

**1201 Wilson Avenue – Rezoning Application – Final Report**

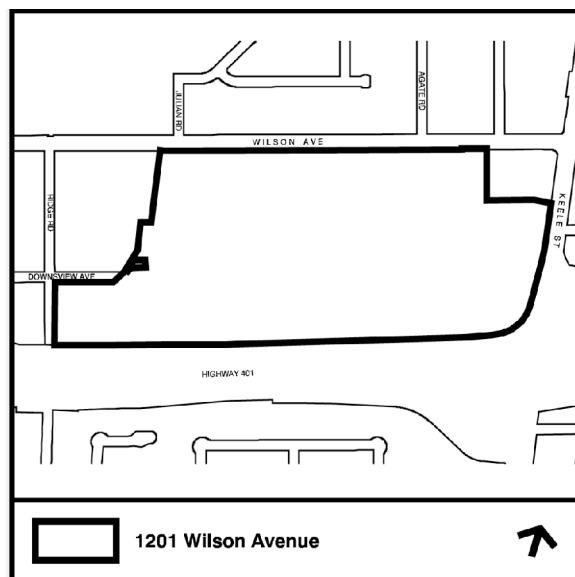
<b>Date:</b>	April 19, 2010
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Ward:</b>	Ward 9 – York Centre
<b>Reference Number:</b>	09 106294 NNY 09 OZ

**SUMMARY**

This application was submitted on February 2, 2009 and is subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

This application proposes to develop the provincially owned lands at 1201 Wilson Avenue as an institutional campus that will be phased over a number of years. Proposed uses include a hospital, a forensics laboratory, coroner’s complex, an OPP detachment and government offices as shown on “Attachment 1: Concept Plan”. A total of 309,525 m<sup>2</sup> of institutional uses has been proposed by the Province.

This application is an Infrastructure Stimulus Project with a funding commitment from the Provincial Government and has been identified by the City as a “Gold Star” application. The Forensics Services and Coroners’ Complex and Humber River Regional Hospital are being developed as part of Infrastructure Ontario’s Design, Build, Finance and Maintain model (DBFM) with demanding timelines built into the contract. Site servicing for the Forensics Services and Coroners’ Complex has commenced and the Humber River Regional Hospital is scheduled to begin construction in the fall of 2011.



The proposal represents a long-term master plan to redevelop the site as a Provincial Campus with major institutional and office uses. With an existing 2,350 Provincial employees and approximately 6,000 new employees, this campus will become a significant employment generator in northwest Toronto and would provide a range of public service functions. The new buildings, cycling paths, public spaces and new public roads would modernize the site, provide attractive streetscapes and integrate this Provincial Campus with the neighbourhood.

While the benefits of this proposed Provincial Campus are recognized, staff have concerns related to the ability of the infrastructure in the area to support this level of development. To address these concerns, a total of 233,375 m<sup>2</sup> of institutional uses are proposed to be permitted on these lands, subject to finalizing site servicing matters through the Draft Plan of Subdivision and implementing the Transportation Demand Management (TDM) measures and limiting parking as described in this report. Future development will be subject to a holding symbol “H” that will require further studies to demonstrate that sufficient site servicing and transportation capacity is available, and that the TDM measures are implemented and effective prior to allowing the remaining 76,150 m<sup>2</sup> of development to proceed.

This report reviews and recommends approval of the application to amend the Zoning By-law with a holding provision for future development.

## RECOMMENDATIONS

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### **The City Planning Division recommends that:**

1. City Council amend Zoning By-law 7625 of the former City of North York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 and that the Zoning By-law Amendment shall append a holding symbol “H” to the lands that requires conditions to be met prior to its removal for future development.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council direct the Chief Planner and Executive Director, City Planning to consider the redesignation of the Provincial Campus from *Mixed Use Areas* to *Institutional Areas* within the context of the five-year municipal comprehensive review of the City’s Official Plan.
4. The Province be required to fund and/or provide the identified transportation network/road improvements as outlined in the Technical Services Memorandum dated April 19, 2010 (Attachment 6), at no cost to the City of Toronto.
5. The Province be required to develop and implement, within six months of the enactment of the By-law, in conjunction with City staff and the assistance of a TDM consultant, a TDM strategy/plan that would minimize the impact of the proposed campus’ trip generation and parking by implementing a strategic plan with a focus on multi-modal transportation planning, demand management program, and stakeholder outreach.

6. The Province be required to appoint a permanent full time on-site Transportation Demand Management (TDM) coordinator to manage, monitor and implement the approved TDM strategy for the entire Provincial Campus.
7. To address the requirement for sustainable transportation impact mitigation measures, including better transit accessibility and connectivity, the Province be required to provide \$250,000 to the Toronto Transit Commission (TTC) to fund the procurement of a consultant to work with the TTC, City staff and the Province to prepare a feasibility study for a potential bus rapid transit route along:
  - i) Keele Street – from the proposed Finch West and/or Sheppard West subway stations on the Toronto-York Spadina Subway Extension; or
  - ii) Wilson Avenue – from the Wilson subway station.
8. City Council determine that since the applicant is ORC acting on behalf of the Province of Ontario, the City's standard requirements for indemnification, and financial security in the form of letters of credit and deposits will not be required, but that the following requirements will be imposed on the approval of the Draft Plan of Subdivision for the Provincial Campus, or any related municipal infrastructure or other servicing agreements as may be required by the City:
  - i) All development, and any new municipal infrastructure and relocated municipal infrastructure, will be constructed in accordance with the City's standards;
  - ii) Enhanced insurance will be provided, to the satisfaction of the City's Manager of Insurance and Risk Management; and
  - iii) Future public roads to be shown as Blocks on the Draft Plan of Subdivision, and such Blocks not to be conveyed to and/or assumed by the City until such time as they are constructed, inspected and accepted and the two year maintenance period has expired.
9. City Council endorse the attached Urban Design Guidelines (Attachment No. 7) that will be used for reviewing the design of public streets, accessible open spaces and individual Site Plan Control applications.
10. The Province provide public art contributions in accordance with the City's Percent for Public Art Program for a value not less than one percent of the gross construction cost of all buildings and structures on the lands. This is to be secured as a condition of the subdivision agreement.
11. The Province develop a Public Art Master Plan for the Provincial Campus and that it be approved by the City's Toronto Public Art Commission prior to the issuance of the Site Plan Control Agreement for Block 2 (Humber River Regional Hospital).

12. City Council determine that the development of the lands at 1201 Wilson Avenue would not set a precedent for the 'Avenue' segment in which it is located, will not adversely impact the adjacent *Neighbourhoods* and is partially supportable by available infrastructure and therefore can proceed prior to the completion of an Avenue study.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its meeting of May 14, 2009, North York Community Council amended and adopted the recommendations of the Preliminary Report for this Rezoning application, and a concurrent Draft Plan of Subdivision application, expanding the notice area. This report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2009/ny/bgrd/backgroundfile-20780.pdf>

The Final Report for the Draft Plan of Subdivision was adopted by City Council on February 22 and 23, 2010 which advised City Council that the Chief Planner and Executive Director may approve the Draft Plan of Subdivision subject to a number of conditions being fulfilled. City Council also directed the City Solicitor to report to the Planning and Growth Management Committee on the City-wide implications of Ontario Realty Corporation (ORC) advising the City that the Province will not provide indemnities, letters of credit or deposits on any Provincial projects and further directed staff to continue to seek appropriate and reasonable indemnities, letters of credit or deposits on the current Rezoning application. This report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2010/ny/bgrd/backgroundfile-26743.pdf>

### **ISSUE BACKGROUND**

#### **Proposal**

The application proposes to redevelop the provincially owned lands located at 1201 Wilson Avenue, on the south side of Wilson Avenue, west of Keele Street, north of Highway 401. As illustrated on "Attachment 1 : Concept Plan", the redevelopment would create a Provincial Campus of major institutional and office uses, as well as introduce additional municipal public streets, pedestrian circulation paths and open spaces.

The Provincial Campus would contain approximately 275,000 m<sup>2</sup> of new gross floor area constructed in phases. The proposed uses include:

#### **BLOCK 1**

- Block 1 is located west of Street 'B' (Julian) and is proposed to contain informal open space that will be owned and maintained by the Province. It will contain a bicycle path, naturalized landscaping and areas for stormwater infiltration.

#### **BLOCK 2**

- Block 2 will be the location of the Humber River Regional Hospital (HRRH), which is consolidating its three existing facilities at 200 Church Street, 2175 Keele Street and

2111 Finch Avenue West and constructing a new facility currently proposed to contain approximately 111,500 m<sup>2</sup> of space. HRRH has advised this facility could be expanded in the future, potentially increasing to 139,350 m<sup>2</sup> of space.

- The new facility would provide full service acute care with all hospital services including emergency, surgery, medical, obstetrics, mental health, dialysis, inpatient care and outpatient clinics. The facility would include a co-generation plant, outdoor area, two above grade parking structures, two small short-term surface parking lots and four drop-off areas.
- The new HRRH is projected to have approximately 4,500 staff, working in different shifts, increasing to 5,300 employees beyond the 2020 time horizon. The Finch site would continue to operate as an ambulatory centre.
- Vacant land is proposed on Block 2 to the east of the Humber River Regional Hospital for potential future hospital uses. There is no specific plan for its redevelopment at this time. This vacant land will be landscaped in the interim.

### **BLOCK 3**

- Forensics Services and Coroners' Complex (FSCC) is a consolidation of two existing locations in downtown Toronto located at 26 Grenville Street and 25 Grosvenor Street.
- The new facility will contain approximately 49,250 m<sup>2</sup> of space with a small surface parking lot and underground parking.
- There will be approximately 500 employees in this facility, increasing by an additional 100 employees by the 2020 horizon. The new FSCC building will provide a state of the art forensic laboratory, autopsy and coroner's courts complex.

### **BLOCK 4**

- There is an existing 1,965 m<sup>2</sup> OPP detachment on Block 4. There are no plans for redevelopment of this site at this time.

### **BLOCK 6**

- The Province is proposing to retain 33,500 m<sup>2</sup> of existing office space (Buildings 'B' and 'D'), phase demolition of three buildings (Buildings 'A', 'C' and 'E') and construct an above grade parking structure. A new office building of approximately 37,160 m<sup>2</sup> is proposed at this time. A second new building of approximately 24,150 m<sup>2</sup> would be constructed in the future.
- There are currently seven ministries that provide many Government of Ontario services in the existing office buildings. There are approximately 2,350 existing employees on this site, which is projected to increase to 2,490 employees in 2014/2015.

### **BLOCKS 5 & 7**

- The Province has indicated in its long-term vision for the lands (post 2020) that these Blocks will be used for future office uses. The Province has indicated that an office building of approximately 24,150 m<sup>2</sup> may be accommodated on Block 7, however, no details beyond this have been provided.
- Future office uses on Blocks 5 and 7 were not included in the applicant's transportation and servicing analysis.

## BLOCK 8

- Block 8 contains a portion of Ridge Park (0.75 ha), an existing municipal park. The lands east of Ridge Road are owned by the Province and leased to the City and currently contains a small sports field.
- The portion of Ridge Park on the west side of Ridge Road is owned by the City and contains a bocce court.

The following table is a summary of the proposed development to 2015 and the longer term development potential:

Block	Size (ha)	Use	GFA (m <sup>2</sup> ) to 2015	Total GFA (m <sup>2</sup> )
1	0.39	Open Space	0	0
2	9.97	Hospital	111,500	139,350
3	2.22	Forensics & Coroner's Complex	49,250	49,250
4	1.35	OPP	1,965 (retaining)	1,965 (retaining)
5	2.46	Future Office	0	unknown
6	6.93	Provincial Offices	33,500 (retaining) 37,160 (new)	94,810
7	1.98	Future Office	0	24,150
8	0.75	Park	0	0
<b>Total</b>			<b>233,375</b>	<b>309,525</b>

The development would also include landscaped public open spaces and publicly accessible open spaces. A municipal public street network connecting to Wilson Avenue and Keele Street would be provided that would include pedestrian walkways and cycling paths.

The campus is to be developed in phases through 2020 and beyond, with servicing for the Forensics Services and Coroners' Complex (FSCC) currently underway. The Humber River Regional Hospital is scheduled to commence construction in 2011. The timing of the additional Provincial office space is uncertain at this time.

The proposal is being designed to be sustainable and meet the Toronto Green Standard requirements and LEED Canada for Neighbourhood Development (ND).

The Forensics Services and Coroners' Complex and the Humber River Regional Hospital are both Infrastructure Stimulus Projects that have a funding commitment from the Provincial government. Both projects are being developed under Infrastructure Ontario's Design, Build, Finance and Maintain model (DBFM). The Public Meeting on the Draft Plan of Subdivision application was held on February 9, 2010.

## Site and Surrounding Area

The site is approximately 30 hectares in size and is largely underutilized, with the office buildings located immediately north of Highway 401 and large expanses of surface parking lots between the buildings and Wilson Avenue. This site is fenced and gated, resulting in an isolated development with little connectivity to the surrounding neighbourhood.

The site slopes continuously downwards from the northeast to the southwest, and provides a wide view to the south over Highway 401 and beyond. The site contains offices and facilities for the Ministry of Transportation, other provincial offices and an Ontario Provincial Police detachment located on the east portion of the site. The existing provincial government office buildings were constructed from the 1950's through to the 1980's. They range from two storeys to seven storeys and are accessed by private driveways, Maple Avenue and Downsview Avenue. The majority of the site is currently used for surface parking, providing over 2,000 spaces.

Abutting uses are as follows:

### **North**

Current uses along the north side of Wilson Avenue are predominantly residential ranging from one-storey single detached houses to a 14 storey apartment building. There is a junior high school to the northwest of the site. The area to the north of Wilson Avenue is a low-rise residential neighbourhood.

### **South**

Highway 401 abuts the site to the south, with the westbound on-ramp abutting the southeast portion of the site.

### **East**

Keele Street abuts the site to the east with a commercial plaza located on the southwest corner of Keele Street and Wilson Avenue. Uses along Keele Street are a mix of commercial buildings and multi-storey residential buildings.

### **West**

The main uses to the west are low-rise residential. Immediately abutting the northwest corner of the site is a 4-storey office building. Ridge Park, a small neighbourhood park is located on the southwest side of the site. Downsview Avenue, a local street, is located west of the site on the north side of Ridge Park.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The Official Plan designates the majority of the site *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of uses including single use or mixed use buildings, institutional uses as well as parks, open spaces and utilities. A small portion of the southwest corner of the site is designated *Parks*.

The north side of the site abuts Wilson Avenue, which is identified as an *Avenue* on Map 2, Urban Structure of the Official Plan. *Avenues* are important corridors along major streets such as Wilson Avenue, where reurbanization is anticipated and encouraged while improving the pedestrian environment. Wilson Avenue is also identified as a *Transit Priority Segment*.

## **Zoning**

The majority of the site is zoned Semi-Public Open Space Zone (03) in the former City of North York Zoning By-law No. 7625, and Ridge Park is zoned One-Family Detached Dwelling Fourth Density Zone (R4). The existing zoning permits buildings, parks and pathways operated or used by the various levels of government, utilities, school boards, library board, Sunnybrook Hospital and specific educational facilities. There are no floor area or building height limitations in the By-law. The only limitation is a building setback requirement where buildings or structures cannot be located closer to any lot line equivalent to a distance equal to the height of the building or structure.

## **Site Plan Control**

Site Plan applications will be required for individual phases/sites as they are brought forward. There are currently Site Plan applications under review for the proposed Forensic Services and Coroner's Complex building (Block 3) to be located at the northeast corner of the site along Wilson Avenue, and for the Humber River Regional Hospital (Block 2), to be located on the northwest portion of the site.

## **Reasons for Application**

As noted above, the current zoning permits only Sunnybrook Hospital as a hospital on the subject site and there are no density or height limitations. A Zoning By-law amendment is required to provide updated uses and development standards that would implement the proposed Provincial Campus and provide certainty regarding future levels of development and the ability of municipal infrastructure to accommodate it.

## **Community Consultation**

This application and the related Draft Plan of Subdivision application were subject to an expanded notice requirement and notice of the community consultation meeting was sent to approximately 14,000 households for two community consultation meetings.

The first community consultation meeting was held on June 22, 2009 and was attended by more than 100 members of the public. City staff were not able to attend as a result of the labour disruption.



A second community consultation meeting was held on Wednesday, September 9, 2009 and approximately 100 members of the public attended. The community expressed general support for the proposal, but expressed concerns regarding existing traffic congestion in the area and how this proposal would impact this situation.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

### **COMMENTS**

The proposed Provincial Campus provides an opportunity to redevelop and revitalize this large underutilized property with a planned “campus” of institutional and office uses that will achieve a high standard of design, good environmental standards, provide better connections to the surrounding community and provide new major employment and public service functions in the northwest area of the City.

Issues of concern with this proposal are the proposed amount of development and its potential impact on municipal infrastructure. Staff have been working with the applicant to address servicing/stormwater management and transportation concerns, urban design issues and to develop appropriate development standards for this campus.

### **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the Provincial Policy Statement (2005) by promoting healthy, liveable and safe communities; providing employment and services within an existing settlement area; and ensuring that significant public facilities will be available to meet current and projected needs.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal accommodates employment through intensification of an underutilized greyfield site and being located on an *Avenue*, the site is an intensification area under the Province’s definition. Further, the proposed development provides jobs and services that would serve the entire region in an area that contains existing and proposed future transit.

### **Official Plan**

The proposed Provincial Campus implements the larger strategic objectives of the City’s Official Plan in a number of ways. Most notably by maintaining well-paid, stable, safe and fulfilling employment opportunities and providing an opportunity to improve the Toronto regional economy locally and internationally. An improved urban environment and a competitive local economy attracts more people and jobs to this targeted growth area that is supported by transit and other infrastructure.

The Official Plan specifies that growth be directed to specific areas in the City, including *Mixed Use Areas* designated lands on streets identified as *Avenues*, concentrating jobs and people in areas well served by transit and contributing to the City’s fiscal health. The proposed Provincial Campus supports these larger strategic objectives.

## **Avenue Study**

Development in *Mixed Use Areas* on 'Avenues', prior to the completion of an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the 'Avenue'. To recognize this, Official Plan Policy 2.2.3.3 requires any development proposal to be reviewed to assess its potential implications for the segment of the 'Avenue' on which it is located, in the event that an Avenue Study has not yet been completed.

Portions of Wilson Avenue are identified as *Avenues* in the Official Plan, including the frontage of the proposed Provincial Campus along Wilson Avenue. An Avenue Study was completed for the 3.8-kilometre segment of Wilson Avenue generally between Bathurst Street and Keele Street resulting in the implementation of the "AV-MU" zone on these lands and an Official Plan Amendment revising portions of the Wilson Avenue required right-of-way width. This Avenue Study did not address land identified as *Avenues* west of Keele Street with the exception of parcels located at the intersection of Keele Street and Wilson Avenue.

In this instance, the Provincial Campus is a large property that is unlike other properties located along this Avenue. An *Avenue Segment Study* was not required as the unique size and nature of the property, and the proposed Provincial institutional uses, would not set a precedent for other properties along Wilson Avenue. As such, the development can proceed prior to the completion of an Avenue Study.

