

Construction Staging Area – 128 Peter Street

Date: May 11, 2026
To: Toronto and East York community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: Ward 10, Spadina-Front York

SUMMARY

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

Kingdom Development Inc is constructing a 41-storey rental apartment building at 128 Peter Street. The site is located on the west side Widmer Street, between Adelaide Street West and Richmond Street West.

Transportation Services is requesting authorization to close the west sidewalk, the southbound bicycle lane, a 1.5 metre wide portion of the southbound lane, and the northbound left-turn lane on Peter Street, between Richmond Street West and a point 40 metres south. During the proposed closures, pedestrians will be redirected to a temporary 2.1 metre wide covered and protected walkway located within the closed portion of the bicycle lane and southbound traffic lane. The bicycle lanes on both sides of Peter Street will be maintained.

Additionally, authorization is being requested to close the south sidewalk, and the westbound curb lane on Richmond Street West, between Peter Street and a point 50 metres west. Throughout the closures duration, pedestrians will be redirected to a temporary 2.1 metre wide covered and protected walkway located within the closed portion of the westbound curb lane.

The requested closures are required for a period of 41 months, from August 1, 2026 to December 31, 2029 to facilitate construction staging activities for the development.

RECOMMENDATIONS

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

1. City Council authorize the closure of the west sidewalk, the southbound bicycle lane, a 1.5 metre wide portion of the southbound lane, and the northbound left-turn lane on Peter Street, between Richmond Street West and a point 40 metres south and provision of a temporary pedestrian walkway within the closed portion of the bicycle and vehicular lanes, from August 1, 2026 to December 31, 2029 inclusive.
2. City Council authorize the closure of south sidewalk, and the westbound curb lane, on Richmond Street West, between Peter Street and a point 50 metres west and provision of a temporary pedestrian walkway within the closed portion of the westbound curb lane, from August 1, 2026 to December 31, 2029 inclusive.
3. City Council rescind the existing parking machine regulation in effect from 6:00 p.m. to 12:00 a.m., Monday to Saturday.; 1:00 p.m. to 12:00 a.m., Sunday from November 1 to March 31, inclusive, at a rate of \$7.00 per hour for maximum period of 6 hours maximum, on the west side of Peter Street, between Richmond Street West and a point 70 metres south.
4. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday from November 1 to March 31, inclusive, at a rate of \$7.00 per hour for maximum period of 3 hours maximum, on the west side of Peter Street, between Richmond Street West and a point 70 metres south.
5. City Council rescind the existing stopping prohibition in effect at all times on the west side of Peter Street, between Richmond Street West and a point 30.5 metres south.
6. City Council prohibit stopping at all times on the west side of Peter Street, between Richmond Street West and a point 70 metres south.
7. 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.
8. 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).
9. 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.

10. 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.
11. 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.
12. 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.
13. 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.
14. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
15. 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.
16. 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.
17. City 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.
18. 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.
19. City Council direct that Peter Street and Richmond Street West be returned to its pre-construction 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) when the project is complete.

20. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

21. City Council direct that the occupation permit for construction staging on Peter Street, and on Richmond Street West 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 Activity Reporting System (RoDARS) - Traffic Management Recovery Fee, amount to approximately \$2,229,000. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Peter Street and on Richmond Street West the city right-of-way occupancy permit fees amount to approximately \$2,160,000.00.
- 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 Peter Street and on Richmond Street West, these amount to approximately \$69,000.00.

DECISION HISTORY

City Council, at its meeting on April 23 and 24, 2025, adopted Item 2025.TE21.20 entitled: TE21.20 - 1120 Peter Street, 122-124 Peter Street, 126-128 Peter Street and 357-359 Richmond Street West - Alterations to, Demolition and Construction of, Buildings under Sections 42 of the Ontario Heritage Act and Authority to Amend a Heritage Easement Agreement.

[Agenda Item History - 2025.TE21.20](#)

City Council, at its meeting on May 28, 2020, adopted Item 2020.CC21.18 entitled: 120, 122, 124, 126 and 128 Peter Street and 357 and 359 Richmond Street West - Zoning By-law Amendment Application - Request for Direction.

[Agenda Item History - 2020.CC21.18](#)

COMMENTS

The Development and Timeline

Kingdom Development Inc is constructing a 41-storey rental apartment building with 370 units and one-level of underground floor at 128 Peter Street. All permanent access will be from Peter Street through a shared loading facility with the building at 350 Adelaide Street West. The site is bounded by a Richmond Street West to the north, Peter Street to the east, and residential buildings to the west and south.

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

- Demolition: from February 2026 to June 2026'
- Excavation and shoring: from June 2026 to October 2026;
- Below grade formwork: from October 2026 to December 2026;
- Above grade formwork: from December 2026 to June 2028;
- Building envelope phase: from July 2027 to July 2028, and;
- Interior finishes stage: from August 2027 to November 2029.

