

## **Construction Staging Area - 604 - 618 Richmond Street West - Supplementary Report**

**Date:** November 8, 2016  
**To:** City Council  
**From:** Acting General Manager, Transportation Services  
**Wards:** Ward 20: Trinity-Niagara

### **SUMMARY**

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The Harlowe Inc. is building a 14-storey condominium with ground floor retail and a 4 level underground parking facility at 604-618 Richmond Street West, located on the north side of Richmond Street West between Portland Street and Bathurst Street. To enable construction, the applicant requires the aforementioned closures.

The purpose of this report is to respond to a request from City Council on October 5, 2016 to report back to City Council directly on the feasibility of revising the construction staging proposal to reduce or eliminate the duration of time required for the lane occupation and to fully analyze the traffic impacts that the lane occupation will have on all road users associated with the development at 604-618 Richmond Street West.

Having had additional discussions with the developer, Transportation Services is recommending a closure of the north sidewalk, cycle track, and curb lane on Richmond Street West and to establish a temporary cycle track and pedestrian walkway in the north curb lane on Richmond Street West for a period of 18 months. This represents a reduction of approximately 6 months duration from the original request. Additional modifications to the original closure request, as described in this report, have also been agreed to in order to mitigate congestion impacts.

## **RECOMMENDATIONS**

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The Acting General Manager, Transportation Services recommends that City Council delete the Toronto and East York Community Council Recommendations and adopt instead the following new recommendations:

1. City Council approve a shorter duration (18 months), and narrower closure (6.75m width) of the north sidewalk, cycle track, and curb lane on Richmond Street West, fronting 604-618 Richmond Street West for 18 months, from October 17, 2016 to March 31, 2018, as shown on Drawing No. 421G-2121 attached to the report dated April 28, 2016, entitled, "Construction Staging Area – Richmond Street West", from the Acting Director, Transportation Services, Toronto and East York District.
2. 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.
3. 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.
4. City Council direct that Richmond Street West be returned to its pre-construction parking and traffic regulations when the project is completed.

## **FINANCIAL IMPACT**

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The Harlowe 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 term of the closure, these fees will be approximately \$180,000.

## **DECISION HISTORY**

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City Council, at its meeting on October 5, 2016 deferred Item TE18.57 and requested the Acting General Manager, Transportation Services to report directly to Council on:

- a) a revised construction staging proposal from the developer which eliminates or reduces the duration of the arterial lane closures; and
- b) a full analysis of the transportation impacts of any proposed arterial lane closures, in both directions, by time of day, of the lane closure requested in this Item, for all modes of transportation including pedestrians, cyclists, transit and vehicles.

The Council decision can be viewed at:

## COMMENTS

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Developing this property requires excavating the entire site to accommodate four levels of underground parking. The applicant requires a construction staging area within the road allowance on the north side of Richmond Street West to enable construction.

The original staging area width requested was 8.75 metres and after discussion with staff, it was agreed that the width would be reduced to 6.75 metres to maintain the separated bike lane.

In discussions with The Harlowe Inc. development group, they have reviewed their original proposal and have identified a number of measures that they are willing to undertake to reduce the impact on traffic. Short bed rebar trucks which can fit within the proposed 48 metre length of the staging area will be used. To also keep the staging area small, they are paying to have a fire hydrant temporarily relocated outside of the construction staging area. They are having temporary power installed by Toronto Hydro rather than utilizing large diesel generators for the tower crane, hoist, and hydraulic mast climbers. This will be a benefit to the surrounding businesses and residents as it reduces the noise impact. As an added cost, they are renting an adjacent house to be the site office rather than having an unsightly construction trailer.

The site, as showing in Attachment 1, is bounded by Richmond Street West to the south and a public lane to the north. Richmond Street West operates westbound with two lanes of traffic, a parking lane and a separated bike lane. The public lane operates eastbound with access from Bathurst Street and exit onto Richmond Street West. The developer cannot stage on the public lane as it is not wide enough to accommodate staging and still maintain a lane for traffic. The only option available to the development is a staging area off of Richmond Street West. To try and maintain two lanes of traffic, staff reviewed the feasibility of removing the parking lane (i.e. located on the south side of Richmond Street West), however at the approach to Bathurst Street, there is a 'bump out' in the south curb lane which does not leave enough room to transition traffic back to existing conditions. Therefore, it will remain necessary to close the curb lane. With the removal of one lane of traffic, delays can be expected, especially during the PM peak period. The traffic signals along Richmond Street West have been coordinated to keep traffic moving westbound. As well, the traffic signals on Bathurst Street have also been coordinated to keep the north/south movements. Any changes to the timing of the signals in the immediate area would have a negative impact on traffic as it would result in a lack of coordination at the Bathurst Street and Richmond Street West intersection.

Based on all of the above, The Harlowe Inc. has advised that they will decrease the duration of the original street occupation request from 24 months to 18 months.

Transportation Services is satisfied that The Harlowe Inc. has looked at all options to alleviate congestion at this location.

## **CONTACT**

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## **SIGNATURE**

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Michael D'Andrea, M.E.Sc, P. Eng.  
Acting General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1 - Drawing No. 421G-2121, dated April 2016