It should be noted, however, that as part of this application, the Province undertook an analysis which examined the larger Avenue context and proposed Wilson Avenue streetscape improvements. The applicant has also agreed to provide support for further transportation improvement studies on Wilson Avenue and has provided the required infrastructure analysis that would address some of the requirements of an Avenue Segment Study.

## **Land Use**

The Official Plan *Mixed Use Areas* designation provides for the institutional, parks and open spaces land uses proposed for the Provincial Campus. The proposed redevelopment supports the *Mixed Use Areas* development criteria with respect to location and massing of new buildings, limiting shadow impact, providing an attractive and safe pedestrian environment and providing good site access and circulation.

City staff reviewed the Official Plan *Mixed Use Areas* designation and the appropriateness of redesignating the site to *Institutional Areas*. As there may be merit in contemplating this redesignation in the future, staff recommend that City Council direct the Chief Planner and Executive Director, City Planning to revisit this issue in the context of the five-year municipal comprehensive review of the City's Official Plan.

## **Height and Massing**

The development principles and policies of the Official Plan, the height and setback limits in the draft Zoning By-law and the campus' Urban Design Guidelines provide for new buildings to be located and massed to frame the edges of streets and parks with good proportions, to provide good access to sunlight and skyview, and to provide for an attractive, comfortable and safe pedestrian environment, as well as good site access and circulation.

The applicant is proposing that the campus be comprised primarily of low to mid-rise buildings that continue the existing character of the site and are compatible with the surrounding building heights and massing. Mid-rise buildings are defined as buildings which are lower in height than the width of adjacent streets. For this site, buildings on Street 'A' (Downsview) would generally be less than 30 meters in height, less than 27 metres in height on Street 'C' (Agate) and less than 36 metres in height on Wilson Avenue. All buildings would be set back from the public street edge providing landscaped setbacks, plazas and gardens to create the campus setting. These setbacks with the mid-rise buildings ensure acceptable shadow and skyview for the public streets in this campus.

The proposed Forensics and Coroner's Complex on Block 3 and the proposed Provincial office buildings along the south side of Street 'A' provide appropriate building street edge relationships. The hospital site comprises a number of buildings including two parking structures which would be located and organized as mid-rise structures defining the edges of streets. Active uses are planned along the street edges to provide visual interest and promote the safe use of these streets by pedestrians.

The 12 storey portions of the hospital are the tallest proposed structures in the campus at a maximum of 68 metres in height. These taller buildings would be located in the middle of the block, with significant setbacks from Wilson Avenue, Street 'B' (Julian), Street 'C' (Julian) and Street 'A' (Downsview). This will ensure that the visual bulk of the hospital and its shadow and sky view impacts are acceptable. Downsview Airport is located to the northeast of the site, and the maximum height would meet the existing airport height restrictions of Schedule 'D' of Zoning By-law 7625.

In the review of the site plan applications, City staff are working with the applicant to improve the relationship of the existing and proposed buildings on the site. Improving the pedestrian realm involves minimizing curb cuts, and coordinating and sharing parking access, service areas and access to parking and loading. As well, surface parking is to be minimized with no parking and minimal driveways located between buildings and public sidewalks. In particular, the driveways proposed between the hospital and Wilson Avenue will be designed to minimize the length and impact of these features and planting of shade trees in this setback will be sought to create a strong landscaped forecourt on an important street face of the hospital.

The lands left for future phases will be landscaped for public use with surface parking minimized and screened from the street and accessible open spaces.

## **Shadow**

The campus is planned for mostly mid-rise or low scale buildings which result in acceptable shadow impacts. The shadow impacts of the tall buildings on the surrounding community to the north and west have been mitigated through setbacks and building heights and are acceptable. Any tall buildings proposed south of Street 'A' (Downsview) through the long term master plan will require additional shadow studies.

## Density

Due to the large size of the development blocks and the largely mid-rise built form, the overall gross floor area proposed for the site ranges from 1.3-1.5 F.S.I. for the proposed Humber River Regional Hospital on Block 2 to 2.2-2.4 F.S.I. for the Forensic Services and Coroners' Complex, located on Block 3. This range of densities is in keeping with similar *Mixed-Use Areas* developed along *Avenues* elsewhere in the City.

## Streetscape

The existing campus is served by two private driveways/streets, one being Downsview, which is an extension of the westbound Highway 401 off-ramp into the site and the other being a mid block north south driveway from Wilson Avenue to Downsview which will be closed. The campus plan will be structured by a series of new public streets, including Street 'A' (Downsview) and two new public streets which would connect Street 'A' (Downsview) to Agate Road and Julian Road, north of Wilson Avenue.

This grid of public streets would provide a setting and address for development and connect the campus to the surrounding city to the north and east. The proposed streets would reinforce the pedestrian character of this new campus, create visually attractive settings for new development and a sense of place for the campus. Unique street lights and a high level of finish for boulevards and complimentary open spaces on setbacks provided on building sites are intended to create a unique and amenable place for pedestrians. The pedestrian nature of this campus will be enhanced by street boulevards that are lined with multiple rows of trees, generous sidewalks and extensive landscaping. Road widths will be minimized to the extent possible.

The streets have been designed collaboratively by City staff and the applicant:

Wilson Avenue's streetscape is the most important frontage for the new campus and will include a bicycle path on the north and south sides with sidewalks and landscaping. City staff have raised the need for the applicant to bury overhead wires along Wilson Avenue and provide extensive landscaping and emphasize the entrance to the hospital with transit stops, landscaped plazas and pedestrian weather protection. The proposed Forensics Centre and Coroner's Complex includes plaza's and landscaped setbacks that emphasize the civic nature of Wilson Avenue.

Street 'A' (Downsview) has been designed to accommodate four lanes of through traffic, with a central lane which would have landscaped medians in areas where left turn lanes are not required. These landscaped medians will reinforce this central street as a focus for the campus by providing unique planting opportunities, reducing the scale of pavement and providing refuge for pedestrians crossing the street.

Street 'C' (Agate) would be a four lane road with broad sidewalks and a double row of trees.

Street 'B' (Julian) would be a unique four lane curved street which follows the topography of the former creek which flowed at this location. Block 1 on the west side of Street 'B' would include large natural planted areas owned and maintained by the Province, and include a bicycle and

recreational trail which would enhance the connection between Rodding Park and its community facilities and Ridge Park at the southwest corner of the site.

### **Public Art**

The City of Toronto's public art guidelines require a one percent dedication of the capital budget of all major public buildings and structures to public art. The Provincial Campus Urban Design Guidelines include provisions for public art to be located in key locations in the campus to provide a sense of place, provide visual focus and to animate the public realm. To ensure the appropriate implementation of the public art plan on the Provincial Campus, staff recommend the Province be required to develop a Public Art Master Plan that must be approved by the City's Public Art Commission prior to issuing the Site Plan Control Agreement for Block 2 (Humber River Regional Hospital) and that the Province be required to provide public art contributions in accordance with the City's Percent for Public Art Program. The Province has agreed to these requirements.

### **Urban Design Guidelines**

In collaboration with City Planning staff, the applicant has prepared Urban Design Guidelines (Attachment 7) that provide an overall framework for the design of both the public realm and development sites. The guidelines summarize a vision for the redevelopment of the lands and provide design direction for three new public streets, an extension to an existing public park and the connection of open spaces. The guidelines provide design principles for the private realm addressing site planning, building layout and organization, building massing, and pedestrian amenity including landscaping and seating. The guidelines incorporate sustainability principles, traffic management and the City's Wet Weather Flow Master Plan.

It is recommended these guidelines be endorsed by City Council to provide principles and direction for the design of the streets, parks and open spaces of the campus as well as for reviewing applications for individual building sites.

### **Transportation Context**

The development site is situated in a primarily auto-oriented part of the City, along Keele Street, a 7-lane arterial street, and Wilson Avenue, a 5-lane arterial street, and is also adjacent to Provincial Highway 401, one of the busiest corridors in the City.

The public streets and intersections around the proposed development site experience highly congested traffic conditions, effectively operating at capacity in the extended morning and afternoon peak periods. This is particularly evident at two key intersections in the area; at Keele Street and Wilson Avenue and Keele Street and the Highway 401 ramp interchange. Much of the existing traffic congestion in the area is related to the Keele Street and Highway 401 interchange, the only full interchange within a 6 kilometre stretch between Highway 400 and Allen Road.

The potential for large volumes of additional traffic generated from the Provincial Campus further contributing to the current congested conditions, if not planned and implemented with appropriate short and longer term measures to mitigate these impacts, is of considerable concern. Essentially, the scale of the proposed development and magnitude of existing challenges merit an

aggressive approach to contain vehicular demand and provide alternative modes of travel. In this regard, staff have focused their efforts in working with the applicant on the complementary fundamental themes of:

- implementing measures that improve and enhance options to access the campus by alternate modes of transportation (transit, cycling, walking, etc.); and
- introducing and considering every practical measure to minimize new vehicular traffic generation (transportation demand management, limiting parking supply, etc.).

These measures will assist in limiting the interim vehicular impact of the Provincial Campus in the absence of improved transit infrastructure and increasing transit modal split of employees and visitors to the campus. Based on extensive review and analysis, staff have determined that the proposed road improvements recommended by the applicant to support the Provincial Campus do not adequately address concerns regarding anticipated future traffic impacts solely on their own.

In the future, the most significant planned improvement in transit infrastructure in the area is the Toronto-York Spadina Subway Extension (TYSSE) which is scheduled to be operational in 2015. The presence of the subway will change travel patterns to the Provincial Campus over time. Further, the provision of improved surface transit between the campus and the subway, possibly by implementing a bus rapid transit (BRT) route along Wilson Avenue or Keele Street, would significantly improve transit use by employees and visitors to the campus and significantly reduce traffic impacts.

In the interim, limiting the total gross floor area on the lands to 233,375 m<sup>2</sup> and using a holding symbol (H) in the draft Zoning By-law for future development, coupled with a transportation monitoring program to provide feedback to City staff on the effectiveness of the recommended measures, are critical to ensuring that existing and future public infrastructure is not further compromised.

## **Traffic Assessment**

Cole Engineering prepared a Transportation Assessment report to support the redevelopment of the Provincial Campus. The assessment analyzed the expected traffic to be generated by the campus and its future impact on the surrounding public street network for 2015 and 2020 horizon years. The analysis included growth in background traffic to account for future development within the Downsview Area Secondary Plan and also for future development within the immediate study area. Approximately 40% of the vehicular trips for all uses are expected to be destined to and from Highway 401.

The traffic analysis for the years 2015 and 2020 indicates that the public street network and intersections surrounding the campus will continue to experience significant traffic congestion, delays, queuing and capacity constraints.

This is particularly evident at the key intersection of Wilson Avenue and Keele Street, where the applicant has proposed dual westbound left-turn lanes as a mitigation measure.

Staff do not believe this is an appropriate solution to address the operational problems at this intersection and do not support this proposed mitigation measure for the following reasons:

- There is insufficient space within the existing public street right-of-way to accommodate dual-left turn lanes without negatively impacting the new public park on the north side of Wilson Avenue.
- Given that pedestrian activity associated with the Provincial Campus will significantly increase in the future, dual left turns will constrain pedestrian movements at this busy intersection.

In addition to the traffic concerns at the Keele Street and Wilson Avenue intersection, staff are also concerned that significant delays and congestion at the other intersections around the campus may encourage traffic infiltration into the residential community to the north.

Traffic infiltration could negatively affect the local public streets in the community that are not designed to safely accommodate large volumes of traffic. Utilizing local roads rather than collectors and arterials to support the vehicular trips associated with major redevelopment is discouraged. To this end, restrictions on through movements may be implemented at the Wilson Avenue/Agate Road and Wilson Avenue/Julian Road intersections to address this issue.

As part of the Transportation Assessment report, a number of road network improvements were identified as being required to support the Provincial Campus. These include the signalization of the Wilson Avenue/Agate Road and Wilson Avenue/Julian Drive intersections, the provision of a northbound right turn lane at the Wilson Avenue/Jane Street intersection, the provision of a southbound right turn lane at the Wilson Avenue/Keele Street intersection and reorganizing the right turn lanes at Street 'A' and Keele Street. These improvements are outlined in detail in the Technical Services Memorandum dated April 19, 2010 (see Attachment 6).

### **Transportation Demand Management (TDM) Strategy**

In general, the main goal of a TDM strategy is to maximize the efficiency of existing transportation infrastructure by encouraging people to travel by other means instead of driving in single-occupant vehicles, in order to minimize the auto traffic generated by a development. A variety of TDM strategies are currently used effectively by many institutional campuses and large developments across the City.

The applicant's Transportation Assessment report briefly discusses some general TDM strategies that could be introduced on the Campus to help reduce the impacts of car traffic.

City staff had concerns that the general TDM strategies proposed by the applicant needed to be refined and strengthened. To address these concerns, the City retained a specialized TDM consultant, UrbanTrans Consulting, to study the proposed development and recommend a more robust TDM strategy.

The resulting TDM strategy recommended by UrbanTrans focuses on significantly reducing traffic generation and parking at the campus while increasing walking, cycling, and transit use. The TDM strategy also outlines procedures to quantitatively measure how the TDM strategy is

working to change travel patterns at the campus, as development proceeds over time, so the City can evaluate its effectiveness.

UrbanTrans based the foundation of their work on a rigorous analysis of the home-to-work travel patterns and travel options of existing employees at the Humber River Regional Hospital and Ontario Realty Corporation.

Employee's homes were plotted on a map and concentric rings of radii of 5, 20 and 40 kilometres were drawn around the Provincial Campus site. It was found that 25 percent of current employees lived within 5km of the campus and therefore would be more likely to walk or bike than those outside this radius. It was found that 30 percent of employees lived within 20 km of the campus, and would be more likely to use transit than those further away. And approximately 5 percent of employees lived beyond 40 km of the campus and would be well-served by a vanpool program.

Based on these findings, UrbanTrans recommended a TDM strategy for the Provincial Campus that includes the following key elements:

- There should be a permanent, full-time TDM Coordinator employed for the Provincial Campus to lead the implementation and management of the TDM program;
- There should be a monitoring program managed by the TDM Coordinator to ensure measurable progress is made towards the reduced auto trip generation targets in the proposed TDM strategy;
- A minimum number of free carpool and vanpool spaces should be provided at the campus;
- Free parking vouchers should be provided to carpool and vanpool riders on the rare occasion they absolutely must drive to work;
- A transit subsidy should be given to employees who take transit;
- A transportation allowance should be given to each employee which is equal to the cost of parking and when combined with a transit subsidy, should cover the cost of transit;
- On-site bicycle commuter facilities should be provided close to the bicycle lockers that should include a bicycle storage room, showers and change rooms for employees who cycle or walk to work; and
- A shuttle service should be implemented between the campus and Wilson subway station.

UrbanTrans concluded that implementing this enhanced TDM strategy, which includes some elements beyond those proposed by the applicant, could achieve an additional reduction of almost 13 percent in vehicular trips to the Provincial Campus.

The implementation of an aggressive and effective TDM strategy is critical in reducing the proposed traffic impacts related to the Provincial Campus as it builds out over time.

As such, staff recommend that the Province be required to develop and implement, within six months of the enactment of the draft Zoning By-law, in conjunction with City staff and the assistance of a TDM consultant, a TDM strategy that would minimize the impact of the campus' trip generation and parking.



The Province should also be required to appoint a permanent, full time on-site TDM coordinator to manage, monitor and implement the strategy for the entire Provincial Campus. The Province has agreed to these requirements.

It should be noted that many other hospitals and major employers in the Greater Toronto Area have implemented TDM plans successfully to help reduce their vehicular traffic and parking impacts. For example, Sunnybrook Health Sciences Centre, University Health Network and North York General Hospital have all partnered with the Smart Commute program to introduce initiatives to assist staff in finding sustainable and active commuting alternatives.

Smart Commute is a partnership between Metrolinx and the cities and regions of the Greater Toronto and Hamilton Area. Smart Commute helps local employers and commuters to explore different commuter choices like carpooling, teleworking, transit, cycling, walking and flexible work hours. Based on Smart Commute's success demonstrated in working in the GTA, it would be beneficial for the campus to seek the assistance of this organization in moving forward on a TDM strategy.

The transportation assessment did not account for future office development on Blocks 5, 6 and 7 beyond the 2015 horizon. As such, the draft Zoning By-law incorporates a holding symbol (H) on the potential expansion to the hospital on Block 2 and future office development on Blocks 5, 6 and 7 beyond 2015. This H may be lifted after the City is satisfied with the effectiveness of the recommended measures through its review of a campus TDM monitoring program and traffic assessment of the surrounding road network. Approval of any longer-term development on Blocks 5, 6 and 7 will require further Zoning By-law changes when seeking to increase the level of development permitted in the entire Provincial Campus.

## **Transit Infrastructure**

The existing site is served by Toronto Transit Commission (TTC) and GO Transit buses that operate within mixed traffic along the site's boundaries.

TTC bus service along Keele Street and Wilson Avenue provide connections to the City's two major subway lines, the Bloor-Danforth line at the Keele Station, and the Yonge-University-Spadina line at the York Mills and Wilson stations.

GO Transit buses presently stop on the Highway 401 westbound on-ramp and on Keele Street immediately south of the Highway 401 eastbound on-ramp. The GO buses that utilize these stops include: Brampton Highway 27 and Highway 427 buses, Milton Highway 401 bus, Newmarket Highway 400 bus and Oakville Highway 403 bus.

Planned transit initiatives for the surrounding area include the extension of the Spadina line from Downsview station to the Vaughan Metropolitan Centre, which is scheduled to open in 2015. As part of the Toronto-York Spadina Subway Extension, the GO Transit Bradford-Union Station rail line will be connected to the TTC subway system in a new station located within Downsview Area Secondary Plan lands.

The TTC have also identified light rail transit (LRT) and bus rapid transit (BRT) routes in their Transit City Plan. The closest of these planned higher-order surface transit routes to the Provincial Campus are the Jane Street LRT (2 km) and the Finch West LRT (4 km) and BRT route along Wilson Avenue between Keele Street and the Wilson subway station.

Based on the location of the Provincial Campus and where its employees live in relation to the planned local and regional transit infrastructure, there is a need for better accessibility, convenience and connectivity to high-order transit. Therefore, City staff recommend that a bus rapid transit feasibility study be undertaken, funded by the Province. This study would cost approximately \$250,000 and would examine the feasibility of implementing a BRT route on Keele Street from the new Finch West or Sheppard West subway stations or on Wilson Avenue from the Wilson subway station. The Province has agreed to this requirement.

### Vehicle Parking

The Transportation Assessment report prepared by the applicant’s consultant, Cole Engineering, concluded that a range of approximately 3,400 to 4,200 parking spaces should be provided on the campus for the 2015 horizon year and a range of 3,700 to 4,500 spaces for the 2020 horizon year.

The existing OPP detachment that occupies Block 4 was not included in the assessment by Cole Engineering and currently has 130 parking spaces.

City staff reviewed the proposed vehicle parking supply for the campus and recommend that a maximum parking supply of 3,550 parking spaces be provided on the campus.

