

A New Multi-Pad Ice Arena Site to replace Don Mills Civitan Arena

Date:	August 23, 2011
To:	North York Community Council
From:	General Manager, Parks, Forestry and Recreation
Wards:	Ward 34 – Don Valley East
Reference:	P:\2011\Cluster A\PFR\NY09-091211-AFS#14289

SUMMARY

This report is in response to a request from North York Community Council to report back on a status update and recommendations regarding Parks, Forestry and Recreation's (PF&R) search for a replacement site for the Don Mills Civitan Arena. The site that PF&R recommends be used is located at the northwest corner of York Mills Road and the Don Valley Parkway. This site is City-owned and meets criteria with respect to accessibility, site size, shape, and configuration.

RECOMMENDATIONS

The General Manager, Parks, Forestry and Recreation recommends that:

1. City Council approve the preferred site for the two- or three-pad ice arena to replace the Don Mills Civitan Arena at the City-owned site located at the northwest corner of York Mills Rd. and the Don Valley Parkway, shown as Part 1 on Attachment G.
2. the Parks, Forestry and Recreation Division pursue the transfer of operational management of the York Mills and Don Valley Parkway site after City Council stops up and closes this parcel of land, and after Transportation Services Division declares the land surplus to their Division's needs.
3. City Council direct the General Manager, Parks, Forestry and Recreation to report back by the end of 2012 to Budget Committee and Executive Committee with a funding approach, which may include public-private partnerships, for the

development and operation of a two- or three-pad ice arena at the York Mills and Don Valley Parkway site.

FINANCIAL IMPACT

Funding for the development of a new arena to replace the existing Don Mills Civitan Arena will depend on several factors, including the size of the ice facility, amount of related floor space, and the amount of parking. Cadillac Fairview is obligated to contribute a minimum of \$4.5 million towards the construction of a replacement facility for the Don Mills Civitan Arena when it is closed in 2020. This contribution was part of the redevelopment agreement between the City and Cadillac Fairview for the existing Don Mills Civitan Arena site. This still leaves much of the funding for a new facility to be funded at some future date. A future report will address the necessary sources of funding and the City's preferred program and funding model for new ice facilities. In addition that report will also deal with the operating impact of the new facility and will address the City's continuing relationship with the Don Mills Civitan Community Service Club.

The existing Don Mills Civitan Arena had total operating expenditures of \$500,000 in 2010, and revenue of \$355,000 for a net operating cost of \$145,000. Including all recreation programs delivered at the site, this reflects a 71% direct cost recovery.

If the York Mills and Don Valley Parkway site is transferred to the Parks, Forestry and Recreation Division, Parks, Forestry and Recreation will take up maintenance of the site until it is ready to be developed with a new arena. During this interim period, minimal maintenance costs will be incurred because the site is essentially in a naturalized state.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of September 30 and October 1, 2009, City Council, through a status and request for direction report for a rezoning application at 939 Lawrence Ave. E, 1090 Don Mills Road, and 49 and 75 The Donway West, directed the General Manager of Parks, Forestry and Recreation to explore the potential for providing a combined community centre and twin-pad arena within the Don Mills Centre and to report back to North York Community Council.

Decision Document – Item NY27.54:

<http://www.toronto.ca/legdocs/mmis/2009/cc/decisions/2009-09-30-cc40-dd.htm>

At its meeting on February 22-23, 2010, City Council reviewed item CC46.2 entitled, "939 Lawrence Avenue East, 1090 Don Mills Road, 49 and 75 The Donway West - Ontario Municipal Board Hearing" following an Ontario Municipal Board (OMB) hearing on the development at these sites.

City Council adopted the Minutes of Settlement negotiated at the OMB, and authorized the public release of key documents, including the Financial Impact, the Minutes of Settlement, and the Commentary by the Urban Design Panel Members.

Additionally, the recommendations pertaining to the arena that were adopted include the following:

- The applicant will be offered the grant of an option in favour of the applicant to purchase the existing Don Mills Civitan Arena lands;
- The City will lease the Don Mills Civitan Arena lands until October 31st, 2020, after which a new Arena must be constructed;
- PF&R will need to acquire another site for the arena and determine the source of the balance of the estimated \$20 million capital cost for the new twin pad facility;
- All cash in lieu of parkland generated from the Don Mills Centre Phase II development be allocated to the construction of a new arena;
- The City will receive an estimated \$4.5 million cash in lieu as the development is built out; and
- The City to establish a reserve fund called the North York Arena Reserve Fund for the purpose of the construction of a new twin-pad arena within the vicinity of the Don Mills Centre to be funded by the cash in lieu of parkland generated from the Don Mills Centre, Phase II development.

Decision Document – Item CC46.2:

<http://www.toronto.ca/legdocs/mmis/2010/cc/decisions/2010-02-22-cc46-dd.htm>

At its meeting of May 25th, 2010, North York Community Council reviewed item NY34.19, which provided a status update on the search for a suitable site. PF&R staff described a short list of candidate sites with the potential to meet the site selection criteria. Staff was directed to consult with the Don Mills Civitan Service Club on potential sites it has identified, and to report back to the North York Community Council.

Decision Document – Item NY34.19:

<http://app.toronto.ca/tmmis/viewPublishedReport.do?function=getDecisionDocumentReport&meetingId=3407>

At its meeting of February 7 and 8, 2011, City Council referred item CD1.7 to the Mayor with the request, among other things, to create an Ice Rink Infrastructure Task Force.

Decision Document – Item CD1.7:

<http://app.toronto.ca/tmmis/viewPublishedReport.do?function=getCouncilDecisionDocumentReport&meetingId=4414>

ISSUE BACKGROUND

The Don Mills Civitan Arena at 1030 Don Mills Road was constructed over 50 years ago. Since those early days, the Don Mills Civitan Community Service Club, has been a not-for-profit organization supporting the Greater Don Mills Community with needed projects in support of youth, one of which is the Don Mills Civitan Hockey League. The league is operated from an office that is located at the arena.

The Don Mills Civitan Arena is a single pad arena that needs to be replaced because the City will convey the land upon which the arena is located to Cadillac Fairview as part of a land exchange that involves the creation of a new community centre *that will not include any ice pads*. The Civitan site may be sold this fall to Cadillac Fairview and then leased back to the City. Another option would be for the City to maintain ownership of the site until closer to 2020. Discussions with Cadillac Fairview, led by the City of Toronto's Legal Services team, continue. In either event, the Don Mills Arena will continue to be used by the City as an arena until 2020 when the arena will be closed. Parks, Forestry and Recreation intend to have a new replacement rink available in 2020 when the old one is closed.

