

## **Construction Staging Area – 30 Bond Street (St. Michael's Hospital)**

**Date:** June 6, 2023  
**To:** Toronto and East York Community Council  
**From:** Director, Traffic Management, Transportation Services  
**Wards:** Ward 13, Toronto Centre

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

EllisDon Corporation is constructing a 2.5 storey New Shuter Wing Building for St. Michael's Hospital at 30 Bond Street. The site is located at the south-west corner of Shuter Street and Bond Street.

Transportation Services is requesting approval to temporarily close the south sidewalk and a portion of the eastbound curb lane on Shuter Street, and temporarily close the west sidewalk and a portion of the southbound curb lane on Bond Street, for a period of 29 months from June 23, 2023 to October 31, 2025, to facilitate construction staging operations. Pedestrian movements will be maintained on the south side of Shuter Street and on the west side of Bond Street within covered and protected walkways. The existing bike lanes on Shuter Street will be maintained. The construction staging area will result in the temporary loss of four on-street parking machine spaces on the south side of Shuter Street and five on-street parking machine spaces on the east side of Bond Street.

### **RECOMMENDATIONS**

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

1. Toronto and East York Community Council authorize the closure of the south side sidewalk and a 3.9 metre wide portion of the eastbound curb lane on Shuter Street, between Bond Street and a point 61.2 metres west, and provision of a temporary pedestrian walkway within the closed portion of Shuter Street, from June 23, 2023 to October 31, 2025.

2. Toronto and East York Community Council authorize the closure of the west side sidewalk and a 2.0 metre wide portion of the southbound curb lane on Bond Street, between Shuter Street and a point 79.9 metres south, and provision of a temporary pedestrian walkway within the closed portion of Bond Street, from June 23, 2023 to October 31, 2025.
3. Toronto and East York Community Council rescind the existing no parking prohibition in effect all times, on the south side of Shuter Street, between Victoria Street and Bond Street.
4. Toronto and East York Community Council rescind the existing standing prohibition in effect on the south side of Shuter Street, between a point 36 metres east of Victoria Street and a point 18 metres further east.
5. Toronto and East York Community Council rescind the existing parking machine regulation on the south side of Shuter Street, between Bond Street and a point 26.0 metres 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, for a maximum period of three hours and at a rate of \$5.00 per hour.
6. Toronto and East York Community Council prohibit stopping at all times on the south side of Shuter Street, between Victoria Street and a point 26.0 metres east of Bond Street.
7. Toronto and East York Community Council rescind the existing standing prohibition in effect on the west side of Bond Street, between Shuter Street and a point 79.9 metres south.
8. Toronto and East York Community Council rescind the existing parking machine regulation on the east side of Bond Street, between Shuter Street and a point 79.9 metres south, 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, for a maximum period of three hours and at a rate of \$5.00 per hour.
9. Toronto and East York Community Council prohibit stopping at all times on both sides of Bond Street, between Shuter Street and a point 79.9 metres south.
10. 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.
11. 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).
12. 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.

13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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.
20. Toronto and East York Community Council direct the applicant, in consultation with Transportation Services, to maintain any bike lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.
21. Toronto and East York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
22. Toronto and East York Community Council direct that the occupation permit for construction staging on Shuter Street and Bond Street be conditional, subject to there being no conflicts with Metrolinx transit project construction.
23. Toronto and East York Community Council direct that Shuter Street and Bond Street be returned to their pre-construction traffic and parking regulations when the project is complete.

## FINANCIAL IMPACT

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There is no financial impact to the City. EllisDon Corporation 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 closures on Shuter Street and Bond Street, these fees will be approximately \$1,320,000.00, including lost revenue from the parking machines.

## DECISION HISTORY

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Committee of Adjustments, at its meeting held on September 28, 2016 issued a Notice of Decision regarding File Number A0562/16TEY. The Committee of Adjustments approved a Minor Variance/Permission regarding the address at 30 Bond Street finding that the intent and purpose of both the Official Plan and the Zoning By-law were maintained.

## COMMENTS

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### The Development and Timeline

EllisDon Corporation is constructing a 2.5 storey New Shuter Wing Building for St. Michael's Hospital, three levels of below grade facility to accommodate hospital needs. The site is located at the south-east corner of Shuter Street and Bond Street. 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 maximum depth of 15 metres. Permanent access to the development will be from Bond Street. The site is bounded by Shuter Street to the north, Bond Street to the east, Queen Street East to the south and Victoria Street to the west.