This recommendation is based on the minimum supply of parking proposed by the applicant’s consultant for the 2015 horizon year (3,420 spaces) and the additional OPP detachment parking supply (130 spaces).

Based on the UrbanTrans TDM report findings there are opportunities to further reduce the number of vehicular trips to the campus by implementing TDM measures and improving transit to the site. As a result, until the effectiveness of the TDM measures are known and the planned transit infrastructure is in place, City staff are recommending in the draft Zoning By-law that the maximum number of vehicular parking spaces on the campus be as follows:

<b>Development Blocks</b>		<b>Maximum Parking Supply</b>
Block 2	Humber River Regional Hospital	2,025
Block 3	Forensics Services and Coroner’s Complex	350
Block 4	OPP Detachment	130 (existing)
Blocks 5, 6 & 7	Provincial Office Buildings	1,045
<b>TOTAL</b>		<b>3,550</b>

The Humber River Regional Hospital and the Provincial offices, Blocks 2 and 6 respectively, would have a combined maximum of 3,070 parking spaces. The Forensics Services and Coroners’ Complex on Block 3 would have a maximum of 300 on-site parking spaces and an additional 50 parking spaces within 300 metres as permitted in 2009 by the Committee of

Adjustment. The existing OPP detachment remains on Block 4 and would continue to have 130 parking spaces.

Any future requests for significant increases in parking supply from the maximum of 3,550 spaces recommended by City staff on the Provincial Campus would require a Zoning By-law Amendment and will require the Province to undertake further transportation study to justify the additional parking.

## **Bicycle Parking**

The applicant has proposed a total supply of 80 bicycle parking spaces for a campus population of approximately 7,800 employees by the 2015 horizon year.

City staff are recommending in the draft Zoning By-law that a minimum bicycle parking supply of 474 spaces be required for the campus, including a minimum of 10 shower and change facilities for each gender. This bicycle parking space requirement consists of 222 long-term spaces and 252 short-term spaces which reflects the draft new City-wide Zoning By-law. The proposed City of Toronto By-law is available on the City's website:  
[http://www.toronto.ca/zoning/bylaw/ZBL\\_NewProvision\\_Chapter230.htm](http://www.toronto.ca/zoning/bylaw/ZBL_NewProvision_Chapter230.htm)

## **Ministry of Transportation (MTO)**

On March 3, 2010, City and MTO staff discussed the traffic impacts of the Provincial Campus redevelopment. MTO staff stated that their primary review focussed on the Keele Street and Highway 401 interchange and not on the traffic impacts on the surrounding road network.

In relation to the potential impacts of the campus on the operation of Highway 401, MTO staff clearly stated they do not support a direct Highway 401 westbound access ramp from the subject site and expressed no substantive concern regarding the redevelopment proposal.

## **Servicing and Stormwater**

Servicing and stormwater analysis and a campus servicing masterplan have been and continue to be integral considerations for this Rezoning application and the associated Draft Plan of Subdivision process. The existing infrastructure presents significant constraints and challenges to remove some existing infrastructure and provide for updated servicing that will be implemented in phases as the campus develops.

The applicant is working with the City to provide sustainable and best-practice stormwater/servicing measures including rainwater harvesting for irrigation and grey water uses, use of pervious paving and low-runoff landscaped areas including bio-swales, green roofs and green parking lots. While a final conclusion on the appropriate retention of stormwater is outstanding, this matter can be resolved through the subdivision process.

The servicing analysis submitted by the applicant did not address potential future expansions of the hospital on Block 2 or any office development on Blocks 5, 6 and 7 beyond 70,600 m<sup>2</sup>. As such, the draft Zoning By-law incorporates a requirement for future servicing work prior to lifting the holding symbol (H).

## **Proposed Zoning By-law Amendment**

The draft Zoning By-law Amendment provides updated uses and development standards to provide for the Provincial Campus as well as establishes certainty regarding future levels of development. The proposed zoning permits a total of 233,375 m<sup>2</sup> of institutional uses to be developed by 2015 and the ability to implement a further 76,150 m<sup>2</sup> upon removal of the holding symbol (H). The By-law Amendment also contains performance standards relating to minimum and maximum vehicle parking requirements, bicycle facility requirements, maximum building heights and minimum building setbacks.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan illustrates local parkland provisions across the City. The lands which are the subject of this application are in an area with 0-0.42 hectares of local parkland per 1,000 people. This is the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The redevelopment of the site for the Humber River Regional Hospital and the Forensics Service and Coroner's Complex are exempt from parkland dedication as they are public buildings operated by the Province of Ontario. The parkland dedication policy does apply to buildings with an office component. The proposed Provincial office buildings will be subject to a 2% parkland dedication. The estimated required parkland dedication is approximately 1,800 m<sup>2</sup>.

Currently there are two park blocks named Ridge Park. Ridge Park on the west side of Ridge Road is owned by the City and contains bocce courts and green space. The park is 1,700 m<sup>2</sup>. This park will not be affected by the development application.

Ridge Park on the east side of Ridge Road is owned by the Province and leased to the City for use as a park. The City has made improvements to the 7,500 m<sup>2</sup> leased park by way of play equipment and soccer field.

If this application is approved, to meet the parkland dedication requirement, Parks, Forestry and Recreation staff recommend that a land dedication be made by the Province to the City from the leased Ridge Park lands. The details of this land dedication will be negotiated by Parks, Forestry and Recreation staff.

## **Toronto Green Standard**

The Province advises the Provincial Campus will be designed to meet the Toronto Green Standard requirements and LEED Canada for Neighbourhood Development (ND).

As part of the Humber River Regional Hospital redevelopment, a co-generation plant will be constructed to further provide sustainable energy resources.

In addition, parking will be designed to meet the Toronto Guidelines for Greening Surface Parking Lots and will incorporate additional features such as solar panels (which also serve as a covered walkway feature) and vehicle charging stations for hybrid vehicles.

## Securities and Indemnities

In a letter dated October 6, 2009, Ontario Realty Corporation, acting on behalf of the Province of Ontario, advised that:

*“ORC has been advised by the government that, in respect to the subdivision or site plan agreement or any other agreement with the City arising from this project and any other Provincial projects, ORC and Infrastructure Ontario will not be able, on behalf of the Province, to provide indemnities, letters of credit or deposits.”*

The Province’s position on this matter raises a number of concerns.

A letter of credit provides financial security to the City, usually to fund remedial work by the City to cure a default on the developer's part to fulfil contractual obligations. In the case of a private sector development, a letter of credit (or cash deposit) is advantageous in two ways: first as protection against financial failure of the developer and second, to have funds in the City's control, rather than the developer's, if a dispute arises.

An indemnity holds the City harmless against third party claims for injury or property damage arising from work carried out by the developer. It has the effect of creating a contractual relationship that shields the City from third party claims. With an indemnity the City does not need to prove fault or negligence on the part of the developer. Without an indemnity, the City would be directly involved in defending itself against a claim by a third party and would have to claim over against the developer.

Proceeding without financial security is not a significant concern in this circumstance as ORC is not likely to be short of funds to complete work as agreed to with the City. In the case of a dispute, there is some advantage of having funds or a letter of credit in hand, but it is not an unacceptable risk to forgo this where the developer is a provincial agency.

In the normal course of events for a plan of subdivision the streets, including watermains and sewers, would vest in the City on registration of the plan of subdivision. As a means of managing exposure and reducing the level of risk in proceeding without an indemnity, the City can delay taking ownership of the public streets and installed infrastructure until a later date. While defects are sometimes not discovered until many years later, delaying taking ownership and responsibility of the municipal infrastructure would reduce the exposure to potential defects that would make themselves known earlier. This approach can be described in further detail in the subdivision agreement.

The Province has agreed to provide the City with insurance. Given the Province’s position on financial securities and indemnities, it would be advisable to enhance the insurance provisions, especially with respect to civil liability for personal injury or property damage arising from construction of the project and installation of municipal infrastructure, to the satisfaction of the City’s Manager of Insurance and Risk Management.

For the purposes of proceeding with the current Rezoning and subdivision approval for the Provincial Campus, and any required municipal infrastructure or other servicing agreements related to the subdivision of the Provincial Campus lands, staff are recommending that the City

not impose its standard requirements for indemnification, or financial securities in the form of letters of credit or deposits. Instead, staff are recommending the City require the following:

- a) all development be constructed, and any new municipal infrastructure and relocated existing municipal infrastructure be installed, in accordance with the City's standards;
- b) enhanced insurance will be required, especially in respect of civil liability for personal injury or property damage arising from construction of the project and installation of municipal infrastructure, to the satisfaction of the City's Manager of Insurance and Risk Management; and
- c) designation of all public roads as Blocks on the Draft Plan of Subdivision, such Blocks not to be conveyed to and/or assumed by the City until such time as they are constructed, inspected and accepted and the two year maintenance period has expired.

As directed by City Council, the City Solicitor, in consultation with appropriate divisional staff, is reporting to the Planning and Growth Management Committee on the City-wide implications of the Province's position on indemnities, letters of credit and deposits. It is anticipated this report will be presented to the May 19, 2010 meeting of the Planning and Growth Management Committee.

### **Development Charges**

Hospitals are exempt from development charges through the Development Charges By-law. The applicability of development charges to the Provincial facilities will be assessed at the time of building permit submission.

### **Conclusion**

The proposed Provincial Campus provides an opportunity to redevelop and revitalize lands that are currently underutilized with a planned development of major institutional and office uses. This campus would provide major employment and public service functions in the northwest area of the City, better connect these lands to the surrounding community and achieve a high standard of urban design.

Issues of concern with this proposal are associated with the proposed the level of development and the ability of municipal infrastructure to accommodate this development. Staff are recommending that City Council approve the application subject to the implementation of a holding symbol (H) in the Zoning By-law which will provide an opportunity to ensure the impacts of the campus are monitored and minimized before future development occurs. Staff will continue to work with the Province on the associated Draft Plan of Subdivision and Site Plan Control applications to implement this Provincial Campus.

## **CONTACT**

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## **SIGNATURE**

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Thomas C. Keefe, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Concept Plan

Attachment 2: Hospital Perspectives

Attachment 3: Zoning

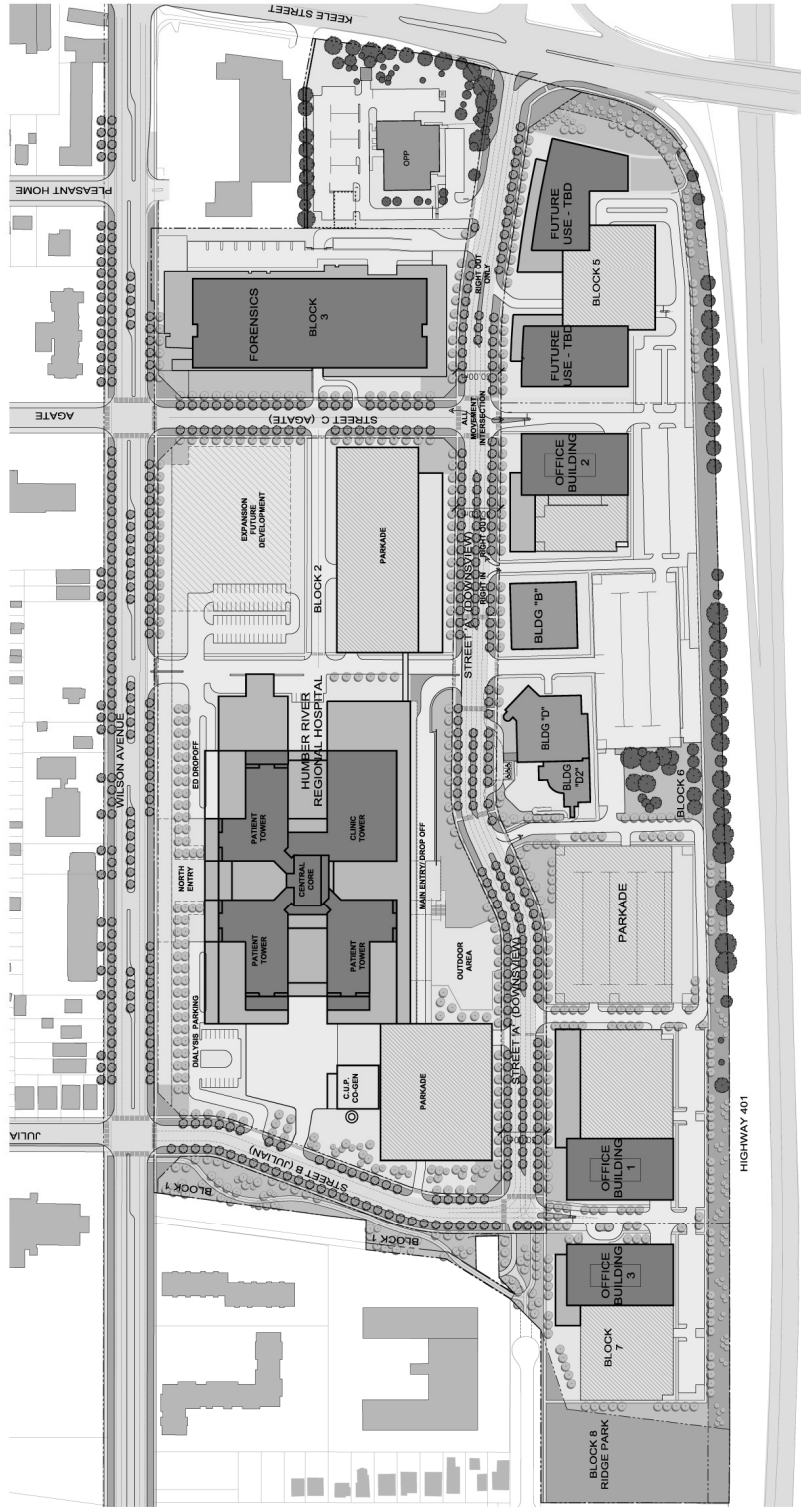
Attachment 4: Application Data Sheet

Attachment 5: Draft Zoning By-law Amendment

Attachment 6: Technical Services March 30, 2010 Memorandum

Attachment 7: Urban Design Guidelines

Attachment 1: Concept Plan



1201 Wilson Avenue

Master Plan  
 Applicant's Submitted Drawing

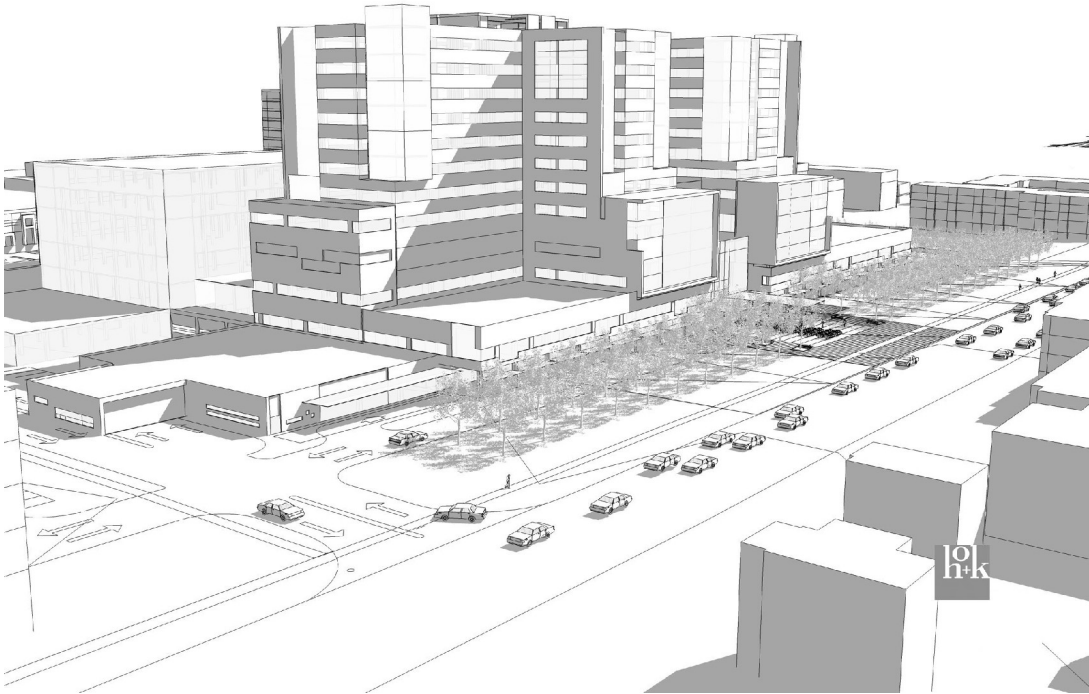
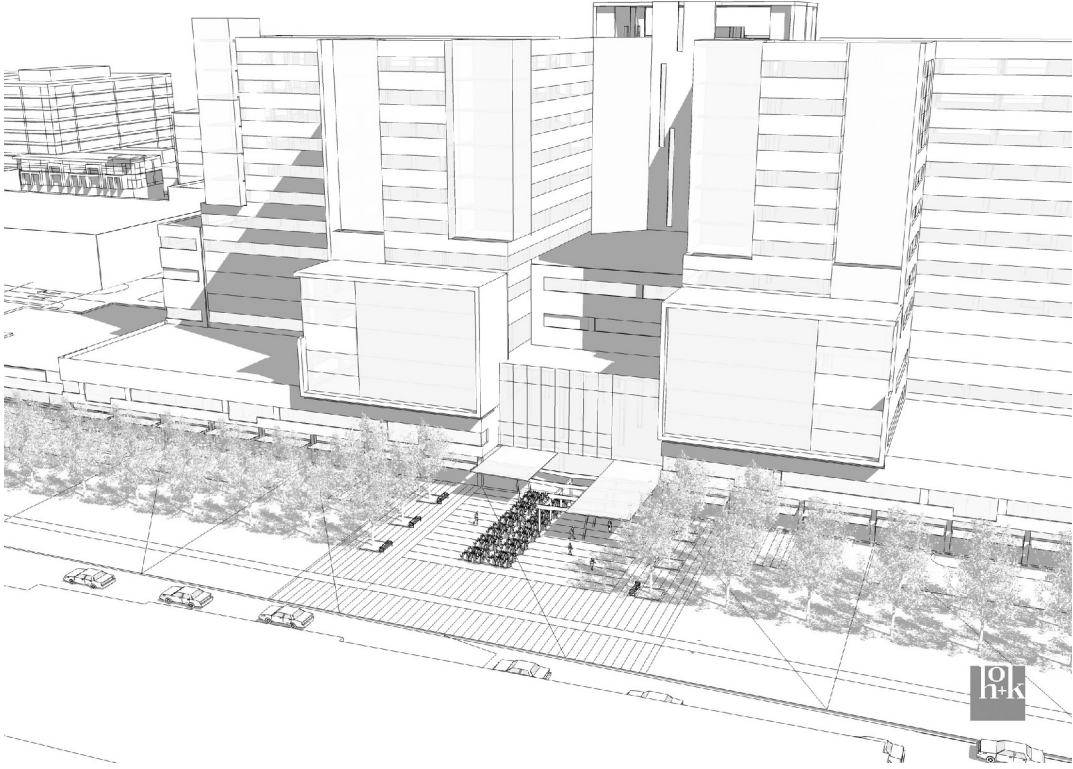
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Not to Scale  
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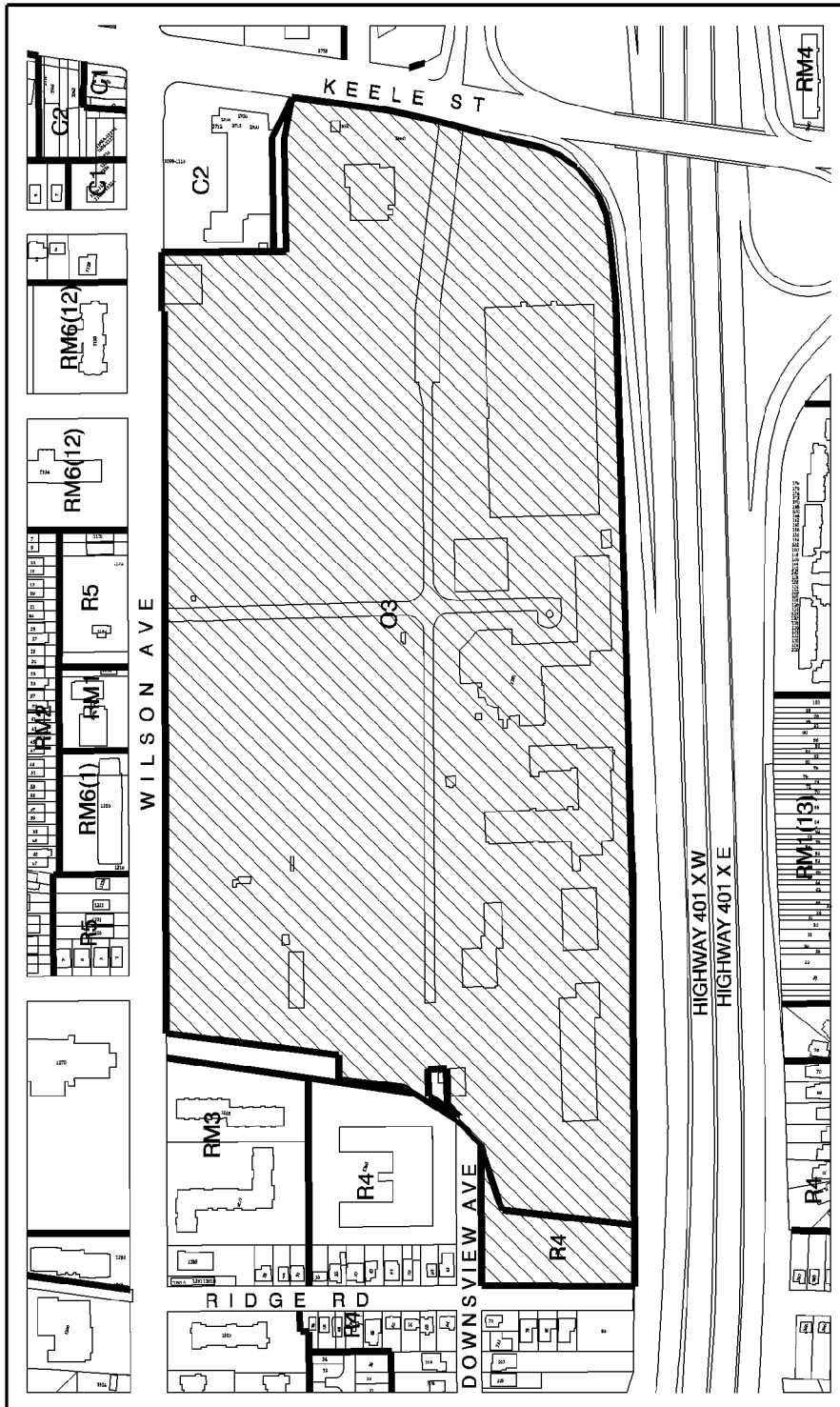