In 2008, Parks Forestry and Recreation (PF&R) identified the criteria for a replacement site. The criteria address a site's: ability to accommodate a multi-pad facility with two or three ice pads, appropriate size, shape, and topography, and ability to accommodate sufficient parking to satisfy the zoning by-law requirements. In addition, the land must be available to acquire and suitably priced. A good site would also be transit accessible and well connected.

When the report establishing the study was dealt with by North York Community Council, they identified an initial preferred site at the southwest corner of Don Mills Road and Highway 401 which is an existing 18.3 ha (45.27 acre) unnamed City park. Interest in using this site as an arena site predates these Don Mills Civitan discussions and predates amalgamation.

City staff met with the Don Mills Civitan Community Service Club on a number of occasions to discuss the site. The Don Mills/Highway 401 site was reviewed as part of this study. Additional information about this site is provided in the Attachments to this report along with additional information about all of the sites evaluated in this study which includes the following sites: York Mills and the Don Valley Parkway, the Ontario Science Centre Site, Windfields Park, Don Mills and Highway 401 and Sunnybrook Park, rear fields.

COMMENTS

Evaluation Criteria

A set of criteria was developed and approved by North York Community Council. The criteria guides the site selection process for a new multi-pad arena within wards 25, 26, or

34. The site selection criteria included a minimum size (1.2 ha), uniform rectangular shape, ability to accommodate a 7,000 sq. m. twin pad arena footprint, minimum 250 parking spaces, appropriate zoning and land use, and transit accessibility. The application of the criteria to the respective sites resulted in findings which have been summarized below.

Centrality to Population

All of the potential sites were generally central to users of the current Don Mills Civitan Arena facility. This analysis was performed with GIS software by overlaying the addresses of current user registrations for hockey leagues and other programs held at Don Mills Civitan Arena with the locations of the five potential sites for a new facility. This map can be viewed in Attachment H of this report. Although all sites considered were centrally located, accessibility of the sites was considered separate criteria based on other factors such as road network configuration, visibility, public transit service, cyclist and pedestrian access.

Ontario Science Centre Site (Ward 26)

Location

This site is located on the southwest corner of the intersection of Eglinton Avenue East and Don Mills Road. Both Eglinton Avenue and Don Mills Road are major arterial roads that currently accommodate a high volume of traffic. The site is also adjacent to the proposed Eglinton Light Rail Transit (LRT) and existing pedestrian pathways.

Key Factor

This site was transferred to Build Toronto. The site is not large enough to accommodate a twin pad arena and the required parking. Build Toronto has been in discussions with the Province about a larger redevelopment that would also include Provincial lands. The ice facility and parking could be part of a much larger redevelopment adjacent to the Science Centre.

Advantages

The major advantage of the site is that it is easily accessible by car and alternative modes of transportation, such as bicycle routes and pedestrian pathways. This will be further enhanced when the proposed Eglinton LRT is built. Other advantages of the site include high visibility, low acquisition cost because the site is already owned by the City, and compatibility with surrounding uses because the site is already located in a busy intersection surrounded by major tourism, commercial, and employment uses. Also, using this site does not displace an existing PF&R use and it can easily complement mixed uses such as offices and community spaces.

Disadvantages

The major disadvantage of this site is that PF&R does not have sole operational management of the site. The development of the combined site may take some time to work out. Therefore, the availability of this site and the timing for building an arena is uncertain. Other issues with the site include potential high development costs because a parking structure would likely be required, and the building would have to be structurally reinforced to accommodate other floor area on top of the ice facility.

Highway 401 and Don Mills Road (Ward 34)

Location

This site is located on the southwest corner of the intersection of Highway 401 and Don Mills Road. Both Highway 401 and Don Mills Road are major roads with excellent visibility.

Key Factor

The key factor for this site is that it is not directly accessible from Highway 401. At the present time, to access the site from Highway 401, westbound drivers along the 401 have to take the Leslie Street exit and eastbound 401 drivers would take the Don Valley Parkway exits and detour back to the site. In addition, the connection from the site to an elevated Don Mills Road would impose additional costs for this site.

Advantages

This site is ample in size to accommodate a two- or three-pad ice facility and all required surface parking spaces. The site is also highly visible and is owned by the City.

Disadvantages

This site cannot be accessed from Highway 401. If the ice facility were built at this site, that would cause significant disruption of an important natural area. Attachment I provides some of the reasons why the use of this site as a natural heritage site should be continued. This site also has limited access by pedestrian pathways and bicycle routes, which are located within the abutting valley system.

It cannot be presumed that there would not be any acquisition costs for this site. The land was conveyed to the City by the Province in 1958. A restrictive covenant was registered on title that prohibits direct access to Highway 401, limits liability, restricts the use of the land for greenbelt purposes only, and requires that before the City uses the land for a purpose other than greenbelt purposes, the land has to be conveyed back to the Province without compensation.

As part of the site evaluation processes, discussions took place with the Province about removing the title restriction. The Province wanted compensation based on the current market value of the land. Use of this site for a two- or three-pad ice facility would require that the Province be compensated.

For a more complete discussion supporting the continuing use of this site for natural heritage purposes, please see Attachment I.

Windfields Park Site (Ward 25)

Location

This site is located on Bayview Avenue just north of York Mills Road, directly adjacent to the Canadian Film Centre (former E.P. Taylor Estate), and Windfields Park. There is access from Bayview Avenue; however, there is not a lot of frontage directly on Bayview Avenue as the site opens up towards the rear. The area of the site that can accommodate the ice facility is a large open field with some mature trees, a forested area on the west side of Wilket Creek.

Key Factor

The key factor with the Windfields Park site is the restrictions placed on title which limit how the land can be used. The land was donated to the City; however, restrictions were placed to prevent additional uses from occurring. There would likely be opposition from surrounding land owners and community groups if the City were to develop a twin-pad arena at this site. It is also very close to the existing York Mills Arena at the corner of Bayview Avenue and York Mills Road.

Advantages

The major advantage of the site is that it is already in City ownership and under the operational management of PF&R. In addition, it can be argued that this site is underutilized.

Disadvantages

The major disadvantages of the site are the restrictions placed on the title limiting the use of the land, the lack of frontage on Bayview Avenue, the impact of the use on surrounding land uses, the loss of open space, and the traffic impact with poor access from southbound traffic in the absence of a signalized intersection.

