

**251 Manitoba Street – Official Plan and Zoning By-law Amendment Application – Feasibility of Establishing a Bus Route, a Raised Intersection and Additional Lay-by Parking on Manitoba Street**

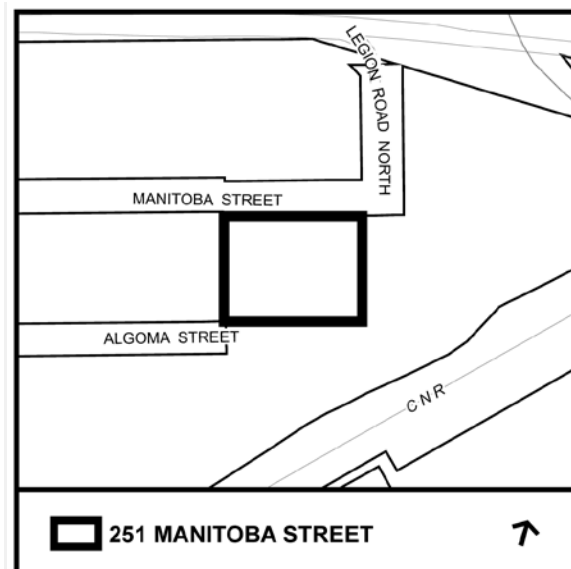
<b>Date:</b>	June 1, 2016
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	13 253075 WET 06 OZ

**SUMMARY**

The purpose of this report is to review and report on the feasibility of establishing a bus route, a raised intersection and additional lay-by parking on Manitoba Street. At its meeting of March 31 and April 1, 2016, City Council adopted confidential Recommendations authorizing the City Solicitor to appear at the Ontario Municipal Board in support of a proposed settlement for a 499 unit apartment building at 251 Manitoba Street.

As part of its approval of the settlement, City Council directed the Chief Planner and Executive Director, City Planning, to report to the Etobicoke York Community Council regarding the feasibility of establishing the following improvements, in consultation with Transportation Services and Toronto Transit Commission staff, as necessary:

1. A raised intersection at the vehicular entrances and exits from 251 Manitoba Street and at 200, 250 and 300 Manitoba Street and the



- potential for 4-way stop signs at this intersection;
2. A bus route servicing Manitoba Street running easterly from Grand Avenue to Legion Road North, and continuing to meet Park Lawn Road; and
  3. A lay-by on the south side of Manitoba Street to provide short term parking.

This report responds to that direction.

## **RECOMMENDATIONS**

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

1. City Council authorize the Director, Transportation Services, Etobicoke York District, further to the request to examine the feasibility of establishing a raised intersection at the vehicular entrances and exits from 251 Manitoba Street and at 200, 250 and 300 Manitoba Street, to report back to the September 7, 2016 Etobicoke York Community Council meeting on the feasibility of installing traffic calming measures on Manitoba Street.

### **DECISION HISTORY**

On July 7, 8 and 9, 2015, City Council considered Item EY7.1, a Request for Direction Report on the appeal of an Official Plan and Zoning By-law Amendment application seeking permission for a 48-storey tower containing 548 residential units at 251 Manitoba Street. City Council directed the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board hearing to oppose the appeal in its current form, but to continue discussions with the applicant to negotiate an appropriate development proposal for the lands. The City Council decision and report can be viewed at the following link:

<http://www.toronto.ca/legdocs/mmis/2015/ey/bgrd/backgroundfile-80787.pdf>

The Ontario Municipal Board held a Prehearing Conference on July 8, 2015. The City also participated in mediation at the OMB on October 1 and 2 and October 28, 2015.

On January 20, 2016, the Board held a second Prehearing Conference and the applicant confirmed that it would be submitting an amended proposal for approval at the Board. Revised drawings, illustrating the revised proposal, were submitted to the City on January 29, 2016 for review.

On March 31 and April 1, 2016, City Council authorized the City Solicitor to appear at the Ontario Municipal Board in support of a settlement based on the revised proposal, subject to the following conditions:

- a. The maximum height of the tower being 87 m, plus mechanical penthouse and the mid-rise building having a maximum height of 35 m plus mechanical penthouse;

- b. The floor plate of the tower having a maximum size of 750 m<sup>2</sup> and complying with the City's Tall Buildings Design Guidelines;
- c. The maximum height of the podium being 13.5 m;
- d. The overall density of the development being a maximum of 34,750 m<sup>2</sup> and no more than 499 units; and
- e. A minimum of 10 percent of the residential units being larger suites, having a minimum of two bedrooms and a den.