**Attachment 2: Hospital Perspectives**



Attachment 3: Zoning



**Toronto** City Planning  
**Zoning**  
 1201 Wilson Avenue  
 File # 09\_106294

Not to Scale  
 Zoning Bylaw 7625  
 Extracted 02/10/2009

- R4 One-Family Detached Dwelling Fourth Density Zone
- R5 One-Family Detached Dwelling Fifth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM3 Multiple-Family Dwellings Third Density Zone
- RM4 Multiple-Family Dwellings Fourth Density Zone
- RM5 Multiple-Family Dwellings Sixth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone
- C2 Local Shopping Centre Zone
- C3 Semi-Public Open Space Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

## Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	09 106294 NNY 09 OZ
Details	Rezoning, Standard	Application Date:	February 2, 2009

Municipal Address: 1201 WILSON AVENUE  
 Location Description: CON WY PT LOT 10 PLAN 3871 LOT 2 TO LOT 9 PLAN 4291 LOT 6 TO LOT 26  
 \*\*GRID N0905  
 Project Description: Redevelop with mixed uses including the Humber River Regional Hospital (HRRH),  
 Forensics Service and Coroners Complex (FSCC) and provincial office buildings

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
ONTARIO REALTY CORPORATION	MALONE GIVENS PARSONS LTD.		HER MAJESTY THE QUEEN

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	O3	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	298700	Height:	Storeys:	12
Frontage (m):	639		Metres:	0
Depth (m):	0			
Total Ground Floor Area (sq. m):	0			<b>Total</b>
Total Residential GFA (sq. m):	0		Parking Spaces:	0
Total Non-Residential GFA (sq. m):	230836.4		Loading Docks	0
Total GFA (sq. m):	230836.4			
Lot Coverage Ratio (%):	0			
Floor Space Index:	0.77			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	70114	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	160722.4	0
Total Units:	0			

**CONTACT: PLANNER NAME: Heather Inglis Baron, Senior Planner**  
**TELEPHONE: (416) 395-7073**

## **Attachment 5: Draft Zoning By-law Amendment**

Authority: North York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~  
Enacted by Council: ~, 20~

### **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

#### **To amend Zoning By-law No. 7625 of the former City of North York, as amended, With respect to the lands municipally known as 1201 Wilson Avenue**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law No. 7625 of the former City of North York are amended in accordance with Schedule “1” of this By-law.
2. By-law No. 7625 of the former City of North York is amended by adding the following Section:

#### **SECTION 46 AVENUES MIXED USE ZONE (AV-MU2)**

##### **46.1 PROHIBITION**

No person shall use or cause or permit the use of lands, buildings or structures, or cause or permit a building or structure to be erected on lands identified on Schedule “2” in an Avenues Mixed Use Zone (AV-MU2), except in accordance with the following provisions:

##### **46.2 DEFINITIONS**

- (i) **Gross Floor Area**  
Shall mean the total area of all floors in a building above or below grade measured from the outside of the exterior walls but excluding car parking areas within the building, all utility areas (including central utility plants and co-generation plants), mechanical space, machine rooms, stairwells and elevator shafts.
- (ii) **Building Floor Plate**  
Shall mean the maximum floor area of an individual storey in a building measured from the outside exterior walls.

### 46.3 PERMITTED USES

The only permitted uses on Block 1 shall be:

- (i) park.
- (ii) open space.

The only permitted uses on Block 2 shall be:

- (i) hospital.
- (ii) university and colleges, up to a maximum of 27,850 m<sup>2</sup> gross floor area.
- (iii) office uses.
- (iv) professional medical offices.
- (v) professional medical office buildings.
- (vi) any buildings operated or used by the Province of Ontario.
- (vii) personal service shops, retail stores and restaurants, located below grade or on the ground floor of a building and limited to a maximum of 10% of the area below grade or on the ground floor of all buildings. For the purposes of this Section, ground floor shall mean the storey(s) directly accessible from the ground level at the base of a building.
- (viii) utilities.
- (ix) parking structures, including the provision of up to 2,000 m<sup>2</sup> of ground floor personal service shops, retail stores and restaurants located on the ground floor.
- (x) day nurseries.
- (xi) open space.

The only permitted uses on Blocks 3, 4, 5, 6 and 7 shall be:

- (i) any building operated or used by the Province of Ontario.
- (ii) office uses.
- (iii) professional medical offices.
- (iv) professional medical office buildings.
- (v) personal service shops, retail stores and restaurants, located below grade or on the ground floor of a building and limited to a maximum of 10% of the area below grade or on the ground floor of all buildings. For the purposes of this Section, ground floor shall mean the storey(s) directly accessible from the ground level at the base of a building.
- (vi) parking structures, including the provision of up to 2,000 m<sup>2</sup> of ground floor personal service shops, retail stores and restaurants located on the ground floor.
- (vii) day nurseries.
- (viii) open space.

The only permitted uses on Block 8 shall be:

- (i) park.
- (ii) open space.

## ZONE REGULATIONS

### 46.4 MAXIMUM DEVELOPMENT

The maximum gross floor area for each Block shall be as follows:

Block	Maximum Gross Floor Area (m <sup>2</sup> )
1	0
2	111,500
3	49,250
4	1,965
5, 6, 7	70,660
8	0
Total	233,375

### 46.5 MINIMUM BUILDING SETBACKS

The minimum yard setbacks for all buildings and structures above established grade shall be as set out on Schedules “3”, “4”, “5” and “6”.

### 46.6 ESTABLISHED GRADE

The Established Grade of each Block shall be as follows:

Block	Established Grade
2	171 metres
3	175 metres
4	175 metres
5	175 metres
6	170 metres
7	161 metres

### 46.7 MAXIMUM HEIGHT

The maximum heights for all buildings and structures above established grade shall be as set out on Schedules “3”, “4”, “5” and “6”.

#### **Block 5, 6 and 7**

- (i) Building portions above 30 metres in height are limited to a floor plate of 1,800 m<sup>2</sup>.
- (ii) A separation distance of 30 metres is required between building faces of buildings above 30 metres in height.

### 46.8 LANDSCAPING

Lands abutting Block 8 require a 6 metre landscape setback.

## 46.9 EXISTING BUILDINGS

All buildings on the site constructed prior to May 1, 2010 can remain as constructed.

## 46.10 PARKING

### MINIMUM PARKING REQUIREMENTS

- (i) The minimum parking space requirement for hospitals is 0.4 spaces per 100 square metres of gross floor area, up to the maximum parking spaces as set out in Subsection 46.10(iv).
- (ii) The minimum parking space requirement for office uses is 1 space per 100 square metres of gross floor area, up to the maximum parking spaces as set out in Subsection 46.10(iv).
- (iii) The minimum parking space requirement for other uses shall be the parking rate in Zoning By-law 7625, up to the maximum parking spaces as set out in Subsection 46.10(iv).

### MAXIMUM PARKING PERMISSIONS

- (iv) Excluding on-street parking, the maximum number of parking spaces on the entire site shall not exceed 3,550 parking spaces, as set out below:

Block	Maximum Parking Spaces
2	2,025
3	350
4	130
5, 6, 7	1,045
Total	3,550

- (v) Notwithstanding Clause 6(A)2, a maximum of 50 required parking spaces for Block 3 may be located on Blocks 2, 4, 5 or 6.

## 46.11 BICYCLE PARKING

The minimum bicycle spaces and change/shower facilities shall be as follows:

Land Use	Minimum Bicycle Parking Spaces (per 100 m <sup>2</sup> of GFA)	
	Long Term	Short Term
Hospital	0.06 space	0.06 space
Office	0.13 space	0.15 space

If a building contains uses for which long-term bicycle parking spaces are required, shower and change facilities shall be provided for each gender at the following rate:

- (A) none if less than 5 required long term bicycle parking spaces;
  - (B) 1 for 5 to 60 required long-term bicycle parking spaces;
  - (C) 2 for 61 to 120 required long-term bicycle parking spaces;
  - (D) 3 for 121 to 180 required long-term bicycle parking spaces;
  - (E) 4 for more than 180 required long-term bicycle parking spaces.
- (i) Long-term bicycle parking spaces shall be located in a secure enclosed area at grade or no more than one level below grade.
  - (ii) Short-term bicycle parking for visitors must be located within 30 m of an at grade pedestrian entrance to the building.
  - (iii) Where the required number of short-term bicycle parking spaces exceeds 10, at least 50% of the spaces must be weather-protected.
  - (iv) The dimensions of bicycle parking spaces are to be a minimum of 1.9 metres high by 0.6 metres wide and either 1.2 metres deep (vertical parking) or 1.8 metres deep (horizontal parking).
  - (v) Not more than 50 per cent of bicycle parking spaces will be provided as vertical parking.

**46.12 HOLDING PROVISIONS**

Notwithstanding Subsection 46.4 and subject to removing the holding symbol, the maximum permitted gross floor area on the following Blocks is as follows:

Block	Maximum Gross Floor Area (m <sup>2</sup> )
2	139,350
5, 6, 7	118,960

**46.13 CRITERIA FOR REMOVAL OF HOLDING PROVISIONS**

As a pre-condition to the removal of the holding symbol, the applicant must:

- (i) Enact a Transportation Demand Management strategy/plan that would minimize trip generation and parking for the entire site.
- (ii) Appoint a full time on-site Transportation Demand Management (TDM) Coordinator to manage, monitor and implement the approved TDM strategy for the entire site.
- (iii) Submit a Traffic Impact and Parking Study, satisfactory to the Director, Transportation Services, North York District, to determine if there is sufficient transportation capacity available to accommodate additional site generated traffic or measures that can be undertaken, including access management measures, to accommodate additional traffic and parking.
- (iv) Submit a Servicing and Stormwater Management Plan satisfactory to the General Manager, Technical Services, that would determine if there is sufficient



infrastructure capacity available for the increase in gross floor area, and measures that can be undertaken to accommodate this additional gross floor area.

**46.14 DIVISION OF LANDS**

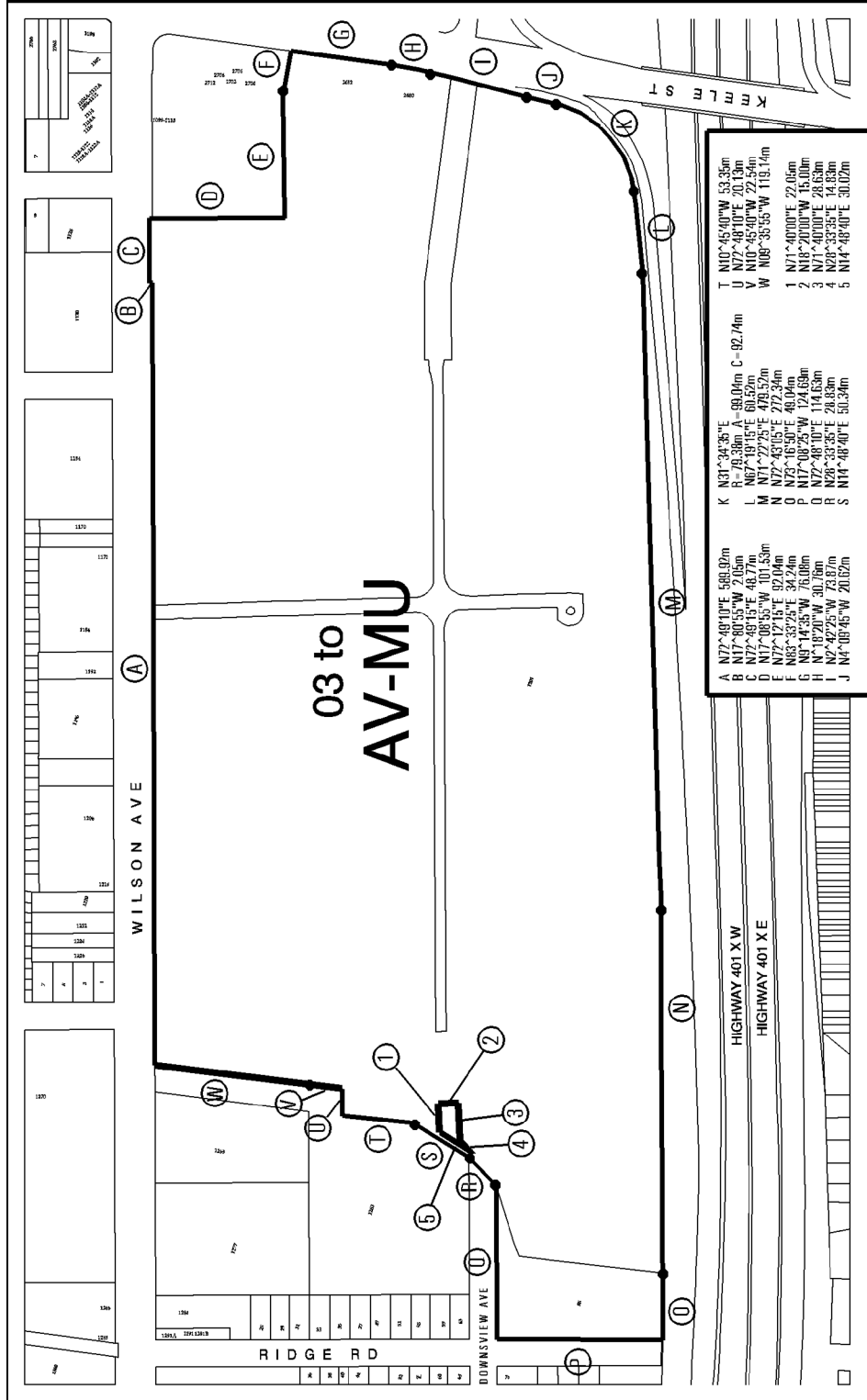
Notwithstanding any future severance, partition or division of the lands, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division occurred.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)



City Planning

**Schedule 1**

LT 6-26 PL 4291 North York; 1 FT Reserve, PL 4291 North York; LT 239 PL 3649 North York; Redwick Av PL 4291 North York closed by NY273755, PT Laguna Cres; Downsview Av, PL 4291 North York closed by NY273187 & NY327773; PT LT 10 Con 4Wys 1wp of York; PT

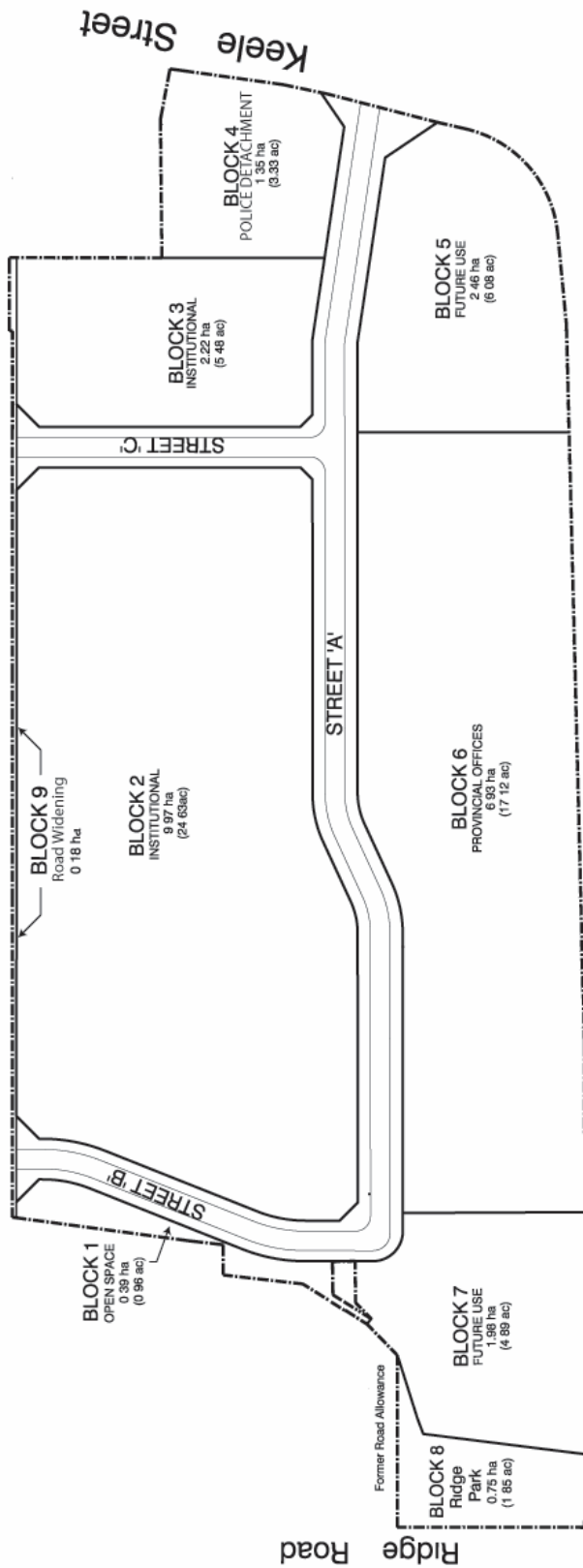
Plan of Survey from R.W.R. Jones, Holding Jones Vanderveen Inc.