Sunnybrook Park Site (Ward 25)

Location

This site is located off Leslie Street, north of Eglinton Avenue East. Sunnybrook Park is a 60.38 ha park that is part of a larger group of parks, including: Serena Gundy, Wilket Creek, Edwards Gardens, Glendon Forest and others totaling over 190 ha of contiguous parkland. Most of Sunnybrook Park is sports fields. In the northeast corner of this site is an area that could easily accommodate a two or more pad arena and sufficient parking by removing one or more sports fields (i.e., near Wilket Creek).

Key Factor

The key factor with this site is that the addition of an ice rink facility would be in keeping with this park which has a variety of sport fields that accommodate a wide variety of field sports. Having an arena at this location would complement and enhance the rest of this sporting facility.

Advantages

In addition to the key factor noted above, this site is in City-ownership and under Parks, Forestry and Recreation's operational management. The site is zoned and designated for park use. The area of the park that can be used for the ice rink facility and parking is quite large. As such, this additional sports facility could be accommodated with minimal negative impact on the park and the surrounding land uses which is a big plus.

Disadvantages

The major disadvantage of this site is the poor access to the portion of the park that can accommodate an arena. Vehicular access to this portion of the site is from three directions: from Leslie Street, through Wilket Creek Park and through Serena Gundy. There is also vehicular access through Sunnybrook Hospital, and also using local streets through the Broadway neighbourhood. The normal access to the upper portion of Sunnybrook Park is up a steep hill, and across small bridges. Summer access to Sunnybrook Park over these roads is fine; however, the intensive use of this park by cyclists, rollerbladers, and pedestrians using the road through Serena Gundy Park could create congestion and safety problems. Winter access through the park and up the hill is more difficult. The size of the bridges across Wilket Creek would limit the ability to get construction equipment on site.

If there was a bridge built that would allow access to this portion of the site directly across Wilket Creek to Leslie Street, this location would make a good location for a large ice rink facility and would also allow the intensification of the use of the sports fields in Sunnybrook Park. Unfortunately, a bridge across Wilket Creek would be very costly and does not appear likely in the near future.

York Mills Road and Don Valley Parkway Site (Ward 34)

Location

This site is located at the northwest corner where the Don Valley Parkway crosses York Mills Road in Ward 34. The site is vacant except for some remnants of a long ago closed loop roadway, which was an on-ramp to the Don Valley Parkway. The land is essentially flat; however, it is at a higher elevation than York Mills Road, with a slope at the frontage of York Mills creating a plateau effect. The location provides easy access from major highways including the Don Valley Parkway and Highways 401 and 404, which are just to the north.

Key Factors

This site remains under the operational management of the City's Transportation Services Division and has yet to be declared surplus to their needs. Transportation staff are receptive to declaring this site surplus to their needs. The site has been vacant since the on-ramp was disconnected from the Don Valley Parkway. Both the north and south on-ramps and off-ramps for Parkway access from York Mills Road are located on the south side of York Mills Road.

Advantages

This site has many advantages working in its favour. The site is vacant and already in City ownership and is large enough to accommodate a twin or triple pad ice arena in multiple configurations. Its location provides for easy access from major routes for both residents in the immediate area and those coming from further away. Another distinct advantage of this site is its high level of visibility, especially from the Don Valley Parkway, which could help generate revenue from advertising.

Disadvantages

This site still has a few hurdles to be cleared before the site can be developed with a two or more pad ice facility. After the land is declared surplus to the needs of Transportation Services Division, the site would be circulated through the City's surplus land process. Before this site can be used as an arena, the site must be re-designated in the City's Official Plan and rezoned to allow for the arena use. Despite these hurdles, it is still well within reason that a new twin or triple pad arena could be built at this location by the 2020 deadline to replace the Don Mills Civitan arena.

Additional Site – The Don Mills Post Office (Ward 25)

On August 17, 2010, North York Committee Council (NYCC) directed PF&R to evaluate the suitability of the Don Mills Post Office site at 169 The Donway West for a new stacked two-pad arena as a potential replacement arena site. The 0.54 ha site was sold in early 2011 to Cadillac Fairview by Canada Post for \$9.5 million for development

purposes. This eliminates this site from consideration for acquisition and development for arena purposes.

Summary

All of the sites reviewed through this study have features that would make them an attractive site for a new two or more pad ice facility. Some sites present hurdles that would be more difficult to overcome. The site that meets the criteria the best is the closed on-ramp site on the northwest corner of the Don Valley Parkway and York Mills Road. This report recommends that this site be selected as the preferred site, and that Parks, Forestry and Recreation work towards replacing the Don Mills Civitan Arena at this location.

Next Steps

There have been some discussions with PF&R staff, Real Estate Services staff and Build Toronto staff about partnering to redevelop the Don Valley Parkway and York Mills Road site, and the Ontario Science Centre Lands. Staff will continue those discussions to see how Build Toronto might be involved.

In order to transfer the operational management of the preferred site, Transportation Services will initiate the road closing. The site will soon be circulated as a potentially surplus site with the preferred disposition as a transfer to PF&R for use as an ice rink facility.

Parks, Forestry and Recreation Division is nearing completion of the Recreation Service Plan. The Service Plan will provide further guidance concerning the types and amount of complementary spaces that would be developed in conjunction with an ice rink.

In February 2011, City Council referred an item to the Mayor with the request to set up the Ice Rink Infrastructure Task Force and charged them with identifying and assessing options for new approaches to develop needed infrastructure, including any recommended changes to the City's guidelines on public-private partnership investment agreements. This Task force will lead the City to a new model for funding the development of ice rinks. Further reports on funding to replace the Don Mills Civitan Arena are timed to follow the recommendations of the task force.