The City Council decision and report can be viewed at the following link:  
<http://www.toronto.ca/legdocs/mmis/2016/cc/bgrd/backgroundfile-91734.pdf>

On April 25, 2016, the Board issued an Order allowing the appeal. The Board withheld its final Order pending notice by the parties that a number of pre-approval conditions have been fulfilled, and that there has been satisfactory review and finalization of the Official Plan and Zoning By-law Amendments. The OMB set a hearing date of July 11, 2016 to finalize the above documents.

Throughout the review of the development application, Mystic Pointe residents expressed concern over a number of traffic related issues in the community. They raised concern over traffic congestion on Manitoba Street, the proliferation of on-street parking and that drivers do not respect the posted speed limits. The community is of the opinion the approval of the application at 251 Manitoba Street will exacerbate these problems. The residents requested that the Ward Councillor review options such as a raised intersection and lay-by parking on Manitoba Street to improve safety for pedestrians and vehicles. They also feel that there may be an opportunity to have public bus service on Manitoba Street to lessen the impact of cars in their neighbourhood.

As a result, the Ward Councillor introduced a Motion at the City Council meeting of March 31 and April 1, 2016, directing staff to examine the feasibility of establishing a bus route, a raised intersection and additional lay-by parking on Manitoba Street. City Council approved this direction.

## **COMMENTS**

Toronto Transit Commission staff have investigated the possibility of operating a bus route on Manitoba Street. TTC staff are of the opinion this street is too narrow and is not well-suited for transit operations (there is no appropriate location to establish a turn-around loop). In addition, TTC staff do not support the diversion of an existing arterial bus route into the Mystic Pointe community as this would result in significant operational delays for the arterial service.

In order to better accommodate bus ridership within the Mystic Pointe community, the Toronto Transit Commission has increased the every-day service on the 66B Prince Edward bus route on Park Lawn Road. As of February 14, 2016, this route operates every 12 minutes during peak periods and every 20 minutes during off-peak periods.

Riders also have access to the 76B Royal York South service which operates through the area via Grand Avenue. The Toronto Transit Commission will continue to monitor ridership on all the routes and increase the service of these bus routes, if warranted.

Transportation Services staff have considered a raised intersection and an all-way stop at the vehicular entrances and exits from 251 Manitoba Street and at 200, 250 and 300 Manitoba Street. Staff advised that all-way stops in the City can only be installed at intersections of public streets. Under the Highway Traffic Act, the meaning of intersection is "the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other".

In this instance, staff do not recommend the installation of an all-way stop at the entrance driveways of 251, 200, 250 and 300 Manitoba Street. In addition, regarding the possibility of a raised intersection, staff advise that this element would be treated as a traffic calming measure because an all-way stop cannot be installed at this location. This report recommends that a report by the Director, Transportation Services, be submitted to the September 7, 2016 Etobicoke York Community Council meeting regarding the feasibility of installing traffic calming measures on Manitoba Street.

Transportation Services staff have also reviewed the opportunity for a lay-by, for short term parking, on the south side of Manitoba Street and have advised that there is the potential to provide a lay-in this location that would be similar to the existing lay-by located on the north side of Manitoba Street. This lay-by could be implemented through the review of the Site Plan Control application for the 251 Manitoba Street development.

This process would require the following:

1. The applicant to submit an acceptable detailed drawing illustrating the limits and design of the proposed lay-by, for review and approval by Transportation Services;
2. The lay-by to be installed in accordance with the approved drawing;
3. A staff report from Transportation Services staff for City Council approval to implement the parking regulations associated with the approved lay-by; and
4. All costs associated with items 1 to 3 above to be paid by the applicant.

In this instance, staff recommend the lay-by on the south side of Manitoba Street be implemented through the Site Plan application process for the 251 Manitoba Street development as outlined above.

## **CONTACT**

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## **SIGNATURE**

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