaide Street West are expected to increase significantly from 35 seconds to 119 seconds in the morning peak period, with queue lengths increasing from 138 metres to 203 metres. In the afternoon peak period, the total delays are expected to increase from 22 seconds to 56 seconds, and the queue length increase from 83 metres to 116 metres.

Based on the results of the intersection capacity analysis, the proposed temporary closure of the south curb lane on Adelaide Street West, reducing the roadway from three lanes to two lanes along the site frontage, can be accommodated within the adjacent road network. Under temporary construction conditions, increased delays and 95th percentile queue lengths are anticipated at the Adelaide Street West and Spadina Avenue intersection during the weekday peak periods, with occasional queue spillbacks to the upstream intersection at Adelaide Street West and Brant Street during the morning peak hour. However, these occurrences are expected to be infrequent, and overall operations remaining manageable throughout the day. While delays will be elevated compared to existing conditions, the intersection is expected to continue operating within capacity, with all vehicular movements processed during peak periods. Transportation Services staff will monitor traffic conditions during the construction period and implement additional traffic control measures, as required, to mitigate impacts and maintain efficient operations for all road users.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that the developer, 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 - 355 Adelaide Street West

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