

Construction Staging Area – Lombard Street (114-120 Church Street and 59 Richmond Street East)

Date: May 6, 2024
To: Toronto and East York Community Council
From: Director, Traffic 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.

Madison Church Richmond Limited is constructing a 45-storey residential condominium with ground floor retail at 114-120 Church Street and 59 Richmond Street East. The site is located on the west side of Church Street between Lombard Street and Richmond Street East.

Transportation Services is requesting authorization to temporarily close a portion of the westbound curb lane on Lombard Street for a period of 25 months, from May 8, 2024 to May 31, 2026 to accommodate a construction staging area. It should be noted that the construction staging area has been installed and is operating under monthly street Occupation permit. The sidewalk on the north side of Lombard Street is closed daily during construction hours. Pedestrian operations on the south side of Lombard Street is maintained at all times.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council authorize the closure of the north sidewalk and a 6.23 metre wide portion of the westbound north curb lane on Lombard Street, between Church Street and a point 47.3 metres west, from May 8, 2024 to May 31, 2026, inclusive.

2. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the north side of Lombard Street, between a point 152 metres east of Victoria Street and Church Street
3. Toronto and East York Community Council rescind the existing maximum 20 minute delivery vehicle parking zone on the south side of Lombard Street, between a point 9 metres west of Church Street and a point 12 metres further west.
4. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the south side of Lombard Street, between a point 138 metres east of Victoria Street and a point 25 metres further east.
5. Toronto and East York Community Council rescind the existing parking machine regulation on the north side of Lombard Street, between a point 146 metres east of Victoria Street and a point 6 metres further east, from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m. Sunday, at a rate of \$6.50 per hour and for a maximum period of three hours.
6. Toronto and East York Community Council rescind the existing maximum 20 minute delivery vehicle parking zone on the south side of Lombard Street, between a point 9 metres west of Church Street and a point 9 metres further west.
7. Toronto and East York Community Council prohibit stopping at all times on the south side of Lombard Street, between Church Street and a point 47.3 metres west.
8. Toronto and East York Community Council rescind the existing stopping prohibition on the south side of Richmond Street East, between Church Street and a point 29.4 metres west from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays.
9. Toronto and East York Community Council rescind the existing parking machine regulation on the south side of Richmond Street East, between Church Street and a point 43 metres west, from 9:30 a.m. to 3:30 p.m., Monday to Friday, from 8:00 a.m. to 9:00 p.m., Saturday and from 1:00 p.m. to 9:00 p.m., Sunday, at a rate of \$6.50 per hour and for a maximum period of three hours.
10. Toronto and East York Community Council rescind the existing parking machine regulation on the south side of Richmond Street East, between Church Street and a point 43 metres west, from 6:30 p.m. to 9:00 p.m., Monday to Friday, at a rate of \$6.50 per hour and for a maximum period of 2.5 hours.
11. Toronto and East York Community Council prohibit stopping at all times on the south side of Richmond Street East, between Church Street and a point 29.4 metres west.
12. 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.

13. 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).

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. Toronto and East York Community Council direct the applicant, in consultation with Transportation Services, to maintain any bicycle lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.

23. Toronto and East York Community Council direct that Church Street, Lombard Street, and Richmond Street East be returned to its pre-construction traffic and parking regulations when the project is complete.

24. 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.

25. Toronto and East York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

26. Toronto and East York Community Council direct that the occupation permit for construction staging on Church Street, Lombard Street, and Richmond Street East be conditional subject to there being no conflicts with Metrolinx transit project construction.

FINANCIAL IMPACT

There is no financial impact to the City. Madison Church Richmond Limited 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 closure on Lombard Street, Church Street, and Richmond Street East these fees will be approximately \$960,000.00 including lost revenue from the parking machines.

DECISION HISTORY

City Council, at its meeting on July 23, 2018, adopted the recommendations of a Zoning Amendment Application - Request for Direction Report (Item TE34.48).

[Agenda Item History - 2018.TE34.48 \(toronto.ca\)](#)

Toronto and East York Community Council, at its meeting on January 16, 2018, adopted the recommendations of a Preliminary Report (Item TE29.38).

[Agenda Item History - 2018.TE29.38 \(toronto.ca\)](#)

COMMENTS

The Development and Timeline

Madison Church Richmond Limited is constructing a 45-storey residential condominium with ground floor retail at 114-120 Church Street and 59 Richmond Street. The site is

located on the west side of Church Street between Lombard Street and Richmond Street East.

