

Construction Staging Area – 31 and 33 Parliament Street

Date: September 9, 2024

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Parliament Street, City Council approval of this report is required.

Lanterra Developments and Laughlin Solutions are constructing a 32-storey and a 41-storey condominium building at 31 Parliament Street and 33 Parliament Street, respectively. The sites are bounded by Distillery Lane to the north, Distillery Lane parking lot to the east, Lake Shore rail corridor to the south, and Parliament Street to the west.

In order to complete the construction of the developments, Transportation Services is requesting authorization to close the east sidewalk and a portion of the northbound curb lane on Parliament Street, fronting 31 Parliament Street, for a period of 30 months, from October 10, 2024 to March 31, 2027 and a portion of the northbound curb lane on Parliament Street, fronting 33 Parliament Street, for a period of 15 months, from October 10, 2024 to December 31, 2025. It should be noted that the construction staging area has been installed and is operating under a monthly Street Occupation Permit.

RECOMMENDATIONS

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

1. City Council authorize the closure of the east sidewalk and a 3.6 metre wide portion of the northbound curb lane on Parliament Street between a point 140 metres north of Lake Shore Boulevard East and a point 45 metres further north from October 10, 2024 to March 31, 2027 inclusive.

2. City Council authorize the closure of the east sidewalk and a 3.6 metre wide portion of the northbound curb lane on Parliament Street between a point 82 metres south of Mill Street and a point 65 metres further south from October 10, 2024 to December 31, 2025 inclusive.
3. City Council rescind the existing parking prohibition from 7:00 a.m. to 4:00 p.m., on the east side of Parliament Street, between a point 140 metres north of Lake Shore Boulevard East and a point 45 metres further north from October 10, 2024 to March 31, 2027 inclusive.
4. City Council rescind the existing parking prohibition from 7:00 a.m. to 4:00 p.m., on the east side of Parliament Street, between a point 82 metres south of Mill Street and a point 65 metres further south from October 10, 2024 to December 31, 2025 inclusive.
5. City Council rescind the existing stopping prohibition from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the east side of Parliament Street, between a point 140 metres north of Lake Shore Boulevard East and a point 45 metres further north from October 10, 2024 to March 31, 2027 inclusive.
6. City Council rescind the existing stopping prohibition from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the east side of Parliament Street, between a point 82 metres south of Mill Street and a point 65 metre further south from October 10, 2024 to December 31, 2025 inclusive.
7. City Council prohibit stopping at all times on the east side of Parliament Street, between a point 140 metres north of Lake Shore Boulevard East and a point 45 metres further north from October 10, 2024 to March 31, 2027 inclusive.
8. City Council prohibit stopping at all times on the east side of Parliament Street, between a point 82 south of Mill Street and a point 65 metres further north from October 10, 2024 to December 31, 2025 inclusive.
9. City Council direct the applicant to pressure wash or sweep (weather permitting) the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
10. 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).
11. 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.
12. 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.

13. City 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.

14. 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.

15. 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.

16. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

17. 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.

18. 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.

19. 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 bicycle lanes.

20. City Council direct that Parliament Street be returned to its pre-construction traffic and parking regulations when the project is complete.

21. 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 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.

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

FINANCIAL IMPACT

There is no financial impact to the City. Lanterra Developments and Laughlin Solutions are 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 fronting 31 Parliament Street and 33 Parliament Street, these fees will be approximately \$850,000.00 and \$460,000.00, respectively.

DECISION HISTORY

City Council, at its meeting on June 8, 2021 adopted Item CC34.7 entitled "31 Parliament Street - Local Planning Appeal Tribunal Appeal - Request for Directions"
[Agenda Item History - 2021.CC34.7 \(toronto.ca\)](#)

City Council, at its meeting on July 23, 2018 adopted Item CC44.7 entitled "33 and 37 Parliament Street - Local Planning Appeal Tribunal Appeal - Request for Directions"
[Agenda Item History - 2018.CC44.7 \(toronto.ca\)](#)

City Council, at its meeting on January 31, 2017 adopted Item TE21.8 entitled "31 Parliament Street - Official Plan Amendment and Zoning Amendment Application"
[Agenda Item History - 2017.TE21.8 \(toronto.ca\)](#)

COMMENTS

The Development and Timeline

31 and 33 Parliament Street

Lanterra Developments and Laughlin Solutions are constructing a 32-storey and a 41-storey condominium building at 31 Parliament Street and 33 Parliament Street, respectively. The developments are neighbouring properties and are located on the east side Parliament Street, between Distillery Lane and the rail corridor to the south.

The major construction activities and associated timeline for 31 Parliament Street are described below:

- Below grade formwork: from October 2023 to April 2024;
- Above grade formwork: from April 2024 to October 2025;
- Building envelope phase: from January 2025 to October 2026; and
- Interior finishes stage: from September 2025 to December 2026.

The major construction activities and associated timeline for 33 Parliament Street are described below:

- Above grade formwork: from December 2023 to February 2025;
- Building envelope phase: from May 2024 to January 2025; and
- Interior finishes stage: from October 2024 to March 2026.

Existing Conditions

Parliament Street is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 14.5 metres
- The speed limit is 50 km/h
- TTC service is provided by the 65 Parliament bus
- There are sidewalks located on both sides of the street

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

East side

- Parking is prohibited from 7:00 a.m. to 4:00 p.m.
- Stopping is prohibited 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays

West side

- Parking is prohibited from 9:00 a.m. to 6:00 p.m.
- Stopping is prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays

Proposed Construction Staging Areas

31 and 33 Parliament Street

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 13 metres. Various options were explored by each developer to set up construction staging operations for the development. The option to utilize the site for construction staging purposes was not feasible due to limited availability of space to accommodate all construction staging. In addition, both developers considered staging construction activities on Distillery Lane to the north and the surface parking lot to the east. This option was not feasible, as it would impact the access/egress to Distillery Lane and negatively impact the operations of the surface parking lot.

Given the physical site constraints and the space required to manoeuvre construction vehicles, occupation of the right-of-way on Parliament Street is essential to facilitate the construction of the development.

Currently, construction staging operations on Parliament Street take place within the east boulevard allowance and the northbound curb lane, fronting both sites. The east sidewalk is closed between Lake Shore Boulevard East and Mill Street. Pedestrian movements are redirected from the east side to the west side of the roadway. With the construction staging area in place, the lane configuration around the site consists of one northbound lane and two southbound lanes.

A drawing of the proposed construction staging areas are 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.

As part of the City's Major Capital Works Program, bi-directional cycle tracks and watermain replacement by Toronto Water are planned in the vicinity of the staging area in 2027. The construction staging areas on Parliament Street will conflict with the City's capital works project. The developers were informed that the staging area on Parliament Street will need to be removed by March 31, 2027 to accommodate the City's planned activities. Failure of the developers to remove the staging area by March 31, 2027 may result in the developers being responsible to cover any cost penalties incurred by the City as a result.

The City's Major Capital Works Program also indicates that the development sites are within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on the east side of Parliament Street, 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 Ontario Street for periods of less than 30 consecutive days over the 30-month life of the project at 31 Parliament Street and 15-month life of the project at 33 Parliament Street, 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

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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 - 31 Parliament Street and 33 Parliament Street

Attachment 1: Proposed Construction Staging Area - 31 and 33 Parliament Street