Existing Conditions

Peter Street is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 14 metres
- The daily two-way traffic volume is approximately 5,500 vehicles
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both side of the street
- Bicycle lanes are provided on both sides of the street

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

West side

- No stopping anytime between, Richmond Street West and a point 30.5 metres south
- Motorcycle and scooter parking, between a point 36 metres south from Richmond Street West and a point 5 metres further south

East side

- No stopping anything

Richmond Street West is characterized by the following conditions:

- It is a two-lane, westbound, major arterial roadway
- It operates one-way traffic on a pavement width of approximately 7 metres
- The daily one-way traffic volume is approximately 15,200 vehicles
- 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
- One-way, westbound, bicycle lane is located on the north side of the street

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

North side

- No stopping anytime

South side

- No parking anytime
- No standing in effect 2 a.m. to 6 a.m. Friday to Monday
- No stopping anytime from 3:30 p.m. to 6:30 p.m.

Proposed Construction Staging Area

The developer has advised that the building will occupy the site from property line to property line, leaving limited on-site space for construction staging activities, including material deliveries and storage. As a result, additional space along the site's perimeter is required to accommodate these functions.

Multiple staging options were considered, including confining all activities to Peter Street to avoid impacts on Richmond Street West, which is classified as a major arterial roadway. However, this approach was determined to be impractical. Certain construction activities (e.g. material deliveries, equipment maneuvering, and staging operations) must be conducted along the Richmond Street West frontage to ensure safe clearances and operational efficiency. Accordingly, construction staging areas are required along both Richmond Street West and Peter Street frontages.

To facilitate construction staging operations, the proposed closures are listed below with the associated impacts:

Richmond Street West

- Closure of the south sidewalk, and the westbound curb lane, between Peter Street and a point 50 metres west.
- Pedestrians will be redirected to a temporary 2.1 metre wide covered and protected walkway located within the closed portion of the westbound curb lane.
- The westbound traffic lanes will be reduced from two lanes to one lane of traffic.

Peter Street

- Closure of the west sidewalk, the southbound bicycle lane, a 1.5 metre wide portion of the southbound lane, and the northbound left-turn lane on Peter Street, between Richmond Street West and a point 40 metres south.
- Pedestrians will be redirected to a temporary 2.1 metre wide covered and protected walkway located within the closed portion of the bicycle lane and southbound traffic lane.
- The bicycle lanes on both sides on the street will be maintained. The west bicycle lane and the southbound traffic lane will be shifted eastward to make room for the temporary pedestrian walkway.
- The dedicated northbound left-turn lane will be removed, and the remaining northbound lane will accommodate shared through and left-turn movements.

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

Intersection Capacity Analysis

To determine the impacts of the proposed construction staging area and the above-noted lane reconfigurations, the developer (Kingdom Development Inc.) 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 Richmond Street West and Peter Street.

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 Richmond Street West and Peter Street operates acceptably during the morning and afternoon peak hours. The westbound through traffic movement on Richmond Street West operates with a total delay of up to 12 seconds during the morning and 17 seconds in the afternoon peak hours. Corresponding average vehicle queuing is 21 metres and 38 metres in the morning and afternoon peak hours, respectively.

Furthermore, under existing conditions the northbound movement on Peter Street operates with a total delay of up to 18 seconds during the morning and 25 seconds in the afternoon peak hours. The average vehicle queuing is 29 metres and 26 metres in the morning and afternoon peak hours, respectively.

Under future (construction) conditions, the delays to westbound through movement on Richmond Street West are expected to increase from 12 seconds to 15 seconds in the morning peak period, with queue lengths increasing from 21 metres to 36 metres. In the afternoon peak period, the total delays are expected to increase significantly from 17 seconds to 57 seconds, and the queue length increase from 38 metres to 193 metres.

For the northbound movement on Peter Street, delays under construction conditions are expected to increase from 18 seconds to 22 seconds in the morning peak period, and the average queue lengths increase from 29 metres to 31 metres. In the afternoon peak period, the delays are expected to increase from 25 seconds to 35 seconds, while queue length are expected to increase from 26 metres to 36 metres.

The intersection capacity analysis indicates that the signalized intersection of Richmond Street West and Peter Street is expected to continue operating within acceptable capacity under the proposed construction staging conditions. While the construction-related lane closures and reconfigurations are anticipated to result in increased delays and queue lengths, particularly during the afternoon peak hour, these impacts are expected to be temporary and limited in duration. The surrounding road network is expected to accommodate the changes, with projected queues being managed through signal operations and not anticipated to result in intersection blockages. Transportation Services staff will continue to monitor traffic operations during construction and implement temporary signal timing adjustments, as required, to mitigate impacts and maintain efficient traffic flow.

A review of the City's Major Capital Works Program indicates that the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Peter Street and on Richmond Street West, 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 Kingdom Development 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

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Director, Congestion & Network Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 128 Peter Street

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