The site is bounded by Richmond Street East to the north, Church Street to the east, Lombard Street to the south, and an existing building to the west.

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

- Above grade formwork: from July 2023 to July 2025;
- Building envelope phase: from February 2024 to September 2025; and
- Interior finishes stage: from April 2024 to May 2026.

Existing Conditions

Lombard 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 12 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

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

North side

- No parking anytime, between a point 133 metres east of Victoria Street and Church Street
- Parking machines operate, between a point 146 metres east of Victoria Street and a point 6 metres further east, for a maximum period of three hours from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m., Sunday

South side

- No parking anytime, between a point 138 metres east of Victoria Street and a point 25 metres further east
- Parking permitted for a maximum period of 20 minutes (delivery vehicle parking zone), between a point 9 metres west of Church Street and a point 9 metres further west
- Parking machines operate for a maximum period of three hours from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m., Sunday

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 lot line to lot line on all four sides to a depth of 15.7 metres. Various options were explored by the

developer to set up construction staging operations for the development within the development site.

Currently, construction staging operations on Lombard Street take place within the north boulevard allowance and the westbound curb lane, fronting the site. The sidewalk on the north side of Lombard Street, between Church Street and a point 47.3 metres west is closed daily during construction hours. Pedestrian redirection signage is installed to guide pedestrians around the sidewalk closure. A Traffic Control Person provides a controlled crossing for pedestrians to access the north or south sidewalk on Lombard Street, west of the construction site. Pedestrian operations on the south side of Lombard Street is maintained at all times. In addition, two-way vehicular traffic is maintained on Lombard Street. It should be noted that construction of the development is currently in progress, operating under a monthly Street Occupation Permit.

Pedestrian movements on the west side of Church Street and on the south side of Richmond Street East are maintained in a covered and protected walkway within the existing sidewalk.

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

This development site is within the Construction Hub Coordination Pilot program and has been reviewed by staff to ensure compliance with the pilot program. This entails a coordinated review that includes construction coordination, community support, business support and communication and engagement with area residents. The guiding principles of a Construction Hub initiative include safety, equity, vibrancy, innovation and engagement. Within this Hub, staff will develop a logistical plan for all work within the right of way, coordinate resources to ensure a safe and equitable plan for all users with an emphasis on pedestrians, cyclists and vulnerable road users.

A review of the City's Major Capital Works Program indicates that gasmain reinforcement by Enbridge Distribution Inc. is planned in the vicinity of the staging area between 2024 and 2025. The developer was informed that any request for a time extension may conflict with the work, and the staging areas may need to be temporarily removed or modified to the planned activities. Failure of the developer to remove the staging area may result in the developer being responsible to cover any cost penalties incurred by the City as a result.

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 Lombard Street, Church Street, and Richmond Street East, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Lombard Street, Church Street, and Richmond Street East for periods of less than 30 consecutive days over the 25-month life of the project in order to complete construction.

These permits would often contain time of day restrictions to ensure there is no road occupation during peak periods. Based on the nature of this type of construction activity, there are potential risks to the City in not allowing the staging area permit to proceed such as:

- During crane hoisting activities for a project of this scale, in considering Health and Safety regulations, the Police Act and the Highway Traffic Act give Toronto Police Service officers the discretionary authority to close all lanes of a public highway during the hoist, taking into account wind conditions, as well as both the size and nature of the load.
- Once the pouring of concrete for a structural slab or member is commenced (like a building foundation or floor), it cannot be stopped for any reason (including the commencement of a rush hour restriction) until it is completed in order to maintain its structural integrity.
- This would mean that on any given day during the construction activity, instead of having a single lane occupied 24/7 so that all hoisting would take place within the site, behind the construction hoarding, where the remaining adjacent lanes of traffic operate in a free-flow condition, all lanes of traffic may be held by the paid-duty officer on-site during the hoisting activity, including morning and afternoon peak periods at their sole discretion.
- When the constructor/developer requests the use of adjacent public highway to expand the size of their construction footprint, and bring vehicles into the site, they are also attempting to address their obligations as a constructor/employer under Ontario Regulation 213/91 "Construction Projects" pursuant to the Occupational Health and Safety Act.

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, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 114-120 Church Street and 59 Richmond Street East

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