Date: 04/15/2010

Approved by: H. I.B.

File # 09\_106294

Not to Scale



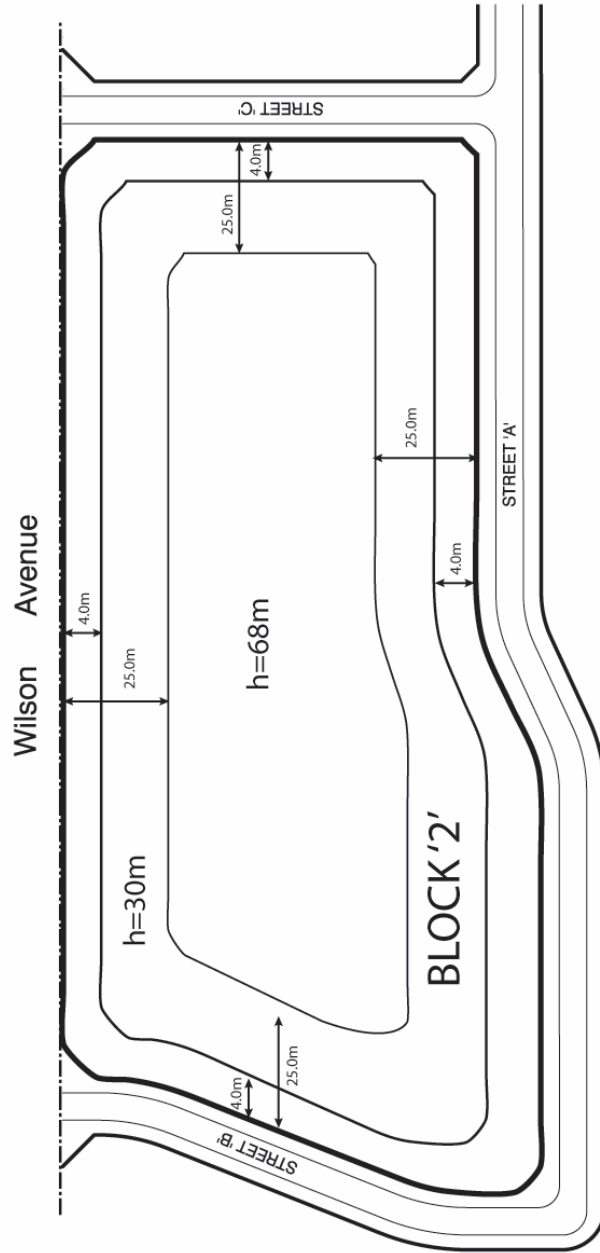
Highway 401

Schedule 2

1201 Wilson Avenue

Not to Scale  
04/15/2010

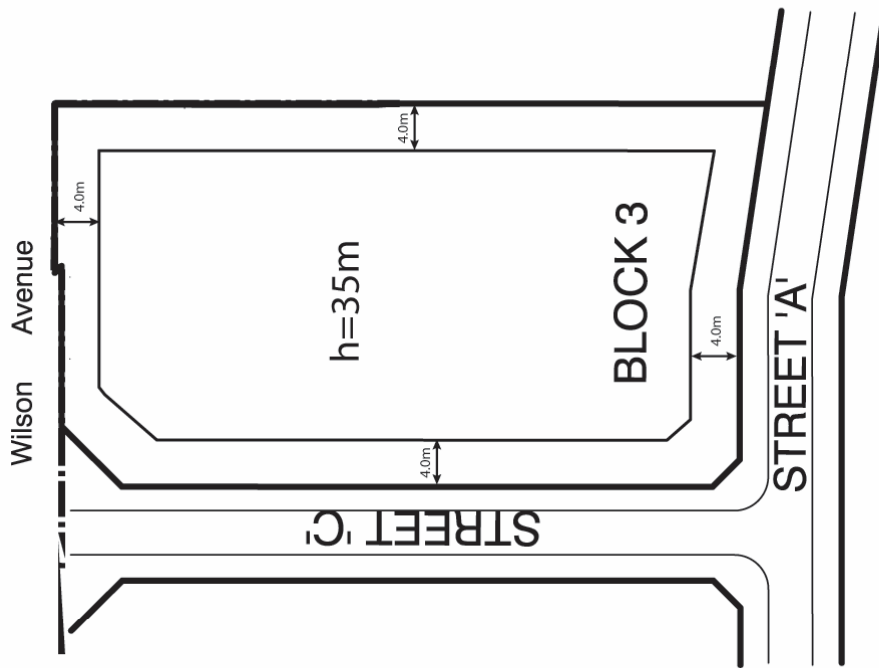
File # 09\_106294



Schedule 3  
1201 Wilson Avenue

File # 09\_106294

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04/15/2010

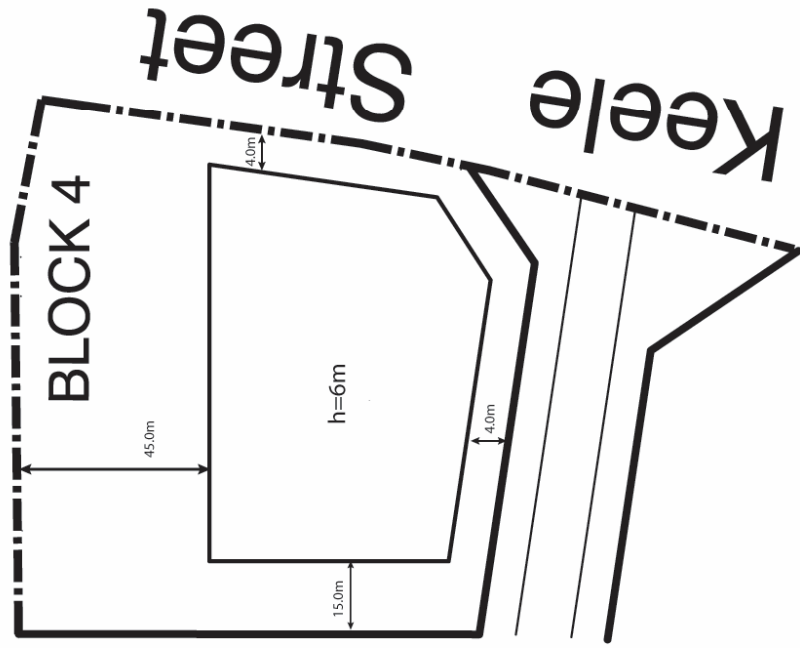


Schedule 4

1201 Wilson Avenue

Not to Scale  
04/15/2010

File # 09\_106294

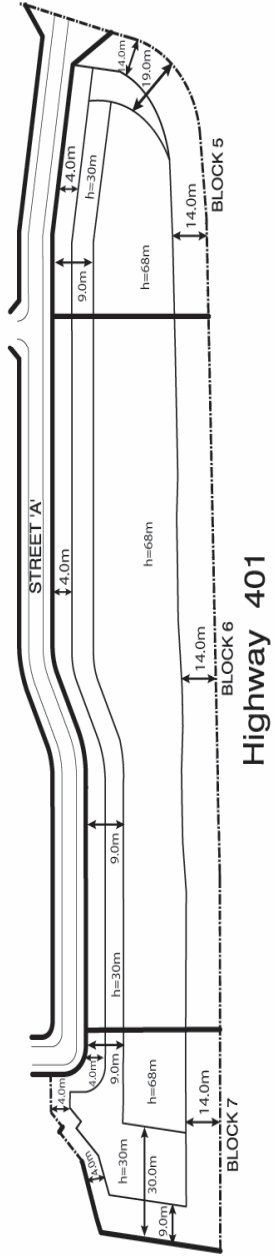


1201 Wilson Avenue

Schedule 5

File # 09\_106294

Not to Scale  
04/15/2010



1201 Wilson Avenue

Schedule 6

File # 09\_106294

Not to Scale  
04/15/2010

Attachment 6: Technical Services April 19, 2010 Memorandum



**Frank Clarizio, P. Eng.**  
Manager, Development Engineering  
North York District

Development Engineering  
Technical Services Division  
North York District  
North York Civic Centre  
5100 Yonge Street, 4<sup>th</sup> Floor  
North York, Ontario M2N 5V7

*Reply by:*  
Robert Fazio, P. Eng.  
Senior Development Engineer  
Tel. 416-395-6306, Fax. 416-395-6328  
Email: rfazio2@toronto.ca

## MEMORANDUM

**TO:** T. Keefe, Director, Community Planning, North York District  
**Attention: Heather Inglis Baron**

**FROM:** Frank Clarizio, P. Eng.  
Manager, Development Engineering  
North York District

**DATE:** April 19, 2010 (Revisions document to memo dated March 30,  
2010)

**SUBJECT:** Draft Plan of Subdivision Application: 09 106314 NNY 09 SB  
Zoning Bylaw Amendment Application: 09 106294 NNY 09 OZ  
Your Circulation Dated: February 11, 2010  
Applicant: Nick Pileggi  
Location: 1201 Wilson Avenue **Ward: 09**  
Existing Equivalent Population: 5,773 persons  
Proposed Equivalent Population: 9,690 persons  
Increase in Equivalent Population: 3,917 persons

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### APPLICATION DESCRIPTION

This is in reference to a Zoning By-law Amendment and Subdivision Application to permit the redevelopment of the Highway 401 and Keele Street Provincial Campus. The proposal includes the Humber River Regional Hospital (HRRH), Forensics Service and Coroner's Complex (FSCC) and Ontario Realty Corporation (ORC) office buildings.

The subject site is bounded by Wilson Avenue to the north, Keele Street to the east, Highway 401 to the south, and Julian Road to the west. The subject site will also contain three new public roads. Street 'A' runs in an east-west direction. It is currently a privately owned street and is known as Downsview Avenue. Street 'B' will run north-south and it



will extend Julian Road south to Street 'A' where it will form a continuous curve. Street 'C' will run in a north-south direction and align with Agate Road to the north.

The HRRH entails the consolidation of three existing hospitals located at 200 Church Street, 2175 Keele Street and 2111 Finch Avenue West. The Church and Keele sites may remain open after completion of the new facility but the applicant intends to transfer the operations of the Church and Keele hospitals to the new facility. The Finch site is anticipated to be an ambulatory centre and will continue to operate. The new HRRH will be bounded by Wilson Avenue and new public roads Street 'A', 'B' and 'C'.

The FSCC currently operates at 26 Grenville Street and 25 Grosvenor Street in Downtown Toronto. The new FSCC will contain two court rooms with a combined capacity of approximately 300 persons. The FSCC is proposed to be relocated to the northeast corner of Street 'A' and Street 'C'.

The ORC buildings currently operate at 1201 Wilson Avenue. The existing Buildings A, C and E are proposed to be demolished and new office buildings are proposed to be constructed in the 15+ year horizon. The buildings will be located on the south side of Street 'A'.

The following documents were submitted in support of the subject application:

- Addressing Comments from the City of Toronto and Ontario Ministry of Transportation, dated December 23, 2009, by Cole Engineering, stamped as received by Planning on January 4, 2010;
- Downsview Avenue Lane Configuration, dated February 11, 2010, by Cole Engineering;
- Addendum to Transportation Assessment, dated October 2009, by Cole Engineering;
- Functional Servicing and Stormwater Management Report", dated January 2010, by Cole Engineering (*submitted with the previous submission*);

The following outlines this Division's municipal servicing requirements for this subdivision application. Our servicing requirements for this development are based on a preliminary engineering report entitled "Functional Servicing and Stormwater Management Report", dated January 2010, by Cole Engineering, the owner's Consulting Engineer.

**A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLAN OF SUBDIVISION**

The owner is required to amend and/or provide reports and/or Studies and/or Drawings to address the following comments and resubmit for the review and acceptance by the Executive Director of Technical Services prior to draft plan of subdivision approval.

1.1 Transportation Services

- a) The applicant is still required to address the outstanding comments in our memorandum dated January 14, 2010, to Community Planning.

## 1.2 Technical Services

- a) The consultant engineer is yet to submit to this Division a cost estimate for the sanitary sewer required improvements to the existing Wilson Avenue sanitary sewer system, up to the Trunk connection point.
- b) The following changes are required in the Functional Servicing and Stormwater Management Report:
  - Page 10 of the report.... The consultant engineer is suggesting for sanitary flows in excess of the allowable discharge rate to be retained on site and discarded in off peak hours. The consultant engineer has submitted a sanitary sewer analysis confirming that the existing municipal sanitary sewer on Wilson Avenue will experience surcharge as a result of this development. The consultant engineer is to identify required improvements to the existing sanitary sewer system, up to the Trunk connection point, to provide for peak sanitary flows generated by this development and any extraneous wet weather flow, and any other known developments which are to be served by the same sanitary sewer system. Furthermore, the consultant engineer is to submit, for review, a cost estimate reflecting these sanitary sewer improvement works. This cost estimate will form the basis for a financial guarantee to be submitted to the City prior to zoning approval.
  - The consultant engineer is to note that as requested in our memorandum to Community Planning dated November 18, 2009, the consultant engineer is to provide the City with written confirmation from the traffic consultant with concurrence from the City's Transportation Division, outlining the respective required traffic lanes at the Street 'C'/Wilson Avenue intersection, Keele Street /Downsview Avenue intersection and any other location within this plan of subdivision where additional pavement is required above 13.6m. The consultant engineer is to note that Transportation Services has explicitly requested a fifth traffic lane to be introduced on Downsview Avenue between Keele Street and the road bend at Downsview Avenue and Street 'B', requiring the current municipal right-of-way to be revised from 27.0m to 30.0m. This fifth traffic lane will address operational concerns that this Division has on this road as a result of issues such as the type of proposed

development and the number of proposed private driveways on this road. The fifth traffic lane is to be designed as a 3.3m wide lane. These intersection details and pavement lane consisting of multi traffic lanes are fundamental and are needed to be finalized in order to secure the necessary total pavement width to accommodate the traffic demand and ensure that minimum standard municipal boulevards are provided to accommodate utilities, trees and sidewalk locations as was suggested in Section 1.2 (b) of our memorandum to Community Planning, dated April 6, 2009. Furthermore, the correct design and location of the pavement within this development also dictate the correct location of the various components that make the municipal infrastructure within the municipal rights-of-way, including the underground sewer design and above ground design. Furthermore, in determining the location of Street B, the consultant engineer is to take into consideration a bike route linking Wilson Avenue to the existing turning circle on Downviews Avenue, west of this plan of subdivision. Requirements related to this bike route were provided to the consultant engineer in January 2010.

- Figure STM .... The consultant engineer is to note that the dual pipe sewer proposed on Street B will have to be constructed under the pavement rather than the Street 'B' west boulevard as municipal boulevards are designed to accommodate only trees, utilities and sidewalks. Furthermore, this figure is to be updated to show the ultimate storm sewer down on Keele Street and Downsview Avenue to accommodate external storm flow, east of the existing OPP Station.
- Page 24 of the report .... We have reviewed the proposed stormwater management alternative designs with Toronto Water. In reviewing the various proposed SWM designs consideration was given to construction costs, long term maintenance costs, current City practices, availability of City maintenance equipment and maintenance programs that the City has in place. Based on the facts stated above and concerns expressed in the meeting held on December 9, 2009, Toronto Water has determined that Alternative 1 – Wet Pond is the acceptable solution. The consultant engineer is to take note of the fact we also disagree with the disadvantages that been included in report for this design of Alternative 1 as wet ponds are widely used in the Province of Ontario as the best storm water management practice. Furthermore, the following modifications are to be reflected

in Figure SWM-1A (a copy of the redlined plan has been attached to this report):

- ✓ A minimum 3.0m flat area is required adjacent to the municipal streetline, within the pond block to ensure that safety concerns are addressed. The engineer is to take into account the fact that pedestrian circulation will be present on the municipal sidewalk located 0.3m from the property line. In addition, the City will provide essential services such as sidewalk snow removal, which will have to be performed in a safe matter.
- ✓ Provide a minimum 3.0m access road around the entire pond. The 3.0m access road is to be placed within a 4.0m non-vegetated zone with a 2.0% cross fall. An access point is to be provided to the inlet and outlet areas with a cross fall of maximum 8.0% grade.
- ✓ Pipe invert to the inlet is to match the normal water level of this pond.
- ✓ The engineer is to label the various pond slopes and ensure that a 7:1 slope is provided along the first 3.0m of either side of the permanent pool.
- ✓ The engineer is to redesign the fore bay area to provide a minimum 2:1 ratio (length to width ratio) as recommended by the MOE to ensure proper functionality of this pond.
- ✓ Relocate the outfall pipe to the end of the pond to ensure minimum performance of this facility.
- ✓ The engineer is to redesign the storm sewer around the pond to reduce the number of manholes by one.
- ✓ Bottom treatment is to be designed to provide adequate bearing capacity for maintenance vehicles at the time of removal sediment in the pond.
- ✓ Provide a minimum 5.0m offset distance between the proposed storm pipe centre line and the property line at the north west corner of the pond block as shown on the redline plan.
- ✓ In order to assist the applicant, Toronto Water has agreed to facilitate the design and construction of this pond facility by exempting this application from the staging and drying area requirement, where this area is traditionally located adjacent to the pond and needed at the time of sediment removal within pond block. Toronto Water has agreed that any future arrangements in locating and securing this staging and drying area will be handled and coordinated by

Toronto Water within Block 1, north of the existing Gas facility.