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SIGNATURE

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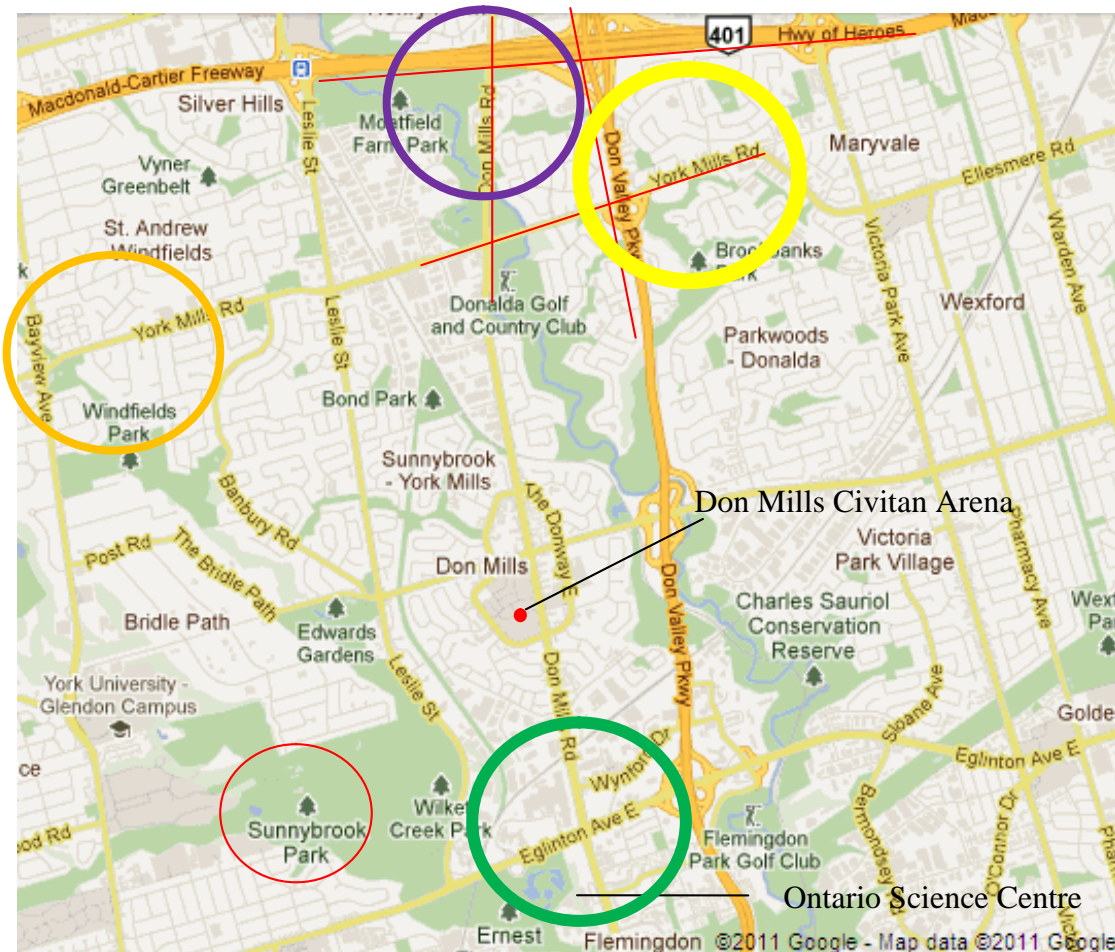
ATTACHMENTS

ATTACHMENT 'A' Executive Summary and Site Evaluation Criteria Definitions
ATTACHMENT 'B' York Mills Road & DVP
ATTACHMENT 'C' Ontario Science Centre
ATTACHMENT 'D' Highway 401 & Don Mills Road
ATTACHMENT 'E' Sunnybrook Park
ATTACHMENT 'F' Windfields Park
ATTACHMENT 'G' York Mills Rd. and DVP Survey Drawing
ATTACHMENT 'H' Map Showing Registrations at Don Mills Civitan Arena
ATTACHMENT 'I' Urban Forestry Comments: Don Mills Rd. Hwy 401 Site

SITE EVALUATION CRITERIA

Project: A New Multi-Pad ice Arena Site to replace Don Mills Civitan Arena

August 2011



- York Mills Road & DVP (score 108)
- Ontario Science Centre (score 93)
- Windfields Park (score 90)
- Highway 401 & Don Mills Road (score 87)
- Sunnybrook Park (score 83)

ATTACHMENT 'A' EXECUTIVE SUMMARY

A New Multi-Pad ice Arena Site to replace Don Mills Civitan Arena

Preamble

The Don Mills Civitan Arena is slated to be closed by 2020 and the City requires a suitable site that can accommodate a potential multi-pad arena and is located within Wards, 25, 26, or 34. To facilitate this site selection process, staff developed a set of criteria to evaluate potential sites respecting but not limited to site size, shape and accessibility as follows:

Criterion & Ranking

The site evaluation criteria address the site size, shape, accessibility, acquisition costs as well as other factors that include decision making. For a detailed list of the criteria refer to Attachment 'A'. Sites were also ranked according to how completely each site contributed to the ideal of each criterion* where:

0	=	"not at all"
1	=	"slightly"
2	=	"somewhat"
3	=	"reasonably"
4	=	"mostly"
5	=	"completely".

This score will then be multiplied by the weighting for each criterion. All weighted points were added to reach the total score for each site. While the weighting is subjective, it was developed to represent the relative importance of each criterion.

*Source: These site selection criteria have been adapted from a dmA Planning and Management Services and Sperry and Partners Architects consulting report titled, "Central Nova Region Multi-purpose Civic Centre Feasibility Study Final Report." August 2006. It can be accessed via this link: <http://www.ignitethespirit.ca/wp-content/uploads/2009/09/Central-Nova-Region-Final-Report.pdf>)

Summary of Findings:

