

Construction Staging Area – Richmond Street West (471 Richmond Street West and 38 Camden Street)

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

Chamberlain Construction Services Limited is constructing a 15 and 19-storeys hotel buildings at 471 Richmond Street West and 38 Camden Street. The development site will have frontage on both Richmond Street West and Camden Street.

Transportation Services is requesting authorization to close the sidewalk and westbound curb lane on the south side Richmond Street West, for a period of 33 months, from August 1, 2026 to April 30, 2029, to facilitate construction staging operations. Pedestrian movements on the south side of Richmond Street West, adjacent to the site, will be maintained in a 2.1 metre wide covered and protected walkway located within the closed portion of the westbound lane.

RECOMMENDATIONS

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

1. City Council authorize the closure of the south sidewalk and the south side westbound lane on Richmond Street West, between a point 40 metres east of Brant Street and a point 40 metres further east, and provision of a temporary pedestrian walkway within the closed portion of the westbound curb lane, from August 1, 2026 to April 30, 2029, inclusive.
2. City Council rescind the existing stopping prohibition in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays on the south side of Richmond Street West, between a point 30 metres east of Brant Street and a point 65 metres further east.

3. City Council rescind the existing parking prohibition in effect at all times on the south side of Richmond Street West, between a point 37 metres east of Brant Street and a point 17 metres further east.
4. City Council prohibit stopping at all times on the south side of Richmond Street West, between a point 30 metres east of Brant Street and a point 65 metres further east.
5. 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).
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
12. 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.
13. 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.

14. 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.

15. 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 Toronto and East York Community Council's decision, and to reinstate 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) referred in recommendations 1 to 6 once the project is complete.

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

17. City Council direct that the occupation permit for construction staging on Richmond Street West and on Camden 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 Activity Reporting System (RoDARS) - Traffic Management Recovery Fee, amount to approximately \$1,217,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Richmond Street West the city right-of-way occupancy permit fees amount to approximately \$1,150,000.00 including lost revenue from the parking machines (if applicable).
- 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 sidewalk and lane closures on Richmond Street West, these amount to approximately \$67,000.00.

DECISION HISTORY

Ontario Land Tribunal, pursuant to its Order issued July 27, 2022 in relation to Tribunal File OLT-22-003665, authorized an amendment to Zoning By-law 569 2013, for the lands municipally known as 465-471 Richmond Street West and 38 Camden Street

City Council, at its meeting on March 10, 2021, adopted Item 2021.CC30.6 entitled "465 - 471 Richmond Street West and 38 Camden Street - Request for Directions Regarding Local Planning Appeal Tribunal Hearing"

<https://secure.toronto.ca/council/agenda-item.do?item=2021.CC30.6>

City Council, at its meeting September 30, October 1 and 2, 2020, adopted Item 2020.TE18.12 entitled " 465-471 Richmond Street West and 38 Camden Street - Zoning Amendment Application - Request for Direction Report"

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE18.12>

COMMENTS

The Development and Timeline

Chamberlain Construction Services Limited is constructing two hotel buildings, 15 and 19 storeys high with 362 units and three-levels of underground parking at 471 Richmond Street West and 38 Camden Street. All permanent access will be from Richmond Street West. The site is bounded by Richmond Street West to the north, privately owned property (477 Richmond Street West) to the east, privately owned property (457 Richmond Street West), and Camden Street to the south.

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

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

Existing Conditions

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 10 metres
- The daily one-way traffic volume is approximately 17,000 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
- A dedicated westbound bicycle lane is provided 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 stopping prohibition in effect 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays
- No parking anytime

Proposed Construction Staging Area

Based on the information provided by the developer, the excavation depth from the street level is approximately 15 metres below grade and extends to the lot lines on the north and east side 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 activities, including material delivery, loading and unloading operations associated with tower crane pick-up points, and storage of construction materials, cannot be accommodated within the site.

The developer also explored the option of staging off Camden Street. However, this option is not feasible due to the requirement to retain the existing building façade along the Camden Street frontage, including its associated structural support system, which restricts construction vehicle access to the site from this location.

In addition, the property immediately to the south, municipally known as 47 Camden Street, is anticipated to commence construction in July 2026 and will require a curb lane closure adjacent to its site. Should the proposed development at 471 Richmond Street West and 38 Camden Street also implement a lane closure on Camden Street, the combined impacts would result in a full blockage of the roadway to westbound vehicular traffic.

Subject to approval, the sidewalk and the westbound curb lane on the south side of Richmond Street West, between a point 40 metres east of Brant Street and a point 40 metres further east will be closed to accommodate construction staging operations for the development. Pedestrians will be directed into a 2.1 metre wide covered and protected walkway located within the closed portion of the westbound traffic lane. With

the construction staging area in place, the remaining cross-section of Richmond Street West will consist of one westbound traffic lane and a northerly westbound cycle track.

The construction staging area will not extend onto Camden Street. However, to ensure pedestrian safety during construction, a 1.5 metre wide covered and protected walkway will be maintained within the existing north-side sidewalk on Camden Street.

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

A review of the City's Five-Year 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 Richmond Street West, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

Capacity Analysis - Richmond Street West at Construction Closure

To determine the impacts of the proposed construction staging area and the above-noted lane reconfigurations, the developer (Chamberlain Construction Services Limited.) 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 Brant 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 Brant Street operates well during the morning and afternoon peak hours. The westbound through traffic movement on Richmond Street West operates with delays of up to 9 seconds during the morning and 12 seconds in the afternoon peak hours. Corresponding 95th percentile vehicle queuing is 40 metres and 58 metres in the morning and afternoon peak hours, respectively.

Under future (construction) conditions, operations for the westbound through movement are anticipated to remain generally consistent with existing conditions. In the morning peak period, delays are expected to remain at approximately 9 seconds, with queue lengths increasing modestly from 40 metres to 49 metres. During the afternoon peak period, the delays are also expected to remain unchanged at approximately 12 seconds, while queue lengths are projected to remain comparable, decreasing slightly from 58 metres to 56 metres.

Overall, the analysis indicates that the proposed construction staging and lane reconfigurations are not expected to result in significant adverse impacts to intersection operations during peak periods. The projected maximum 95th percentile queue length under construction conditions is approximately 56 metres. This queue length is not

anticipated to extend to, or adversely affect, operations at the downstream major intersection of Richmond Street West and Spadina Avenue, which is located approximately 190 metres west of Brant Street.

However, McDougall Lane, a north–south roadway located approximately 55 metres upstream of Brant Street, may be intermittently affected by queues extending from the intersection. Given that McDougall Lane is a narrow, low-volume roadway, the analysis does not indicate a significant increase in queue lengths or any degradation of its overall operations attributable to the proposed construction activities. However, Transportation Services staff will continue to monitor traffic conditions during construction and, if necessary, implement temporary signal timing adjustments to mitigate impacts and maintain efficient traffic flow.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Chamberlain Construction Services Limited, has evaluated 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.
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ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 471 Richmond Street West and 38 Camden Street

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