The consultant engineer is to ensure that the current preliminary Draft Plan is revised accordingly to shown a separate block from the current Block 7, as this the pond block will be conveyed to the City.

## **B. ZONING BY-LAW AMENDMENT CONDITIONS**

**The owner is required as conditions of approval of the Rezoning Application to:**

- 1. The on-site vehicle parking supply must satisfy the following requirements (2015 horizon):**
  - **Block 2 (Hospital - Institutional uses) & Block 6 (General Office / Government Office):**
    - **Maximum of 3075 parking spaces.**
  - **Block 3 (Forensics/Coroners Complex – Institutional uses):**
    - **Maximum of 300 parking spaces as per Committee of Adjustment file/decision number A0094/09NY; and**
    - **An additional 50 parking spaces may be located off-site (Block 3) but must be within 300 metres of the subject site.**
  
- 2. In response to the Provincial Campus' location and the need for sustainable transportation mitigating measures including better transit accessibility and connectivity to support the redevelopment's initiatives, it is recommended that the applicant, ORC:**
  - 2.1. Fund the procurement of a third-party consultant to work with Toronto Transit Commission (TTC) and City of Toronto staff to develop and prepare a feasibility study for a potential bus rapid transit route along:**
    - 2.1.1. Keele Street - from the new Finch West and Sheppard West transit stations located on the Spadina Subway Extension; or**
    - 2.1.2. Wilson Avenue - from Wilson Subway station.**
  - 2.2. The feasibility study would include a business case and associated functional drawings to justify the implementation of a bus rapid transit route taking into consideration, but not limited to, property requirements, ridership forecasting, local population/ employment growth and network connectivity;**
  - 2.3. The applicant shall provide a certified cheque or money order to the TTC, in an amount of \$250,000 as determined by the Director of Transportation Planning in consultation with the TTC, to secure the procurement of a third-party consultant to prepare the feasibility**

- study for potential bus rapid transit routes along Wilson Avenue and Keele Street from the Spadina Subway line;
- 2.4. Fund a permanent on-site Transportation Demand Management (TDM) coordinator to manage, monitor and implement a City approved TDM strategy/ plan;
  - 2.5. Develop, in conjunction with City staff with the assistance of a third-party TDM consultant, a TDM strategy/ plan that would recommend how to minimize the impact of the proposed development's site trip generation, parking, quantify its impact and implement a strategic plan with a focus on multi-modal transportation planning, demand management programs, congestion and value pricing projects, market-based policies and stakeholder outreach.
3. The subject site is required to provide a minimum number of loading spaces as per Zoning By-law 7625. The dimensions of the loading spaces must be a minimum of 11.0 m in length, 3.6 m in width and 4.2 m in height clearance, as per Zoning By-law 7625;

#### *Road Network*

4. The applicant is required to fund and provide the following transportation network/road improvements that were identified in the submitted traffic studies at no cost to the City of Toronto. The road improvements as outlined are to be completed in the specific horizon year. The HRRH and FSCC are expected to be completed by 2015 and a new government office building will replace existing Buildings A and C.
  - 4.1. Wilson Avenue / Agate Road intersection – Signalization;
  - 4.2. Wilson Avenue / Maple Drive – Removal of traffic control signals;
  - 4.3. Wilson Avenue / Julian Drive – Signalization;
  - 4.4. Jane Street / Wilson Avenue – Northbound Right Turn Lane, including any property acquisitions required to construct this intersection;
  - 4.5. Keele Street Overpass – Incorporate the 95th percentile back of queue (145 m storage and 100 m taper);
  - 4.6. Keele Street / Wilson Avenue – Southbound right turn lane including any property acquisitions required to construct this intersection;
  - 4.7. Keele Street / Highway 401 / Street ‘A’ – The channelized right-turn lanes be removed and the eastbound lanes to align perpendicular to Keele Street. The eastbound traffic shall operate under signalized control;
  - 4.8. Downsview Avenue / Street ‘A’ – Signalization of the intersection; and
  - 4.9. Sheppard Avenue West / Keele Street – Provision of a northbound right turn lane including any property acquisitions required to construct this intersection.

5. **All costs and land acquisitions associated with the required infrastructure improvements are to be borne by the applicant at no cost to the City of Toronto;**
6. **Any additional improvements (such as additional traffic signals at Street “A” and Street “B”) that may be required within the development site stemming from review of the roadway functional designs and site plan review as deemed necessary by The City shall be borne by the applicant; and**
7. **Site Plan approval is required for each phase of the proposed development.**

## **TECHNICAL SERVICES REQUIREMENTS**

### **CONDITIONS**

- 1.1 The Owner shall enter into and adhere to all the conditions of the City’s Subdivision Agreement.
- 1.2 All services internal and external to the draft plan of subdivision to be installed by the Owner shall be according to City of Toronto standards and specifications as laid down by the Executive Director of Technical Services and shall be secured 65% by irrevocable letter of credit.
- 1.3 The Owner shall pay a 5% fee for City’s engineering review and inspection services, based on the cost of all proposed infrastructure works for the subdivision, as estimated by the Owner’s consultant and satisfactory to the Executive Director of Technical Services.
- 1.4 The owner’s consulting engineer must submit to the Executive Director of Technical Services three complete sets of the following drawings/documents for examination:
  - Plan and Profile of all services and proposed infrastructure
  - General Plan
  - Grade Control Plan
  - Storm Sewer Drainage Plan
  - Sanitary Sewer Drainage Plan
  - Drawings of Miscellaneous Details and Notes
  - Design Sheets for Storm and Sanitary Sewers
  - An Erosion and Sediment Control Plan.
  - Composite Utility Plan

The owner’s consulting engineer must also submit to the Executive Director of Technical Services the above mentioned plans for any municipal infrastructure required by this development external ( within existing municipal rights-of-way and existing or proposed easements) to

this plan of subdivision in order to accommodate the needs of this development.

- 1.5 The owner is required to provide, a geotechnical report from a qualified soils engineer with respect to the existing soil conditions on the subject land, and any soil and drainage problems that may be encountered in the development of this land.
- 1.6 A co-ordinated utilities plan which shows all utilities (Bell, Hydro, Consumers Gas and Rogers Cable) in accordance with “Development Infrastructure Policy and Standards – Phase 2 Report” and is approved by all utility companies must be submitted to the Executive Director of Technical Services as part of the Engineering Design drawings.

### **FINANCIAL IMPLICATIONS ON THE CITY**

- 2.1 The owner shall deposit, prior to the execution of the subdivision agreement, a letter of credit or certified cheque with the Technical Services for 65% of the estimated cost of construction of all municipal infrastructure work internal and external to the subdivision plan and a certified cheque for the 5% engineering review fee of the municipal works.

### **ROADWAYS**

- 3.1 Public roads within the plan of subdivision shall include the following:  
Minimum 8.5 metre wide asphalt pavement roadways with curbs on minimum 20.0 metre road allowances, designed in accordance with T.P.U.C.C. Dwg. No. DIPS- 1B (Major Local Street). as per City’s Development Infrastructure Policy and Standards Review (DIPS) - refer to drawing number DIPS-1B.
  - a) 6.1 metre radius property corner roundings must be provided at the intersection of all streetlines on public roads within the plan and at all intersections to existing public roads.
- 3.2 The minimum and maximum permitted longitudinal roadway gradients are 0.7% and 6.0% (percent) respectively.
- 3.3 The proposed extensions of Agate Road and Julian Road and also the realignment of Downsview Avenue will be conveyed to the City once all road designs are approved and the roads are constructed to meet City Standards. The proposed public roads must be built according to the City of Toronto Development Infrastructure Policy and Standards (DIPS).
- 3.4 The owner shall convey to the City, at nominal cost, such lands to be free and clear of all encumbrances, save and except for utility poles and subject to a right-of-way for access purposes in favour of the Grantor until such



times as said lands have been laid out and dedicated for public highway purposes.

- a) A minimum 6.1 metre radius property corner rounding at the intersections of Wilson Avenue and Street 'B', Wilson Avenue and Street C, Street 'A' and Keele Street and a 6.1 metre corner rounding at the south west of Block 2.
- b) New proposed minimum 20.0 metre municipal rights-of-way along Streets 'A', 'B' and 'C'. These minimum 20.0 metre rights-of-way are to connect to the existing Keele Street, and Wilson Avenue rights-of-way.

The consultant engineer is to note a 20.0 m right-of-way is the minimum requirement to comply with the requirements of the "Policy and Standards for Public Streets and Private Streets" adopted by Council at its meeting on Dec 5, 6 and 7, 2005. If road rights-of-way wider than 20.0 metres are required to accommodate additional traffic lane widths, pedestrian walkways, bicycle paths or any needs above and beyond what is outlined in the City standard cross section, the applicant shall submit these modified cross sections, showing also the underground design, designed to the satisfaction of the Executive Director of Technical Services, to the Technical Services Division for review and approval (note that these revised cross section might be subject to approval from Bell Canada, Consumers Gas, Rogers Cable systems and Toronto Hydro based on the extend of these changes). These modified cross sections shall retain standard utility, tree and sidewalk locations and minimum standard boulevard widths as depicted in the standard 20.0 metre wide road right-of-way cross section.

As requested in our memorandum to Community Planning dated November 18, 2009, the consultant engineer is to provide the City with written confirmation from the traffic consultant with concurrence from the City's Transportation Division, outlining the respective required traffic lanes at the Street 'C'/Wilson Avenue intersection, Keele Street /Downsview Avenue intersection and any other location within this plan of subdivision where additional pavement is required above 13.6m. In addition, the latest site application for the hospital outlines the requirements for a multi-lane entrance along Downsview Avenue, which could potentially require exclusive traffic turning lanes on Downsview Avenue. These intersection details are fundamental and are needed to be finalized in order to secure the necessary total pavement width to accommodate the traffic demand and ensure that minimum standard municipal boulevards are provided to accommodate utilities, trees and sidewalk locations as was suggested in Section 1.2 (b) of our memorandum

to Community Planning, dated April 6, 2009. Furthermore, the correct design and location of the pavement within this development also dictate the correct location of the various components that make the municipal infrastructure within the municipal rights-of-way, including the underground sewer design and above ground design.

Deeds for these lands, in a satisfactory form, shall be deposited with the City Solicitor upon the execution of a Site Plan agreement and shall be registered by the City.

The owner shall convey all road widenings and/or servicing easements at no cost to the City and free of all encumbrances to the satisfaction of the Executive Director of Technical Services and the City Solicitor.

A draft Reference Plan of Survey shall be submitted to the Executive Director of Technical Services, for review and approval, prior to depositing in the Land Registry Office, in metric units and integrated with the Ontario Co-ordinate System, showing as separate PARTS thereof the lands to be conveyed to the City and the remainder of the site including any appurtenant rights-of-way.

The owner shall pay all costs for registration and preparation of reference plan(s).

#### **WIDENING OF HIGHWAYS THAT ABUT ON THE LAND**

- 4.1 Prepare all documents and convey to the City, at nominal cost, a 2.76 metre widening along the entire Wilson Avenue frontage in fee simple, such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favour of the Grantor until such time as said lands have been dedicated as a public highway, all to the satisfaction of the Executive Director of Technical Services and the City Solicitor.
- 4.2 Submit a draft Reference Plan of Survey to the Executive Director of Technical Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
  - a) be in metric units and integrated with the Ontario Co-ordinate System (3° MTM, Zone 10, NAD 27, 1974 Adjustment);
  - b) delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
  - c) show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan;
- 4.3 Pay all costs for registration and preparation of reference plan(s).

## **SIDEWALKS / PUBLIC BOULEVARDS / STREETSCAPING**

- 5.1 A relocated 1.7 metre concrete sidewalks, located 1.0 metre from the streetline, shall be constructed on Wilson Avenue.
- 5.2 Construction of standard sidewalks on both sides of the roads for all municipal roads within this plan of subdivision.

## **DRIVEWAY ACCESS AND SITE CIRCULATION**

- 6.1 The proposed driveway on City property must have a 2% to 6% slope positively graded towards the roadway.

## **STREET LIGHTING**

- 7.1 Street Lighting approval and security requirements must be obtained from Toronto Hydro. The applicant is required to submit a streetlighting proposal to Richard P. Cook (416-640-9831) at Toronto Hydro Energy Services Inc. for review.

## **SOLID WASTE & RECYCLING**

- 8.1 The City does not collect trade waste, which is defined as any solid waste originating from any one or more industrial process or business, industry or commercial establishment. Therefore, the owner must arrange for private waste collection.

## **STORM DRAINAGE**

- 9.1 The applicant is required to submit a Stormwater Management Report prepared by a Registered Professional Engineer qualified in municipal engineering/stormwater management to the City for review and approval. The Stormwater Management Report must adhere to the City's Wet Weather Flow Management Guidelines ([http://www.toronto.ca/water/protecting\\_quality/wwfmmp/committee.htm](http://www.toronto.ca/water/protecting_quality/wwfmmp/committee.htm)). The submission must include reports, plans, computer modelling results and design calculations relating to how storm runoff is to be managed.

The Stormwater Management Report should address the following targets:

### **Water Balance Targets**

- a) The development site must retain stormwater on-site, to the extent practicable, to achieve the same level of annual volume of overland runoff allowable from the development site under pre-development (i.e. presently existing site conditions before the new proposed development) conditions.

- b) If the allowable annual runoff volume from the development site under post-development conditions is less than the pre-development conditions, then the more stringent runoff volume requirement becomes the governing target for the development site. The maximum allowable annual runoff volume from any development site is 50% of the total average annual rainfall depth.
- c) In most cases, the minimum on-site runoff retention requires the proponent to retain all runoff from a small design rainfall event - typically 5 mm (In Toronto, storms with 24-hour volumes of 5 mm or less contribute about 50% of the total average annual rainfall volume) through infiltration, evapotranspiration and rainwater reuse.

### **Water Quality Targets**

- a) The wet weather flow (WWF) water quality target is the long-term average removal of 80 % of Total Suspended Solids (TSS) on an annual loading basis from all runoff leaving the proposed development site based on the post-development level of imperviousness.

This long-term average of removal of 80% of TSS requirements is consistent with the “enhanced protection” recommended in the current MOE SWM Planning & Design Manual (March 2003).

- b) On-site stormwater management quality measures are generally preferred; however, it is recognized that site conditions and types of development (e.g. small infill/redevelopment) may preclude the feasibility of achieving the above requirement. There is a need to consider options, if agreed by the proponent, for allowing off-site systems and/or off-site compensatory options to the extent the proponent is not able to achieve the level of control consistent with the above requirement. The City will consider a cash-in-lieu contribution on a site-by-site basis, to the extent the proponent is not able to achieve the level of control after exhausting all reasonable on-site methods to achieve the above requirement.

The cash-in-lieu contribution shall be calculated using \$29,000.00 /impervious hectare based on the current TRCA formula.

### **Water Quantity Targets**

#### **1) Flood Flow Management**

- a) The required level of peak flow control from a development site contributing flow to a specific watercourse at the point of discharge shall follow Toronto and Region Conservation Authority (TRCA) Flood Flow Criteria Map.
- b) The City of Toronto has adopted the 100-year storm as the level of protection for properties, where feasible, against surface flooding from ponding on streets, particularly, in areas of the City experiencing chronic basement flooding and/or when a proper major overland flow stormwater drainage system does not exist.

**2) Erosion Control Criteria**

- a) If the new development discharges directly and/or in proximity (within 100 m) of natural watercourses, the proponents are required to complete an Erosion Analysis Report to determine the erosion control criteria for the sites (see Appendix E.2 (WWF Guidelines for the Terms of Reference for such study analysis – or obtain the latest edition from TRCA).
- b) For sites where it is not feasible<sup>(4)</sup> (this condition must be reviewed and agreed by City staff) to complete an Erosion Analysis Report, we typically require that runoff from a 25 mm design storm be detained on-site and released over a minimum of 24 hours.
- c) New developments shall be designed to minimize the number of new storm outfalls in the valley and all new outfalls shall be designed to minimize potential erosion (see Appendix E.3 for Storm Outfall & Outfall Channel Design Criteria - obtained from TRCA).

**3) Municipal Infrastructure Discharge Criteria**

- a) The allowable release rate to the municipal storm sewer system (minor system) from the development site during a 2 year design storm event must not exceed the peak runoff rate from the site under pre-development conditions during the same storm event, or existing capacity of the receiving storm sewer, whichever is less.

- b) When the % imperviousness of a development site under pre-development condition is higher than 50% (regardless of what the post-development condition is), the maximum value of C (Runoff Coefficient) used in calculating the pre-development peak runoff rate is limited to 0.5.
- c) In all cases, the proponent of a development site shall investigate and determine the direction and hydraulic capacity of the conveyance path for the existing major system flow from the site through any adjacent properties, existing right-of-ways, or overland flow routes within City lands/easement, etc. to an existing watercourse. The purpose of this investigation is to determine if a suitable overland flow route of sufficient hydraulic capacities (up to a 100-year return period storm) exists, which is acceptable to the City. If the major overland flow route is accepted by the City, storm runoff, which exceeds the allowable release rate defined above but complying with all other requirements (i.e. water balance, water quality, flood flow and erosion controls) is allowed to discharge off-site via the overland flow route. If no approved or adequate overland flow route exists, then all flow from the 2-year up to the 100-year return period storms shall be stored on site and released at the allowable release rate defined above or the capacity of the existing minor system, whichever is less. Rooftop storage, oversized sewer pipe storage and paved area storage will be permitted and the depth of ponding within a paved parking area shall not exceed 0.3 m (greater depths may be permitted in loading dock areas). Storage within depressed landscaping or grassed areas will be permitted and the maximum depth of ponding shall not exceed 0.9 m.
- d) The overland flow (major) system including flood protection works, where applicable, within the subject development shall be designed to accommodate and/or convey the major storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's 100 year design storm, without causing flood damage to proposed and adjacent public and private properties. Overland flow shall only be conveyed through walkways, easements and within the road allowance. Continuity of overland flow routes between adjacent developments shall be maintained. Determination of the allowable flow for the major system is based on allowable depth and inundated area, and the reduced allowable flow due to velocity

considerations. In sump areas, overflow outlets (to parking or other graded areas) should be provided to prevent water in sumps, particularly when the sump is clogged, from entering adjoining buildings. Residential dwellings, public, commercial and industrial buildings shall not be inundated at the ground level, unless buildings are flood-proofed.

- e) In accordance with the Wet Weather Flow Policy and the City of Toronto Sewer Use By-law the direct connection of any new private storm sewer to the municipal storm sewer system is prohibited for any new or reconstructed residential, industrial, commercial or institutional buildings, this includes all roof water leaders/downspouts and/or foundation drains. Any request or application for an exemption must be supported within the Stormwater Management Report identifying the storm water balance, quantity and quality control measures being proposed for the site, and may be approved for any proposed direct connection to the municipal storm sewer system, where the report successfully demonstrates that there is no practical alternative means of drainage available on site and the proposed method is satisfied by the City staff.

For example, situations where infiltrating stormwater runoff may not be feasible and/or desirable, such as: where soil and groundwater regimes are not suitable for infiltration where soil is contaminated and does not meet the Ontario Ministry of Environment Guidelines where industrial/commercial processes on private property may contaminate stormwater runoff from the site .