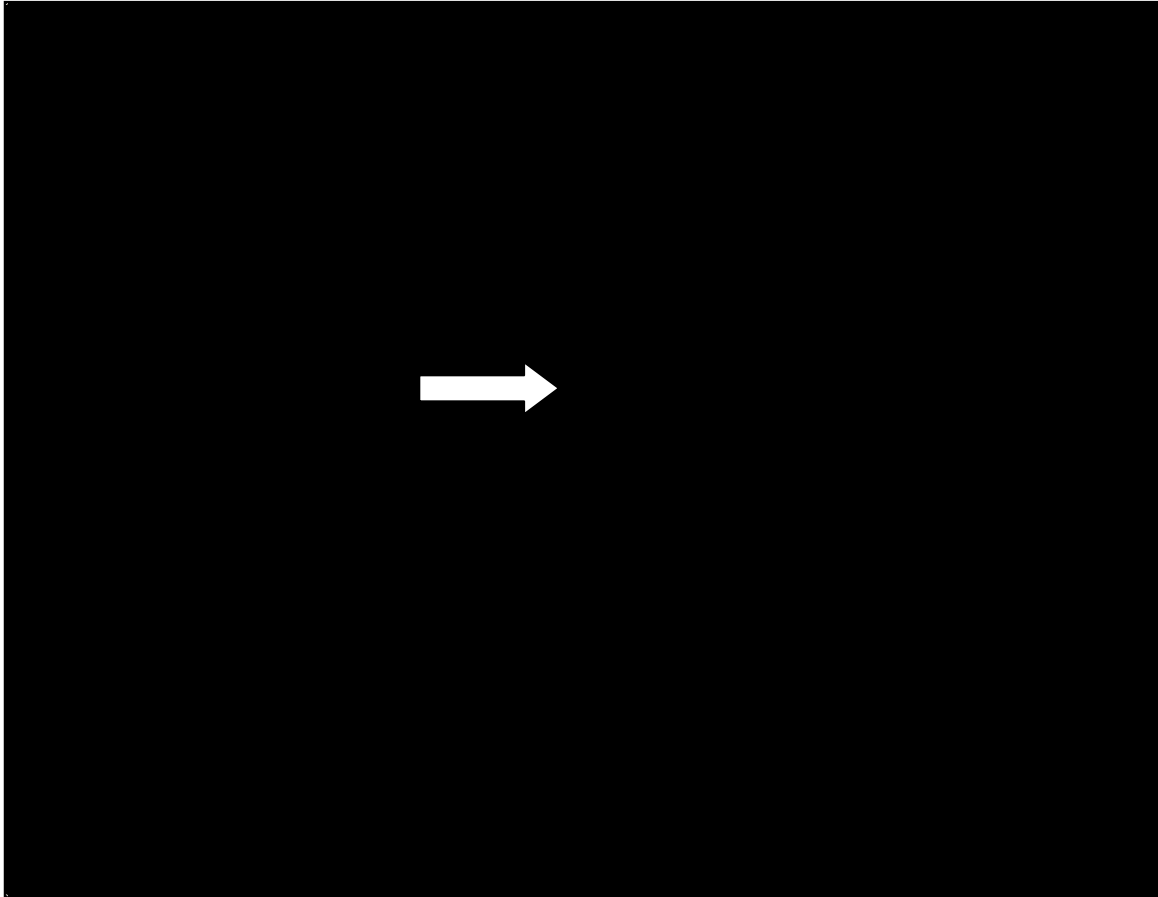
Evaluation for each of the subject sites has been summarized in the following chart. Detailed evaluations for each of the sites has been attached (refer to Attachments 'B' thru 'F'). The table below lists the criteria and definitions employed in the site evaluation process:

CRITERIA	York Mills Road & DVP	Ontario Science Centre (Eglinton/Don Mills Rd.)	Highway 401 & Don Mills Road	Sunnybrook Park	Windfields Park (Bayview Ave.)
Site is an appropriate size and shape (3)	15	9	15	15	12
Accessible by major arterial (3)	15	12	6	3	9
Traffic Impact (3)	12	12	6	6	9
Site development schedule (3)	12	3	9	12	12
Site acquisition costs (3)	12	12	6	15	12
Site Development costs (2)	6	4	6	6	8
Compatible with surrounding uses (costs to adjacent uses) (2)	6	8	6	8	4
Accessible by transportation modes other than the car (2)	8	10	6	4	6
PF&R Opportunity cost (2)	10	10	2	4	8
Complementary uses (1)	5	5	5	2	2
Appropriate zoning (1)	2	3	3	5	5
High visibility (1)	5	5	5	3	3
TOTAL SCORE (out of 125)	108	93	75	83	90

Note: (3, 2, or 1) indicates weighting of criteria.
Each site received a score from 0-5 multiplied by the weighting of the criteria

Criteria Definitions

CRITERIA	DEFINITION
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.
Accessible by major arterial	Sites that are adjacent to and accessible to one or more major arterial roads will score well.
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site, independent from other divisions, will score the highest.
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.
Site Development costs (Costs to PF&R)	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation, servicing, re-grading, removal or addition of structures, etc. The fewer the conditions that have to be dealt with, the higher the score.
Compatible with surrounding uses (Costs to adjacent uses)	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.
Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.
High visibility	Sites that are highly visible will fully meet this criterion. Highly visible sites have advertising and naming potential.
Centrality to Population	(to be informed using the Indoor Ice Strategy)



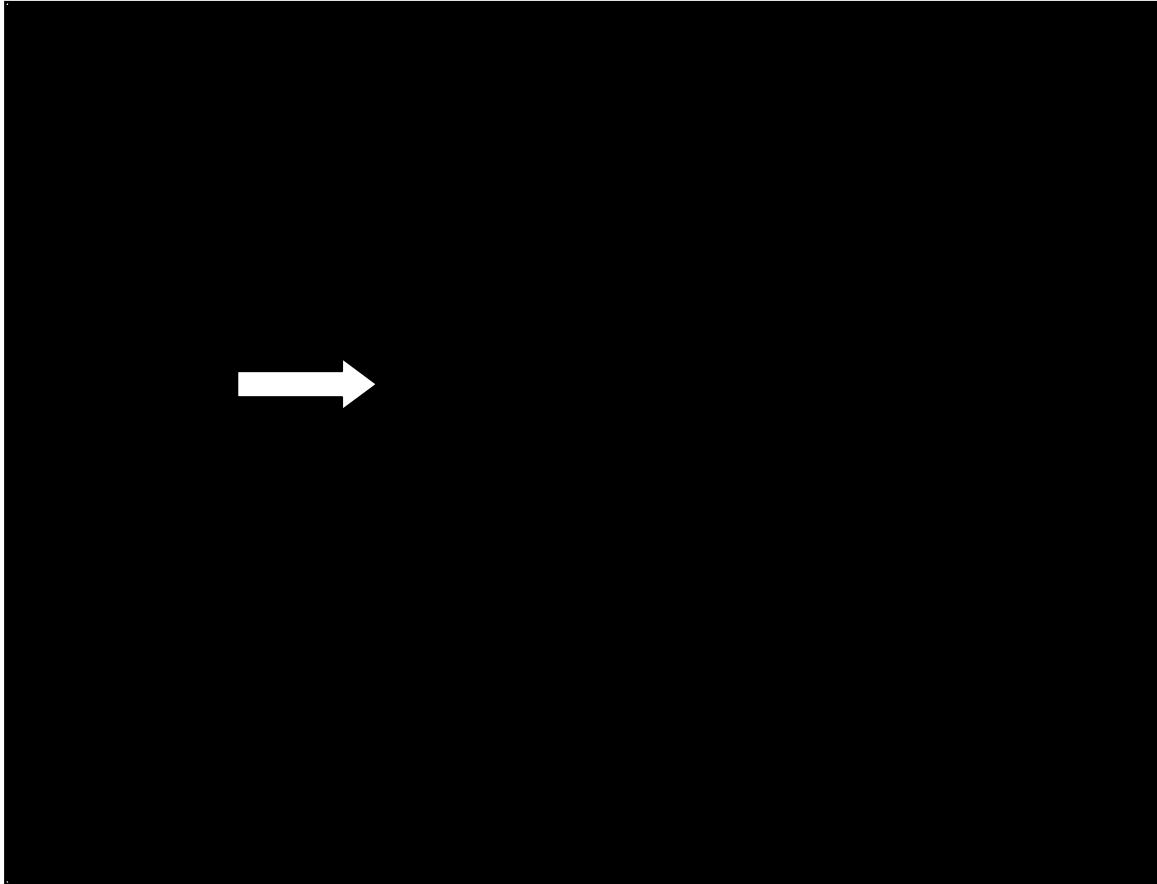
Criteria	Definition	Weighting	Score	Total
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.	3	5	15
	<ul style="list-style-type: none"> • <i>Can easily accommodate a twin or even three pad arena footprint with the required parking</i> • <i>Also allows for different configurations</i> 			
Accessible by major arterial	Sites that are near one or more major arterial roads will score well.	3	5	15
	<ul style="list-style-type: none"> • <i>Excellent accessibility from York Mills Road and also exiting from the Don Valley Parkway from both the North and South</i> 			
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.	3	4	12
	<ul style="list-style-type: none"> • <i>The existing traffic infrastructure can easily accommodate the traffic that such a facility would produce including the existing traffic light on York Mills Road</i> • <i>The entrance to the site can be aligned in such a way that vehicles will have direct</i> 			