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. Various options were explored by the developer to set up construction staging operations for the development. The developer has advised that due to limited availability of space, all construction activities, including delivery and storage of construction materials, cannot be accommodated within the site.

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

- Demolition: from August 2023 to December 2023;
- Excavation and shoring: from July 2022 to December 2023;
- Below grade formwork: from December 2023 to September 2024;
- Above grade formwork: from September 2024 to January 2025;
- Building envelope phase: from January 2025 to March 2025; and
- Interior finishes stage: from March 2025 to August 2025.

## **Existing Conditions**

Shuter Street is characterized by the following conditions:

- It is a two-lane, east-west minor arterial roadway
- It operates two-way traffic, on a pavement width of approximately 13.8 metres
- 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
- There are bicycle lanes on both sides of the street
- St. Michael's Hospital is located on the south side of the street

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

### **North side**

- No stopping anytime

### **South side**

- Signed no stopping anytime
- By-lawed no parking anytime
- By-lawed no standing between a point 36 metres east of Victoria Street and a point 18 metres further east

Bond 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 8.6 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 Bond Street, within the subject section are as follows:

### **East side**

- 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. on Sunday.
- Unsigned statutory three-hour maximum parking is in effect at all other times

### **West side**

- No standing anytime

## **Proposed Construction Staging Area**

Subject to approval, from June 23, 2023 to October 31, 2025, the south sidewalk and a 3.9 metre wide portion of the eastbound curb lane will be closed on Shuter Street, between Bond Street and a point 61.2 metres west, to facilitate construction staging operations. Pedestrian operations will be maintained in a 1.7 metre wide covered and protected walkway in the closed portion of the eastbound lane on Shuter Street. The number of traffic lanes and the bicycle lanes in both the eastbound and westbound directions on Shuter Street will be maintained, and the eastbound and westbound lanes will be reduced from approximately 4.0 metres and 3.7 metres wide respectively, to both being 3.3 metres wide. To accommodate construction vehicle manoeuvres on the south

side of Shuter Street, four existing parking machine spaces on the south side of Shuter Street, between Bond Street and a point 26 metres east, will be temporarily rescinded. The applicant will be responsible for paying the lost revenue for these four parking spaces. Stopping will be prohibited at all times on the south side Shuter Street, between Victoria Street and a point 26 metres east of Bond Street.

Also subject to approval, the west sidewalk and a 2.0 metre wide portion of the southbound curb lane will be closed on Bond Street, between Shuter Street and a point 79.9 metres south, to facilitate construction staging operations. Pedestrian operations will be maintained in a 1.7 metre wide covered and protected walkway in the closed portion of the southbound lane on Bond Street. The number of traffic lanes in both the southbound and northbound directions on Bond Street will be maintained, and will be reduced from approximately 4.8 metres and 3.8 metres wide respectively, to both being 3.3 metres wide. To accommodate space required for the staging area and construction vehicle manoeuvres on the west side of Bond Street, five existing parking machine spaces on the east side of Bond Street, between Shuter Street and a point 79.9 metres south, will be temporarily rescinded. The applicant will be responsible for paying the lost revenue for these five parking spaces. Stopping will be prohibited at all times on both sides of Bond Street, between Shuter Street and a point 79.9 metres south of Shuter 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 Shuter Street and Bond Street, is conditional and subject to Metrolinx review of potential conflicts with transit project construction. Local road resurfacing and watermain replacement work are also planned for 2023 and 2023-2024 respectively on Bond Street. The developer was informed that the staging areas may need to be temporarily removed or modified to accommodate the planned activities, and failure to do so may result in the developer being responsible to cover any cost penalties incurred by the City as a result. The applicant shall 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 at no cost to the City.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that EllisDon Corporation, 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.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Shuter Street and Bond Street for periods of less than 30 consecutive days over the 29-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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Stuart McGhie, Acting Manager, Construction Coordination and Traffic Mitigation, Transportation Services, (416) 395-7468, [Stuart.McGhie@toronto.ca](mailto:Stuart.McGhie@toronto.ca).

## **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Proposed Construction Staging Area - 30 Bond Street (St. Michael's Hospital)

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