**Regardless of size for all development sites, temporary erosion and sediment control for construction must be provided on-site.**

**All erosion and sediment control BMPs shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2006) and/or other City of Toronto requirements on a site-by-site basis.**

- 9.2 The storm drainage outlet for the subject development is the existing 1350 mm diameter storm sewer north of Highway 401.
- 9.3 A gravity storm sewer system is required to service the plan of subdivision. All foundation drains must be pumped to the surface.

- 9.4 A gravity storm sewer system is required to service the plan of subdivision. Minimum 300mm diameter pipe is required to service the plan of subdivision.
- 9.5 Rooftop storage is recommended as part of the storm water management plan for any high rise building.

## **VALLEYS, RAVINES, WATERCOURSES**

Requirements for slope stability, setbacks, top of bank limits, sediment control during construction.

## **GRADING**

- 11.1 The final grading of the lands shall be such that the surface water originating on or tributary to the said lands, including roof water from buildings and surface water from paved areas, will be discharged in a manner satisfactory to the Executive Director of Technical Services.
- 11.2 Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties.
- 11.3 Existing drainage patterns on adjacent properties shall not be altered.

## **SANITARY DRAINAGE**

- 12.1 The sanitary sewage outlets for the subject development are the existing 250mm diameter sanitary sewer on Wilson Avenue and across the Highway 401 right-of-way.
- 12.2 A gravity sanitary sewer system with minimum 300mm diameter pipes is required to service the plan of subdivision. Separate service connections must be made to each building unit facing a municipal right-of-way. Combined connections are not permitted.

## **WATER SUPPLY**

- 150mm diameter watermains are required within the plan. Separate service connections must be made to each dwelling and/or building unit to be held under separate ownership. Combined connections are not permitted.
- 13.2 Water to this subdivision will be supplied by connections to the existing 300mm diameter water main on Wilson Avenue.



## **EASEMENTS**

- 14.1 The consultant engineer is to ensure that all proposed easements meet minimum required easement widths as per City of Toronto Standards.

If an easement is required, proposed buildings and/or structures in this development must not encroach into this easement, either above or below ground.

## **SOIL CONTAMINATION**

- 15.1 The Owner agrees to undertake the development of the Lands in a manner which promotes safe and healthy environmental conditions both on the Lands and in the immediate adjacent areas.
- 15.2 The Owner agrees to retain the services of a Qualified Person to ensure the Lands are developed in accordance with the legislative and regulatory requirements for assessing the environmental condition, cleanup and the filing of Records of Site Condition (RSC) in the Ministry of the Environment's Environmental Site Registry.
- 15.3 Prior to the earlier of the Release for Construction of Services or Registration of the Plan of Subdivision, the Owner agrees to submit environmental assessment reports to Technical Services prepared in accordance with the Record of Site Contamination Regulation (O. Reg. 153/04) describing the current conditions of the lands and the proposed remedial action plan based on the site condition standards approach, for lands to be conveyed to the City, in fee simple and as easements interests, both internal and external to the subdivision Lands, , for third-party peer review and concurrence.
- 15.4 The Owner agrees to pay all costs associated with the City retaining a third-party peer reviewer and submit a certified cheque payable to the City of Toronto in the amount of Five Thousand Dollars (\$5,000.00) as a deposit towards the cost of the peer reviewer, and to make further deposits in the specified amount as required by the City from time to time.
- 15.5 Prior to the Registration of the Plan of Subdivision, the Owner agrees to environmentally remediate the Lands in accordance with the accepted Remedial Action Plan and following such environmental remediation, up submit a statement from the Qualified Person to Technical Services, that based on all necessary supporting environmental documents:

- a) All lands to be conveyed to the City in fee simple and as easement interest both internal and external to the Lands within the Subdivision meet the Ministry of Environment standards and regulations to the most environmentally sensitive adjacent land use; and
  - b) It is unlikely that there is any off-site contamination, resulting from past land uses on the subdivision lands, that has migrated from the site to the adjacent public rights-of-way, that would exceed applicable Ministry of the Environment standards and regulations.
- 15.6 Prior to the Registration of the Plan of Subdivision, the Owner agrees to file a Record of Site Condition (the “RSC”) on the Ontario’s Environmental Site Registry for all lands to be conveyed to the City in fee simple and as easement interest both internal and external to the Lands within the Subdivision, and submit the Ministry of the Environment’s Letter of Acknowledgement of filing of RSC confirming that the RSC has been prepared and filed in accordance with O. Reg 153/04 and that Ministry of Environment will not audit the RSC at this time or that the RSC has passed the Ministry of Environment’s Audit.

## **TRANSPORTATION REQUIREMENTS**

### **Facilities to Provide Access To and From the Land**

- 16.1 Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that are no longer required and reinstate the curb, gutter and boulevard within the City’s right-of-way, in accordance with City standards and to the satisfaction of the Executive Director, Technical Services; and
- 16.2 As per Page 36 of the Addendum, the Consultant suggested that “it is recommended that traffic along Wilson Avenue be monitored once completion of the Provincial Campus and Parc Downsview Parc developments to determine if additional capacity is required.” The applicant will be responsible to monitor future traffic conditions after the completion of the subject development, at no cost to the City.

### **Off-street Vehicle Loading, Parking Lots and Driveways**

- 16.3 Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Executive Director, Technical Services;
- 16.4 All on-site driveways and parking areas must be surfaced and maintained with asphalt, concrete, or interlocking stone; and
- 16.5 The owner must install and maintain appropriate signage and pavement markings on-site directing such as but not limited to: vehicle stopping and

circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director, Technical Services.

### **Facilities for Landscaping the Lands or Protecting Adjoining Lands**

16.6 The owner acknowledges that anything other than concrete sidewalks, trees and sod that they locate within the untravelled portion of the adjoining public highway(s) are encroachments that must be installed, planted and maintained at the owner's expense, specifically:

- All landscape/streetscape features illustrated on the applicant's approved landscaping plan; and,
- Plant irrigation systems.

16.7 These encroachments shall be permitted by the City of Toronto pursuant to the following terms:

- The property owner accepts this boulevard area in its current condition as of the date of the agreement, and shall not call upon the City to do or pay for any work or supply any equipment to make the boulevard more suitable for the uses specified herein;
- All encroachments within the boulevard areas of the adjoining public highways shall be constructed and maintained according to the approved site and landscaping/streetscaping plan(s) approved by this Division, and the Executive Directors of Technical Services and City Planning;
- To provide unobstructed driver sight lines, the owner shall ensure that all vegetation, street furniture, retaining walls and fences located within 4.5 m of the travelled portion of the adjoining public highway do not exceed a maximum height of 0.85 m measured from the travelled surface of the adjoining highway. The owner shall maintain all trees located within 4.5 m of the travelled portion of the adjoining highway with a minimum clearance of 2.5 m measured between the bottom of the tree canopy and the travelled portion of the street;
- The owner agrees that they will, at their expense, maintain the encroachments in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth. The owner shall not make any additions or modifications to the encroachments beyond what is allowed pursuant to the terms of this site plan agreement. The owner further acknowledges that should they neglect to maintain the encroachment(s), then the City, after providing 24 hours notice, shall, at the owner's expense, perform the required maintenance and remove graffiti, posters, litter, snow and ice, and the City may recover its costs in a like manner as municipal taxes;
- The owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any encroachment(s), the City shall not

be liable to pay any compensation whatsoever for such removal, nor shall it restore any encroachment that it removes. The encroachments permitted by this agreement shall be removed by the owner, at their expense, within 14 days of receiving written notice from the Executive Director of Technical Services or his/her designate. In default of the removal not occurring as requested, the City may carry out the removal, at the owner's expense, and may recover its costs in a like manner as municipal taxes;

- The owners acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The owner agrees that the City or utility shall have the right to remove the encroachments for the purpose of carrying out such installation, replacement, repair or maintenance. Prior to removing the encroachment, the City shall give 48 hours notice of its intention to remove the encroachment for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement, repairs or maintenance, the owner, at their sole expense, shall proceed immediately to restore the encroachments to the condition it was in prior to the commencement of such installation, replacement, repairs or maintenance. Under no circumstances, shall the City be required to so restore the lands, or to compensate the owner for the cost of doing so; and
- The owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City as a result of the owner's use of the boulevard area of the adjoining public highways.

## **ENGINEERING REQUIREMENTS**

The grading plan needs to indicate an on-site major storm overland drainage route and outlet for this site where the maximum ponding depth for any rainflow event is to be maintained below the maximum permitted ponding of 0.3 metres. A shaded area needs to be depicted within the development if any surface ponding will be present within the site.

The consultant engineer is to include construction notes and construction details on the engineering plans. A copy of our general and construction notes have been attached for your use. As part of the construction details, a control orifice pipe and manhole detail, including the 100 yr HGL, needs to be included on the servicing plan, showing that the orifice pipe is proposed and constructed upstream of the

inspection maintenance hole. Location of the orifice pipe needs to be identified on the servicing plan.

Proposed water service shut off valves must be proposed and located within the City's road allowance at the property line. Please ensure that a note is added on the plan to specify that the proposed connections are constructed as per City standard No. T-1105.02-1 or T-1105.02-2.


The proposed storm inspection maintenance hole must be located between the oil/grit separator and storm service connection entirely on private lands.

The site servicing and grading plans are to show and label the existing sidewalk and the relocated 1.7 metre wide sidewalk across the entire Wilson Avenue frontage of the site located to the standard location of 1.0 metre from the property line.

The engineering plans need to show the entire Wilson Avenue, Downsview Avenue and Street C rights-of-way, up to the north side of Wilson Avenue Sheppard Avenue, south side of Downsview Avenue and west side of Street C road allowance limit, for proper coordination. For further information, please contact David Leah, Senior Print Clerk at 416-395-6244.

A note is to be added on the plan to ensure that the existing curb at the proposed entrance is removed and replaced with a concrete curb and gutter as per City Standard T-600.05-1. This will ensure that the entrance will be constructed as per City Standard T-350.01.

Engineering plans are to be prepared by the consultant engineer and to include the following title block for acceptance and signature by the manager of development engineering.

 <b>TORONTO</b>	<b>TECHNICAL SERVICES DIVISION</b>
ACCEPTED TO BE IN ACCORDANCE WITH THE CITY OF TORONTO STANDARDS. THIS ACCEPTANCE IS NOT TO BE CONSTRUED AS VERIFICATION OF ENGINEERING CONTENT.	
Frank Clarizio, P. Eng., Manager, Development Engineering	DATE: _____

For further information or to obtain a digital copy of the title block, please contact Robert Fazio, Senior Development Engineer, at rfazio2@toronto.ca.

## **UTILITIES**

- 18.1 A co-ordinated utilities plan which shows all utilities (Bell, Hydro, Consumers Gas and Rogers Cable) in accordance with TPUC Dwg. No. S-1 and is approved by all utility companies must be submitted to the Technical Services Division as part of the Engineering Design drawings.

## **19. GENERAL**

- 19.1 The above site specific comments are in addition to our Standard Conditions of Approval for Subdivisions which shall form part of the conditions for Draft Plan Approval for this application.
- 19.2 All new or revised development proposals must be forwarded to the Technical Services Division for review and a new report will be provided by this Division.
- 19.3 The applicant is advised to contact Mr. Robert Sevigny, Municipal Numbering Supervisor, at 416-392-8451 to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see <http://www.toronto.ca/mapping/numbers/index.htm> for details.
- 19.4 The applicant is advised to contact Mr. Desmond Christopher, Street and Parcel Mapping Supervisor, at 416-392-1831 to initiate the street naming process. The applicant will be required to follow the City of Toronto's Street Naming Policy which can be found at <http://www.toronto.ca/mapping/streetnaming/index.htm>. It should be noted that all public streets, private access roads and private walkways should be named in order to facilitate access to the units fronting these streets, roads and walkways.

## **20. ROAD ALLOWANCE PERMITS**

- 20.1 The applicant must obtain the necessary authorisations and permits from our Right-of-Way Management Section before excavating or encroaching into municipal road allowance. The applicant is advised to contact our Right-of-Way Management Section at (416) 395-7112 regarding site-specific permit and licensing requirements.

## **21. CONSTRUCTION MANAGEMENT PLANS**

- 21.1 We advise the applicant that they cannot use the municipal right-of-way for

construction-related purposes without first receiving written authorization from our Right-of-Way Management Section, including payment of the necessary fees.

## **22. ENCROACHMENTS**

22.1 Any encroachments within Municipal Road Allowances will not be permitted unless they are explicitly approved by the Right-of-Way Management section of Transportation Services. The applicant is required to contact the section through the permit approval process to obtain the exact particulars of these requirements. For further information, please contact the Right-of-Way Management Section, North York District at (416) 395-7112.

## **23. TORONTO HYDRO APPROVAL**

23.1 The applicant must obtain approval from Toronto Hydro Street Lighting Incorporated before removing and/or relocating any utility with attached municipal street lighting.

## **24. DRAFT PLAN OF SUBDIVISION CONDITIONS**

24.1 Public roads within the plan of shall include the following:

- Street 'A' shall be designed as a 30.0 metre road allowance;
- Street 'B' and Street 'C' shall be designed as a 27.0 m road allowance;
- Sidewalks must be constructed along both sides of Public Roads to the satisfaction of the Executive Director of Technical Services, at no cost to the City of Toronto;
- 6.1 metre radius corner roundings must be provided at all intersection of all streetlines on public roads within the plan and at all intersections to existing public roads;
- A 0.3 m reserve shall be required on all public roads; and
- Additional clauses as determined by the City may be required.

24.2 Provide a functional and detailed design of the proposed Public Roads through the subject site which must be constructed to Municipal Standards, free and clear of all encumbrances, including signage costs, pavement markings, illumination, and any other costs deemed necessary by the City, prior to the registration and execution of the Subdivision Agreement. The precise location of all on-site signage must be clearly shown on site plan drawings. Through a Plan of Subdivision Application, the proposed Public Road must be conveyed to the City of Toronto, at no cost to the City; and

24.3 All costs associated with the construction of public roads and any additional required infrastructure through the development site are the

applicant's sole financial responsibility.

## **A. BACKGROUND**

The applicant has resubmitted a letter to the City of Toronto which speaks to the City's and Ontario Ministry of Transportation's (MTO) most recent comments. The applicant had previously submitted two Traffic Assessments and Travel Time Surveys to the City of Toronto for the City's review.

The information shown below will provide a detailed summary of the transportation components related to the subject site.

### **MTO**

City of Toronto staff had a meeting with MTO staff on March 3, 2010 to discuss the traffic impacts of the Provincial Campus redevelopment. The major discussion points include:

- MTO's major concern is vehicle spillback from off-ramps onto the Highway;
- MTO objects to a direct Highway 401 Westbound access ramp from the subject site; and
- MTO may be able to provide an additional 1.2 m cantilever to accommodate a sidewalk on the west side of the Keele bridge.

### **TRAFFIC ASSESSMENT**

The subject site's Transportation Assessment prepared by Cole Engineering, analyzed three horizon years, 2015, 2020 and 2025. The trip generation is based on estimated number of employees accessing the Provincial Campus which includes:

- Block 2 - Humber River Regional Hospital (approx. 1,200,000 square feet);
- Block 3 - Forensic Sciences and Coroner's Complex (approx. 530,000 square feet), and
- Block 6 - ORC Lands (Buildings B, D and a new building of approx. 400,000 square feet).

Future Provincial Campus redevelopments beyond the land uses noted and described above have not been analyzed by Cole Engineering.

By 2015, the new HRRH and FSCC and Block 6, which includes the retention of the government office Buildings B, D and a new 400,000 square foot building, will be completed.

By 2020, the HRRH and FSCC are expected to expand by approximately 750 and 100 employees respectively. The 2025 horizon will only include background traffic growth added to the anticipated traffic volumes.



### ***Existing Conditions***

Under existing traffic conditions the intersection of Keele Street / Wilson Avenue is experiencing capacity constraints. The westbound and northbound left-turn movements are experiencing high delays and the queuing for the westbound left-turn is extended well past its available storage during the a.m. and p.m. peak hours.

The City of Toronto has received public concerns regarding the high delays and queuing at the Keele Street / Wilson Avenue intersection. The Consultant conducted travel time surveys for specific movements at the study area intersections as requested by City staff. The table below summarizes the results of the travel time surveys.

<b>Movement</b>	<b>Trial Results (minutes = ' / seconds =")</b>			
	<b>1</b>	<b>2</b>	<b>3</b>	<b>Average</b>
Highway 401 WB off-Ramp to Keele Street / Wilson Avenue intersection	1' 33"	1' 35"	2' 02"	1' 43"
Highway 401 EB off-Ramp to Keele Street / Wilson Avenue intersection	4' 37"	2' 24"	4' 08"	3' 43"
WB left at Keele Street / Wilson Avenue intersection to Highway 401 WB On-Ramp	5' 18"	4' 28"	6' 32"	5' 26"
WB left at Keele Street / Wilson Avenue intersection to Highway 401 EB On-Ramp	5' 54"	4' 43"	6' 44"	5' 47"
NB left at Keele Street / Wilson Avenue intersection	1' 27"	1' 52"	1' 55"	1' 50"
EB left at Keele Street / Wilson Avenue intersection	1' 33"	1' 14"	1' 34"	1' 27"

Source: *Travel Time Surveys*, Table 2.1, by Cole Engineering

The surveyor stated that the westbound left-turn movement at Keele Street / Wilson Avenue intersection took over 2' 30" to complete. The results reveal that all surveyed left-turn movements at the Keele Street / Wilson Avenue intersection are operating at a failing level of service (= 80 seconds delay) during the p.m. peak hour on a typical Tuesday, Wednesday or Thursday.

The surveyor also noted that the westbound left-turn queue at the Keele Street / Wilson Avenue intersection frequently extended beyond the available storage and spilled back into the left-turn lane of the commercial plaza on the south side of Wilson Avenue. It was also observed to extend into the left-turn lane of the plaza on the north side of Wilson Avenue.

Therefore, from the Consultant's analysis and surveys, there are immediate traffic concerns at the intersection of Keele Street / Wilson Avenue under existing conditions in addition to other traffic movements in the study area.

### ***Future Background Conditions***

Future background conditions analyzes the 2015 horizon and includes traffic generated by other developments within the study area and traffic growth from outside the study area.

The Consultant reviewed historical annual average daily traffic (AADT) on both Keele Street and Wilson Avenue. The data indicates that there has been negative growth on both streets since 1996. However, a growth rate of 0.25% was applied by the Consultant to remain conservative and will take into account the growth anticipated in the Downsview Area Secondary Plan area.

The background developments within the study area are as follows:

- 1323 & 1328 Wilson Avenue Townhouse Development – 16 Dwelling Units;
- 1055 Wilson Avenue Condominium Development – 195 Dwelling Units;
- 545-555 Wilson Avenue Condominium Development – 350 Dwelling Units;
- 7 & 9 Tippett Road Condominium Development – 500 Dwelling Units; and
- 1060 & 1070 Sheppard Avenue West & 1 & 55 DeBoers Drive Condominium Development – 996 Dwelling Units.