	<i>access to the DVP and York Mills Road at the existing traffic light controlled intersection</i>			
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site, independent from other divisions, will score the highest.	3	4	12
	<ul style="list-style-type: none"> <i>It is reasonable to assume that the new arena can be built and operating on this site by 2020, however there are some potential barriers</i> <i>Transportation has yet to declare the site surplus to its needs, a process which could take another year and in addition the re-zoning of this property could take up to 2 years to complete</i> 			
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.	3	4	12
	<ul style="list-style-type: none"> <i>This is a city-owned site so we should be able to transfer its operational management to PF&R without incurring any costs</i> 			
Site Development costs	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation, servicing, re-grading, removal or addition of existing structures, etc. The fewer the conditions that have to be dealt with, the higher the score.	2	3	6
	<ul style="list-style-type: none"> <i>The land is vacant and environmental remediation is not likely to be a factor</i> <i>However, some significant re-grading will be necessary in order to make this site workable as the natural topography has it sitting at a much higher elevation than York Mills Rd.</i> <i>There will also be a need for a barrier (either natural or fencing) between the site and existing homes on adjacent lots</i> 			
Compatible with surrounding uses	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.	2	3	6
	<ul style="list-style-type: none"> <i>There are homes that back onto the eastern portion of the site</i> <i>Certain measures will have to be taken in order to mitigate undesirable impacts on these properties</i> 			
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.	2	4	8
	<ul style="list-style-type: none"> <i>There is a bus route that runs along York Mills Rd., pedestrians have good access to the site with wide sidewalks along York Mills Rd.</i> <i>There is also the possibility of a pedestrian and bicycle link to the site from the North further connecting the site to the surrounding areas</i> 			
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.	2	5	10
	<ul style="list-style-type: none"> <i>This site will have no impact on existing PF&R uses but will in fact increase the parkland provision in this area</i> 			
Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.	1	5	5
	<ul style="list-style-type: none"> <i>There is a good potential for mixed use at this site with frontage on York Mills Rd. and high visibility and accessibility</i> 			
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.	1	2	2

	<ul style="list-style-type: none"> • <i>This site will require a re-zoning, it is currently zoned for Transportation use</i> • <i>It may take up to 3 years to rezone this site to Parks and Open Space for the arena use</i> 			
High visibility	Sites that are highly visible will fully meet this criterion. Highly visible sites have advertising and naming potential.	1	5	5
	<ul style="list-style-type: none"> • <i>This site has excellent visibility from the Don Valley Parkway one of the busiest highways in the GTA as well from York Mills Road a major arterial</i> • <i>There is potential here for advertising revenue due to the high volume of traffic that passes this site on a daily basis</i> 			

The total score for this site is 108 out of 125

ATTACHMENT 'C'
Ontario Science Centre



Criteria	Definition	Weighting	Score	Total
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.	3	3	9
	<ul style="list-style-type: none"> <i>This site scored 3 because it is large enough for a stand-alone arena, but because the site is designated for a Build Toronto building, it will have to be jointly used, and the portion for the arena may not be large enough.</i> 			
Accessible by major arterial	Sites that are adjacent to and accessible to one or more major arterial roads will score well.	3	4	12
	<ul style="list-style-type: none"> <i>This site scored 4 because it is adjacent to, and accessible to Don Mills and Eglinton.</i> 			
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.	3	4	12
	<ul style="list-style-type: none"> <i>This site scored 5 because there is road infrastructure that is able to handle traffic flowing into and out of the site.</i> 			
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site,	3	1	3

	independent from other divisions, will score the highest.			
	<ul style="list-style-type: none"> This site scored 1 because PF&R would have to partner with Build Toronto and abide by their timelines, which may or may not meet the 2020 deadline. 			
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.	3	4	12
	<ul style="list-style-type: none"> <i>This site scored 4 because the land is owned by the city, but by Build Toronto, and not PF&R.</i> 			
Site Development costs (Costs to PF&R)	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation, servicing, re-grading, removal or addition of structures, etc. The fewer the conditions that have to be dealt with, the higher the score.	2	2	4
	<ul style="list-style-type: none"> <i>This site scored 2 because a parking garage will be required, and the arena structure will need to be built to accommodate uses above it. This will increase site development costs.</i> 			
Compatible with surrounding uses (Costs to adjacent uses)	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.	2	4	8
	<ul style="list-style-type: none"> <i>This site scored 4 because it will have an impact on existing traffic.</i> 			
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.	2	5	10
	<ul style="list-style-type: none"> <i>This site scored 5 because it is adjacent to the proposed Eglinton LRT and existing pedestrian pathways.</i> 			
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.	2	5	10
	<ul style="list-style-type: none"> <i>This site scored 5 because it will not displace a PF&R use.</i> 			
Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.	1	5	5
	<ul style="list-style-type: none"> <i>This site scored 5 because it has a very high potential to accommodate mixed uses.</i> 			
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.	1	3	3
	<ul style="list-style-type: none"> <i>This site would require a re-zoning to allow for the arena use.</i> 			
High visibility	Sites that are highly visible will fully meet this criterion. Highly visible sites have advertising and naming potential.	1	5	5
	<ul style="list-style-type: none"> <i>This site scored 5 because it is highly visible from 2 major roads.</i> 			

