

## **Railway Land West – Subdivision Agreement Amendment (Pedestrian Bridges)**

<b>Date:</b>	February 11, 2008
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	Ward No. 20 – Trinity-Spadina
<b>Reference Number:</b>	File No. 05-201569 TM

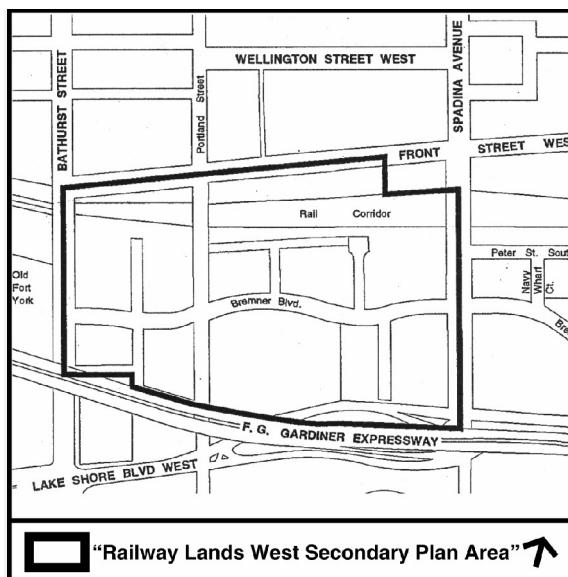
### **SUMMARY**

The purpose of this report is to outline an amendment that is recommended for the Subdivision Agreement between the City of Toronto, Concord Adex Developments Corp. and Cityplace Developments Corp. with respect to the provision of pedestrian bridges across the rail corridor to the north of the Railway Lands West Secondary Plan area.

### **RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council authorize revisions to the subdivision agreement, for Precincts 1 and 2 in the Railway Lands West, (a) to delete the requirement for a second pedestrian bridge over the Rail Corridor, (b) to specify that the one pedestrian bridge be provided between Dan Leckie Way and Portland Street, and (c) to delete the requirement that the owner undertake the design of the extension of Portland Street in a manner that will provide for a potential future vehicular bridge across the rail corridor; and



2. City Council authorize the City Solicitor to request the Ontario Municipal Board adopt such changes as the City Solicitor considers appropriate, if any, to the conditions of subdivision approval to give effect to Recommendation 1.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **BACKGROUND**

Precincts 1 and 2, owned by Concord Adex Developments Corp. (“Concord”) and Cityplace Developments Corp. (“Cityplace”) in the Railway Lands West Secondary Plan area are the subject of a subdivision application that was originally filed in 1994 by the previous owner (CNR) and appealed to the Ontario Municipal Board (the “OMB”). With the agreement of the City and CNR, the OMB granted draft approval in October of 1994 to the plan of subdivision, subject to certain conditions.

Subsequently, the new owners (Concord and Cityplace) requested changes to the draft plan of subdivision, which is still not registered, and by OMB Order issued Jan 30/04 (and pursuant to City Council authority), the OMB granted approval for a revised draft plan of subdivision. The associated subdivision conditions, relating to the development of infrastructure for Precincts 1 and 2, were then secured in a subdivision agreement.

Concord and Cityplace have recently asked for further revisions to the plan of subdivision. These were approved by OMB Order issued December 18, 2007, with the concurrence of City Council. These changes require modifications to the existing subdivision agreement prior to the registration of the plan of subdivision.

As part of the review of those changes, City staff has determined that changes would be appropriate to the conditions relating to the provision of bridges over the Rail Corridor between Spadina Avenue and Bathurst Street. This report therefore recommends certain changes to the bridge conditions as currently secured in the subdivision agreement.

Condition 11(b) currently requires the owner to design and construct a pedestrian bridge over the Rail Corridor at a location to be determined by City Staff somewhere between Spadina Avenue and Portland Street. This bridge is to be constructed entirely at the cost of the owner.

Condition 11(c) requires the owner to also front end the cost of a second pedestrian bridge at Dan Leckie Way. This bridge is to be constructed entirely at the cost of the City.

Condition 11(j) also requires the owner to undertake the design of the extension of Portland Street (to Dan Leckie Way) in a manner that will provide for a potential future vehicular bridge across the Rail Corridor. While the cost of the extension would be shared 50/50, the owner would have no obligation to design or construct the potential

vehicular bridge. It would then be up to the City to decide if it actually wished to construct a vehicular bridge over the Rail Corridor.

## **COMMENTS**

Staff have considered the possibility of constructing two pedestrian bridges over the rail corridor and have come to the conclusion that the policies in the Railway Lands West Secondary Plan can be adequately achieved with a single bridge. The Secondary Plan contains policies which encourage the connection between the neighbourhood to the north and the Railway Lands West with a pedestrian bridge. The location of the bridge is shown on Map 19-4. No amendments to the Secondary Plan are required with the proposed amendment to the agreement.

The proposed singular bridge would be located at the north end of Dan Leckie Way and would connect over the rail corridor to the south end of Portland Street in the King-Spadina Neighbourhood. Concord and Cityplace (not the City) are required to pay for the bridge. In addition, given the clearance and grades that are required to technically construct a vehicular bridge across the rail corridor, and the existing and approved building on either side of the rail corridor, staff are recommending that the bridge be constructed for pedestrian and cyclists only.

Staff are recommending an amendment to the subdivision agreement for the Railway Lands West to require Concord and Cityplace to pay for a pedestrian bridge over the rail corridor between Dan Leckie Way and Portland Street.

## **CONTACT**

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## **SIGNATURE**

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