The traffic generated by the above developments was based on previously approved traffic impact studies. The background traffic growth and background developments were applied to the 2015 horizon and the study area intersections were analyzed. The intersection of Keele Street / Wilson Avenue continues to experience capacity constraints and operates poorly.

The Consultant suggested a dual westbound left-turn lane at the Keele Street / Wilson Avenue intersection. While the westbound left-turn operation slightly improves, there will be adverse impacts to other movements resulting in additional delays and congestion. The dual westbound left-turn lane proposal is not supported by City staff.

### ***Site Traffic***

As previously noted, the majority of the full build-out of Blocks 2, 3 and 6 is projected to be completed by 2015. Some of the existing staff from all three facilities completed a questionnaire compiled by the Consultant to predict the level of transit use at the future redeveloped site.

Trip generation for the proposed HRRH and ORC office buildings were derived from traffic counts at the existing facilities. A trip rate was established with employees as the constant variable. Trip generation for the proposed FSCC was derived from the industry standard (ITE) rates. The anticipated vehicular trips from the court house were derived based on person capacity and an estimated vehicle occupancy rate. The table below

summarizes the anticipated new vehicle trips accessing the future redeveloped site. Notably, the vehicular trips attributed to the two retained ORC buildings D and C and the relocation of the existing employees into a new 400,000 office building are accounted for in existing traffic volume counts. No trips were assessed or applied to the remainder of the site.

Land Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
HRRH – Block 2	1030	325	1355	414	736	1150
FSCC – Block 3	297	33	330	44	274	318
Government offices – Block 6	34	11	45	9	39	48
<b>Total</b>	<b>1361</b>	<b>369</b>	<b>1730</b>	<b>467</b>	<b>1049</b>	<b>1516</b>

Source: *Addendum to Transportation Assessment*, Table 6.11, by Cole Engineering

The trip distribution for the HRRH was based on existing employee residences. The Transportation Tomorrow Survey (TTS) was used to predict the trip distribution for the FSCC and ORC offices. Approximately 40% of the vehicular trips for all uses will be destined to/from Highway 401.

The proposed redevelopment is expected to have a significant impact to the study area intersections, especially Highway 401 off ramps on Keele Street and Keele Street / Wilson Avenue. The intersection of Keele Street / Wilson Avenue is operating poorly, as previously stated, and there are major traffic concerns arising from the proposed redevelopment.

### ***Future Total Conditions***

The future total traffic consists of future background traffic plus site generated traffic.

The Consultant’s future total traffic analysis reveals major delays, queuing and capacity constraints at the Keele Street / Wilson Avenue intersection. The incorporation of a dual westbound left-turn lane at Keele Street / Wilson Avenue intersection is not expected to alleviate the concerns expressed by Transportation staff.

Due to the major delays at the study area intersections, traffic infiltration into the residential local roads to the north may occur. We always discourage traffic from arterial roads from infiltrating into residential neighbourhoods. Infiltrating traffic affects the purpose of local roadways and may affect traffic safety on the local road. The reliance of local roads versus the use of collectors and arterials to support the vehicular demand of major redevelopment is discouraged. To this end, turning restrictions may be implemented to address this issue.

### ***Study Area Improvements***

*Dual Westbound Left-Turn at Keele Street / Wilson Avenue:*

A dual westbound left-turn lane at the Keele Street / Wilson Avenue intersection was recommended by the Consultant to alleviate the heavy volume of vehicles utilizing this movement. The Consultant submitted a preliminary functional design of this improvement which illustrates minimum lane widths on Wilson Avenue. The minimum lane widths proposed are not acceptable as this section of Wilson Avenue experiences heavy traffic with a high volume of trucks. Therefore, it must be noted that the proposed lane widths are not acceptable to us and additional land will be required and as stated, Moth Park on the north side of Wilson Avenue must not be affected. Any redesign and realignment of lanes on this section of roadway must meet the requirements of City and minimum lane widths will not be supported. Currently, this has not been demonstrated to Transportation's satisfaction.

Dual left-turn lanes do not function well in an urban environment as it increases the overall size of the intersection thus affecting pedestrian crossings. The intersection of Keele Street / Wilson Avenue has a high volume of pedestrian activity and the redevelopment is expected to generate additional pedestrians. Additionally, during off peak hours, left-turning vehicles would face additional delay.

A preliminary review of the dual-left proposal (given the information provided by the applicant's consultant) has indicated that the current ROW width varies from 30.2 m – 31.4 m (west to east). The required ROW for Wilson Avenue is 36.0 m. This results in a deficiency of between 4.6-5.8 m (west to east). Taking into consideration appropriate lane widths and not impacting the park on the north side of Wilson Avenue, the proposal will not provide adequate boulevard space and pedestrian facilities within the current City owned Right-of-Way.

Based on the above, Transportation Planning and us do not support the dual left-turn lane proposal.

*Southbound Right-Turn at Keele Street / Wilson Avenue & Northbound Right-Turn at Jane Street / Wilson Avenue & Keele Street / Sheppard Avenue West:*

All improvements are triggered by the additional vehicular trips generated by the subject redevelopment. It is unclear whether the three lane additions can be accommodated within the existing right-of-way. Additional lands may be required and as mentioned above, a separate process will be required.

*Signalization at Agate Road / Wilson Avenue & Street 'C' / Street 'A':*

Street 'C' will be a new public road that will also align at the Agate Road / Wilson Avenue intersection. Agate Road will serve as a major connection to the redevelopment. The Consultant has conducted signal warrant analysis at both intersections and both warrants were met. Functional designs of the signalized intersections will be required at the site plan stage.

*Signalization of the Dual Eastbound Right-Turn at Keele Street / Downsview Avenue:*

City staff request that the channelized right-turn lanes be removed and the eastbound lanes to aligned perpendicular to Keele Street. The eastbound traffic shall operate under signalized control. The City of Toronto currently undertakes the removal of channelized right turn movements due to safety concerns with respect to pedestrian movements. This redesign is a required safety initiative for the intersection. The applicant has so far referred this request as being under the jurisdiction of the MTO. We require the applicant's consultant to make the required changes and to notify the MTO (as per the applicant's negative response to our previous request) of this City initiative.

*Keele Street Overpass Rehabilitation:*

The Consultant has indicated that the MTO has planned a bridge rehabilitation on the Keele Street overpass and that there may be an opportunity to widen the existing roadway to accommodate an extension of the northbound left-turn lane at the Keele Street / Downsview Avenue intersection. The City of Toronto requires written confirmation from MTO that a pavement width extension can be accommodated (with no impact to pedestrian facilities, namely sidewalks) with the rehabilitation before this improvement can be reviewed.

*Direct On-Ramp Access to Highway 401 Westbound from Site:*

The Consultant has submitted a letter to the City of Toronto written by the MTO in response to the City's request to introduce a new ramp onto the Westbound Highway 401 from the provincial campus. The MTO states that they do not support this improvement due to the following:

- Minimize the number of conflict points;
- High traffic volumes impact to the immediate area;
- Close proximity of other ramps
- Proximity of transfer; and
- Approach to a freeway-freeway interchange.

***Implementation of Required Transportation Improvements***

In order to facilitate this project, the above road improvements and those indicated in the zoning conditions shall be implemented at the City of Toronto's discretion. The City of Toronto reserves the right to implement any additional road improvements necessary to improve the operations of the area road network.

All works will be undertaken at no cost to the City of Toronto.

## *Transit*

The Consultant researched the Transportation Tomorrow Survey (TTS) data to determine the existing modal split (transit use) in the vicinity of the Highway 401 / Keele Street Provincial Campus. A relatively constant modal split of approximately 18% has been evident within the last 20 years.

The existing site has access to bus routes served by the Toronto Transit Commission (TTC) and GO Transit.

### *TTC:*

The 41 Keele bus operates between Keele Station, on the Bloor-Danforth Subway Line, and Steeles Avenue West. This bus is available approximately every four to five minutes during the morning and afternoon peak periods.

The 96 Wilson bus operates between York Mills Station, on the Yonge-University-Spadina Subway Line, and Humberline Drive. This bus also stops at Wilson Station on the Yonge-University-Spadina Subway Line and is available approximately every three to four minutes during the morning and afternoon peak periods.

### *GO Transit:*

The GO Transit buses have an existing stop on the Highway 401 Westbound On-Ramp and on Keele Street immediately south of the Highway 401 Eastbound On-Ramp. The buses that utilize these stops include: Brampton Local Highway 27 and Highway 427 GO Bus, Milton Highway 401 GO Bus, Newmarket Highway 400 GO Bus and Oakville Highway 403 GO Bus.

As part of Transit City, the TTC have incorporated a bus rapid transit plan (BRT) on Wilson Avenue as well to compliment their LRT plan that is currently being initiated. The portion of Wilson Avenue between Keele Street and Wilson Subway Station (located at the NE corner of Transit Road and Wilson Avenue) has been identified as a potential BRT route. However, no funding to date has been approved for its implementation. In addition, as part of the Downsview Area Secondary Plan, there may be opportunity to provide BRT along Keele Street, in the portion of Keele Street between Wilson Avenue to Sheppard Avenue. This would provide a connection to the new Sheppard West subway and GO Transit rail station, but has not been identified.

As part of this application, the City is requiring that the applicant fund the procurement of a third-party consultant to work with TTC and City of Toronto staff to develop and prepare a feasibility study for a potential bus rapid transit route along:

- Keele Street - from the Spadina Subway Extension; or
- Wilson Avenue - from Wilson Subway station

## **ROADWAYS**

### ***Rights-of-Way***

We are recommending that street “A” be a 30.0 metre right-of-way to accommodate proposed and future development left turn traffic volumes destined to both the north and south side of the street.

The provision of left turn lanes at appropriate locations combined with consolidated access driveways along street “A” will address operational concerns that this Division has on this section of roadway as a result of issues that include: the type of proposed and anticipated development, high traffic volumes, sightlines/sight distance, operational efficiency and the number of proposed and anticipated driveways and resulting conflicts.

The applicant’s traffic consultant was required to undertake signal warrant analysis for the proposed new signalized intersection of Street ‘A’ and Street ‘C’ (Julian Ext. and Downsview). We have now received this assessment (which warrants the installation of a traffic signal).

The volume of traffic for Street ‘A’ at this intersection is:

- 944 vph (average of the peak 8 hours).
- This equates to approximately 7552 vehicles for the 8 hr daytime period.
- An approximate 24 hr AADT would be in the range of 15,104 vehicles.

Under the City of Toronto’s Road Classification Criteria, as adopted by City Council in 2000, Street ‘A’ would qualify under a Minor Arterial (8,000-20,000 vehicles). A typical right-of-way width for a Minor Arterial is between 20-30 metres. The Road Classification Criteria also stipulates that wider rights-of-way are required for new streets to accommodate additional facilities.

The geometric design of the roadway is generally set due to existing buildings, features and to make the most of the development blocks. That being said, there is a grade change and curvature in the design of Street ‘A’ which are a concern for stopping site distance. Potential conflicts with turning traffic and through traffic are of concern.

### ***New development and Future Road design***

Future development blocks (Block 5, 7 and 8) have been illustrated on the Provincial Campus Master Plan drawings but traffic impacts have not been analyzed by Cole Engineering from a transportation perspective. In addition, the Transportation Assessment prepared by Cole Engineering analyzed the number of employees associated with each of the proposed re-development blocks (Blocks 2, 3 and 6). To this end it is required that holding provisions be implemented on any additional development and future increase in employees for existing and future blocks given that no analysis was undertaken for the site as a whole.

The lifting of the holding provision for the Campus will be subject to a traffic and TDM monitoring program that will assess the transportation conditions on the surrounding public infrastructure and the number of employees for the Campus.

Impacts on Street “A” in relation to these potential development blocks, its driveways and trip generation are unknown. The recommended provision of a 30 metre right-of-way for street “A” will provide the City with the flexibility of implementing future mitigating measures such as left turn lanes at appropriate locations as the Provincial Campus builds-out before and after the 2020/2025 horizon years.

## **BOULEVARDS / STREETSCAPING**

The applicant must restore those sections of municipal boulevard where they propose to close existing driveway(s), replacing the access point(s) with appropriate landscaping and continuous poured raised concrete curb.

The applicant must ensure that any streetscape designs proposed within municipal right-of-way comply with the requirements of this Division. We emphasise that anything other than municipal sidewalks, street trees and sod are encroachments that the property owner must recognise in either a site plan or encroachment agreement that is registered on-title to the property. The property owner is responsible for designing, constructing and maintaining these encroachments.

## **DRIVEWAY ACCESS / SITE CIRCULATION**

The subject site is accessed via three future public roads; Street ‘A’, ‘B’ and ‘C’. An access to the emergency area of the hospital is also proposed off Wilson Avenue, west of Street ‘C’. The applicant is proposing the Main Entrance of the hospital on Street ‘A’ and the Dialysis section of the hospital will have an exclusive access on Street ‘B’.

The parking structures are proposed to be located at the southwest and southeast corner of the hospital block. Each parking structure is proposed to have two access points. The proposed west access point for the south-easterly parking structure shall be relocated so access is provided exclusively off Street ‘A’. We have provided detailed comments with respect to site accesses in the site plan submission.

## **PARKING**

A parking assessment/strategy was included in the Transportation Assessment.

### ***Humber River Regional Hospital***

To determine the potential demand and adequate supply of the HRRH, the Consultant conducted parking surveys at the three existing hospital sites. The surveys revealed a combined peak parking demand of 1,608 parking spaces at the existing hospitals. The peak parking occurred at 11:00 a.m. on a typical weekday.



The Consultant calculated the future parking demand based on increases in both employees and visitors. The table below summarizes the proposed parking supply of the HRRH.

	2014/2015			2019/2020		
	Staff	Visitor	Total	Staff	Visitor	Total
<b>Peak Demand (100<sup>th</sup> Percentile)</b>	1380	783	<b>2163</b>	1606	954	<b>2560</b>
<b>10% Non Auto Trip Reduction</b>	1242	705	<b>1947</b>	1445	859	<b>2304</b>
<b>90<sup>th</sup> Percentile Demand</b>	1104	626	<b>1730</b>	1285	763	<b>2048</b>

Source: *Addendum to Transportation Assessment*, Table 10.4, by Cole Engineering

### ***Forensics Service and Coroner's Complex***

As per the Preliminary Project Review (PPR), dated March 9, 2009, completed by Toronto Building, the FSCC requires a minimum of 394 parking spaces. However, as stated in the Committee of Adjustment File No. A0094/09NY – Notice of Decision, dated April 16, 2009, 50 off-site parking spaces as per, must be located within 300 metres of the subject site.

The Consultant is proposing 350 on-site parking spaces for the FSCC which meets Toronto Building requirements.

### ***Ontario Realty Corporation (ORC)***

The approach for the parking strategy for the Ontario Realty Corporation buildings was similar to the HRRH approach. The Consultant conducted a parking survey at the existing site and a peak parking demand of 1,599 parking spaces was established.

The Consultant calculated the future parking demand based on the increase in employees as shown below.

	Existing	2014/2015
<b>Peak Demand</b>	1599	1639
<b>Employees</b>	2350	2490
<b>Rate</b>	0.68	0.68

Source: *Addendum to Transportation Assessment*, by Cole Engineering

The Consultant applied the following calculations to determine the Minimum Parking Requirement for the 2014/2015 horizon.

	<b>Spaces</b>
<b>Peak Demand (100<sup>th</sup> Percentile)</b>	1693
<b>10% Non Auto Trip Reduction (Peak *0.1)</b>	-174
<b>90<sup>th</sup> Percentile Demand Reduction (Peak * 0.1)</b>	-174
<b>Minimum Parking Requirement</b>	1345

Source: *Addendum to Transportation Assessment*, by Cole Engineering

### ***Highway 401 / Keele Street Provincial Campus***

In summary, the Consultant is recommending a total parking supply of 3,424 to 4,205 in the 2015 horizon and 3,742 to 4,528 in the 2020 horizon. In consultation with Planning, City staff will recommend a maximum parking requirement of 3,425 parking spaces for Blocks 2, 3 and 6.

### **TRANSPORTATION DEMAND MANAGEMENT (TDM)**

The applicant's consultant has provided a general overview of Transportation Demand Management (TDM) strategies as part of their study. The City has reviewed the submitted materials and have found no substantial implementation action plan, but a general overview of potential TDM measures.

As a result, the City has retained a third party consultant, Urban Trans Consulting, to study the applicant's site in order to provide TDM strategies necessary to minimize the impact of the proposed site's trip generation, quantify its impact, and recommend a TDM strategic plan that could be introduced and implemented upon the hospital site commencing its operations.

The TDM strategies to be recommended in the plan will be designed to enhance the existing infrastructure by providing convenient opportunities for visitors and employees to utilize non-single occupant vehicle (SOV) forms of transportation. The intended result is to minimize the number of auto trips generated by the Provincial Campus when it is completed. The City TDM Strategic Plan will specify what TDM strategies should be implemented on the site and what the corresponding auto trip reductions can be achieved.

Based on the City TDM Strategic Plan, the implementation of enhanced TDM measures above those proposed by the applicant will achieve a 12.6% reduction of vehicular trips to the Provincial Campus.

Future parking supply sought for the Provincial Campus will be based on further transportation analysis that reflects the positive change in employee and visitor travel behaviour, monitoring of the adopted City TDM plan, completion of the Spadina Subway Extension to Vaughan Metropolitan Centre and improved transit connectivity to the subway line along Wilson Avenue and/or Keele Street.

## **LOADING**

Loading spaces are to be provided in accordance with the North York Zoning By-law 7625.

Based on our review, we have concerns regarding the proposed layout of the hospital loading area and requires the loading area to have sufficient turnaround area for all loading vehicles to exit the site in a forward direction. The minimum loading requirements for each building will be determined when additional information is received. This can be reviewed in detail at the site plan stage.

## **CONCLUSIONS**

Transportation Services presently has operational concerns with the existing volume of traffic in the study area. The additional traffic generated from the Provincial Campus will further exacerbate the traffic congestion and operations on the area road network. The suggested road improvements by the applicant will not alleviate transportation concerns solely on their own.

The capacity constraints on the adjacent road network will continue to be an area of concern. However, the measures and recommendations by City staff (such as TDM measures) will assist in limiting the interim vehicular impact of the development in the absence of improved transit infrastructure and increased transit modal split of employees and visitors to the Provincial Campus.

In the future, the Spadina Subway Extension, BRT on Wilson Avenue and/or Keele Street will assist in changing travel patterns to the Provincial Campus over time.

In the interim, the implementation of a Holding Provision on future development lands coupled with a monitoring program to provide feedback to City staff on the effectiveness of the recommended measures is a critical aspect to ensure that existing and future public infrastructure is not further compromised.

Frank Clarizio, P. Eng.

Manager, Development Engineering, North York District

RF/

Attachment (redlined copy of Figure No. SWM-1A to be distributed to the applicant – redlined copy was submitted with previous memorandum)

c.c. M. Currie, Director, Transportation Services, North York District  
Patrick Cheung, Toronto Water, Metro Hall



## **Attachment 7: Urban Design Guidelines**