The total score is: 93 out of 125

ATTACHMENT 'D' Hwy 401 and Don Mills



Criteria	Definition	Weighting	Score	Total
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.	3	5	15
	<ul style="list-style-type: none"> <i>This site scored 5 because it is an appropriate size and shape and allows for different configurations of the arenas.</i> 			
Accessible by major arterial	Sites that are adjacent to and accessible to one or more major arterial roads will score well.	3	2	6
	<ul style="list-style-type: none"> <i>This site scored 2 because although it is near two major arterial roads, there is no direct access into the site via these roads.</i> 			
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.	3	2	6

	<ul style="list-style-type: none"> <i>This site scored 2 because at the moment, there is no road infrastructure that is able to handle traffic flowing into and out of the site.</i> 			
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site, independent from other divisions, will score the highest.	3	3	9
	<ul style="list-style-type: none"> 			
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.	3	2	6
	<ul style="list-style-type: none"> <i>The City would be required to pay significant compensation to the Province in order to allow for development to occur on this land</i> 			
Site Development costs	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation servicing, re-grading, removal or addition, removal of existing structures, etc. The fewer the conditions that have to be dealt with, the higher the score.	2	3	6
	<ul style="list-style-type: none"> <i>This site scored 3 because significant road infrastructure will have to be built to create access into the site.</i> 			
Compatible with surrounding uses (costs to adjacent uses)	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.	2	3	6
	<ul style="list-style-type: none"> <i>This site scored 3 because the development of the arena will impact the existing trails, forests, and natural areas.</i> 			
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.	2	3	6
	<ul style="list-style-type: none"> <i>This site scored 3 because the trail system is below the top of bank, and the Leslie Subway station is far. Residents travelling to the arena by foot or by bike would find it difficult to use these pathways while carrying their equipment.</i> 			
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.	2	1	2
	<ul style="list-style-type: none"> <i>This site scored 1 because it displaces a major natural heritage feature.</i> 			

Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.	1	5	5
	<ul style="list-style-type: none"> <i>This site scored 5 because it has the potential to accommodate mixed uses.</i> 			
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.	1	3	3
	<ul style="list-style-type: none"> <i>Although this land is zoned for parks and open space use, the restrictive covenant on title would prevent development of the land (see attachment H)</i> 			
High visibility	Sites that are highly visible will fully meet this criterion. Highly visible sites have advertising and naming potential.	1	5	5
	<ul style="list-style-type: none"> <i>This site scored 5 because it is highly visible from 2 major roads.</i> 			

The total score for this site is 75 out of 125

ATTACHMENT 'E' Sunnybrook Park



Criteria	Definition	Weighting	Score	Total
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.	3	5	15
	<ul style="list-style-type: none"> <i>This site scored 5 because the rear fields of Sunnybrook can accommodate a number of facilities.</i> 			
Accessible by major arterial	Sites that are adjacent to and accessible to one or more major arterial roads will score well.	3	1	3
	<ul style="list-style-type: none"> <i>This site scored 1 because winter access through Sunnybrook Park is very difficult, at a time when the facility would be at peak use. If the City built a bridge across the ravine to Leslie Avenue the use of the rear fields of Sunnybrook Park could be transformed.</i> 			
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.	3	2	6

	<ul style="list-style-type: none"> <i>This site scored 2 because the entrance from the park road to Leslie is subject to a long line, both entering and exiting the site. There is also an access through Sunnybrook Hospital but that would create a large impact on the Hospital site if this road were used more.</i> 			
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site, independent from other divisions, will score the highest.	3	4	12
	<ul style="list-style-type: none"> <i>This site scored 4 because PF&R has control of the site, and development could be achieved before 2020 if the City commits to a bridge linking the rear fields directly to Leslie Avenue.</i> 			
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.	3	5	15
	<ul style="list-style-type: none"> <i>This site scored 5 because the land is already owned by the city.</i> 			
Site Development costs (Costs to PF&R)	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation, servicing, re-grading, removal or addition of structures, etc. The fewer the conditions that have to be dealt with, the higher the score.	2	3	6
	<ul style="list-style-type: none"> <i>This site scored 3 because there the cost to service this site would be substantial.</i> 			
Compatible with surrounding uses	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.	2	4	8
	<ul style="list-style-type: none"> <i>This site scored 4 because there are no adjacent uses other than park related uses, but the bridge will impact the ravine and natural area.</i> 			
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.	2	2	4
	<ul style="list-style-type: none"> <i>This site scored 2 because there are no buses and the pedestrian and bike paths that connect this site to the rest of the City are quite long. In fact in summer cyclists use the roadway for training because it has a significant hill and it is long enough to be a work-out.</i> 			
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.	2	2	4
	<ul style="list-style-type: none"> <i>This site scored 2 because it would displace parking and a sports field used for soccer.</i> 			
Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.	1	2	2
	<ul style="list-style-type: none"> <i>This site scored 2 because there is no real reason to locate complimentary uses that are not related to the arena or Sunnybrook Park itself.</i> 			
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.	1	5	5
	<ul style="list-style-type: none"> <i>This site is currently zoned for Parks and Open Space use and would not require a re-zoning for the arena use</i> 			
High visibility	Sites that are highly visible will fully meet	1	3	3

this criterion. Highly visible sites have advertising and naming potential.

- *This site scored 3 because it is not visible from any major roads.*

The total score for this site is 83 out of 125.

ATTACHMENT 'F' Windfields Park



Criteria	Definition	Weighting	Score	Total
Site is an appropriate size and shape	The site must be able to accommodate a 7000 square metre twin pad arena, 250 surface parking spaces, and have a regular shape. Sites that are of an appropriate size and shape will score well.	3	4	12
	<ul style="list-style-type: none"> <i>This site can accommodate a twin pad arena footprint as well as the required parking component, however the site is squeezed at two points and is irregular in shape</i> 			
Accessible by major arterial	Sites that are near one or more major arterial roads will score well.	3	3	9
	<ul style="list-style-type: none"> <i>General accessibility is good from Bayview Ave. and the site is located just south of the intersection of York Mills Rd. and Bayview Ave.</i> <i>Accessing to the site itself may be problematic due to the existing film centre and the large stand of mature trees at the west end of the site fronting on Bayview</i> 			
Traffic Impact	This criteria favours sites where the current road infrastructure is able to handle traffic flowing into and out of the site, and there will be minimal impact on existing traffic patterns.	3	3	9
	<ul style="list-style-type: none"> <i>The arena use would generate a lot of additional traffic and would most likely</i> 			

