

Construction Staging Area Amendments - 30 Bond Street

Date: October 7, 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.

EllisDon Corporation is constructing three-storey corridor that will connect the Donnelly wing to the Shuter wing for St. Michael's Hospital at 30 Bond Street. The site is located at the southwest corner of Shuter Street and Bond Street.

Toronto and East York Community Council, at its meeting on June 22, 2023, authorized the closure of the south sidewalk and a portion of the eastbound curb lane on Shuter Street and the closure of the west sidewalk and a portion of the southbound curb lane on Bond Street, from June 23, 2023, to October 31, 2025, in order accommodate construction staging areas.

Since then, the developer undertaken a new scope of work for St. Michael's Hospital that requires a larger work area on Bond Street. In order to facilitate the construction, the developer will extend the southerly limit of the subject construction staging area by an additional 10 metres, to accommodate delivery of construction on a daily basis. The lane will reopen at the end of each working day, however, an amendment to parking by-laws on the opposite side of Bond Street is required to ensure two-way traffic flow is maintained at all times.

In view of the above, Transportation Services is requesting authorization to amend the parking by-laws on the east side of Bond Street, between Shuter Street and a point 95 metres south, from October 8, 2024 to November 30, 2026.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council amend the existing standing prohibition on the west side of Bond Street, between a point 80 metres south of Shuter Street and Queen street East to be in effect from a point 95 meters south of Shuter Street and Queen street East.
2. Toronto and East York Community Council amend the existing no stopping regulation at all times on both sides of Bond Street, between Shuter Street and a point 80 metres south to be in effect from Shuter Street and a point 95 metres south.
3. 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 95 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.
4. 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.
5. 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).
6. 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.
7. 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.
8. 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.
9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. Toronto and East York Community 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. 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 Bond Street, these fees will be approximately \$340,000.00, including lost revenue from the parking machine spaces.

DECISION HISTORY

At its meeting of June 22, 2023, Toronto and East York Community Council adopted Item TE6.51, entitled "30 Bond Street (St. Michael's Hospital) - Construction Staging Area", and authorized a construction staging area on Shuter Street and Bond Street from June 23, 2023 to October 31, 2025.

[Agenda Item History - 2023.TE6.51 \(toronto.ca\)](#)

At its meeting of September 28, 2016, Committee of Adjustments 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

Status of the Development

EllisDon Corporation has undertaken the construction of a three-storey corridor that will connect the Donnelly wing to the Shuter wing for St. Michael's Hospital. The site is located on the southwest corner of Shuter Street and Bond Street.

Based on the information provided by the developer, construction activities are currently at the demolition stage. Additional major construction activities and associated timelines for the development are as follows:

- Below grade formwork: from April 2025 to May 2026;
- Above grade formwork: from June 2025 to June 2026;
- Building envelope phase: from July 2026 to October 2026; and
- Interior finishes stage: from July 2026 to November 2026.

Construction Staging Area

Currently, the west sidewalk and a portion of the southbound curb lane is closed on Bond Street, between Shuter Street and a point 80 metres south, to facilitate construction staging operations. Pedestrian operations are maintained in a 1.7 metre wide covered and protected walkway in the closed portion of the southbound lane on Bond Street. Both the southbound and northbound directions on Bond Street are maintained and the lanes are both reduced to 3 metres wide. To accommodate space for the staging area and construction vehicle manoeuvres on the west side of Bond Street, five parking machine spaces on the east side of Bond Street, between Shuter Street and a point 80 metres south, are temporarily rescinded.

The developer undertaken additional renovations on behalf of St. Michael's Hospital. To facilitate the project, the developer has requested to extend the limits of the construction staging area on the west side of Bond Street, between Shuter Street and a point 80 metres south to operate between Shuter Street and a point 90 metres south. The aforementioned lane closure will operate on a daily Street Occupation Permit. In order to maintain two-way traffic operations and to avoid conflicts with other parked vehicles, an additional six parking machine spaces will be removed on the east side of Bond Street until the completion of the additional project (October 8, 2024 to November 30, 2026). The applicant will be responsible for paying the lost revenue for these additional six parking machine spaces. Pedestrian movements will be maintained on the west side of Bond Street within a covered and protected walkway.

Additionally, a construction staging area has been established on the existing boulevard allowance and a portion of the eastbound curb lane. There will be no changes to the aforementioned constructions staging area on Shuter Street.

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

A review of the City's Major Capital Works program from 2024 to 2026 indicates that there are no capital works projects planned in the vicinity of the site. Therefore, the subject construction staging areas on the Bond Street and Shuter Street are not expected to conflict with the City's capital works projects.

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 14-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 of this report.

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Construction Staging Area Amendment - 30 Bond Street

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