	<i>require a traffic signal to ensure safe access to the site for left hand turns into and out of the site</i>			
Site development schedule	The arena must be built and operated by 2020. Sites with no potential barriers to the 2020 deadline, and where PF&R controls the site, independent from other divisions, will score the highest.	3	4	12
	<ul style="list-style-type: none"> <i>The only potential barriers to the deadline is opposition from the local community and the need to deal with title restrictions</i> 			
Site acquisition costs	Sites that are city-owned and have no purchase cost will receive the highest score.	3	4	12
	<ul style="list-style-type: none"> <i>This is a city owned site under PF&R jurisdiction and already zoned for parks and open space use</i> <i>There could be costs incurred when dealing with the title restrictions</i> 			
Site Development costs	Physical site conditions can impact the cost of developing the site. Examples of possible conditions include environmental remediation, servicing, re-grading, removal or addition of existing structures, etc. The fewer the conditions that have to be dealt with, the higher the score.	2	4	8
	<ul style="list-style-type: none"> <i>No existing structure and the grading is generally flat however there is the issue of the existing stand of mature trees fronting on Bayview that are currently blocking what would be the access to the site</i> 			
Compatible with surrounding uses	An arena will generate noise, traffic, lights, and other undesirable impacts. Sites that have the least amount of impact on adjacent uses will score highest.	2	2	4
	<ul style="list-style-type: none"> <i>An arena use at this location would have a definite impact on the surrounding land uses at this location which include the Film Centre, an orchard, estate homes, and a park</i> 			
Accessible by transportation modes other than the car	Sites that can be accessed by public transit, bicycle routes and pedestrian pathways will score well.	2	3	6
	<ul style="list-style-type: none"> <i>There is bus service on Bayview and the site is connected by pathway to the adjacent park</i> 			
PF&R Opportunity cost	Some sites, if chosen, could displace a PF&R use. Sites that do not displace a PF&R use will score highest.	2	4	8
	<ul style="list-style-type: none"> <i>No PF&R use would be displaced, however there would be a loss of open space for the community</i> 			
Complementary uses	Sites that have the potential for mixed uses such as offices, and community space will score well.	1	2	2
	<ul style="list-style-type: none"> <i>Little to no potential for mixed use at this site as a result of the site configuration and the existing land use designation of the site (parks and open space)</i> <i>Some possibility for complimentary uses in the arena building</i> 			
Appropriate zoning	Sites that do not require re-zoning and can be built as of right will score highest.	1	5	5
	<ul style="list-style-type: none"> <i>This site is currently zoned for Parks and Open Space use and would not require a re-zoning for the arena use</i> 			
High visibility	Sites that are highly visible will fully meet this criterion. Highly visible sites have	1	3	3

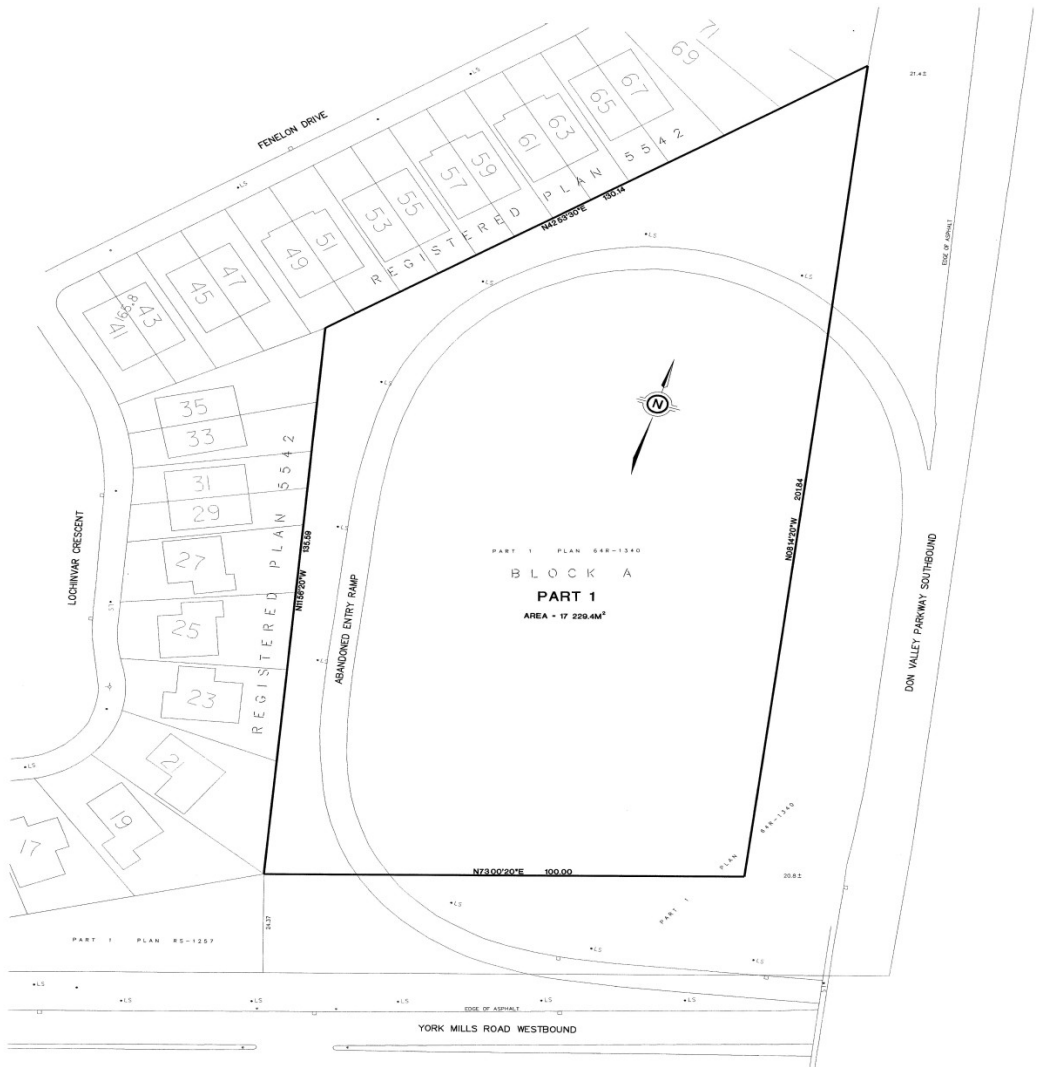
advertising and naming potential.

- *This site provides for moderately good visibility since Bayview is a heavily used north south avenue, but the arena would be located at the rear of the site and there is not a lot of frontage directly on Bayview*

The total score for this site is 90 out of 125

ATTACHMENT 'G'

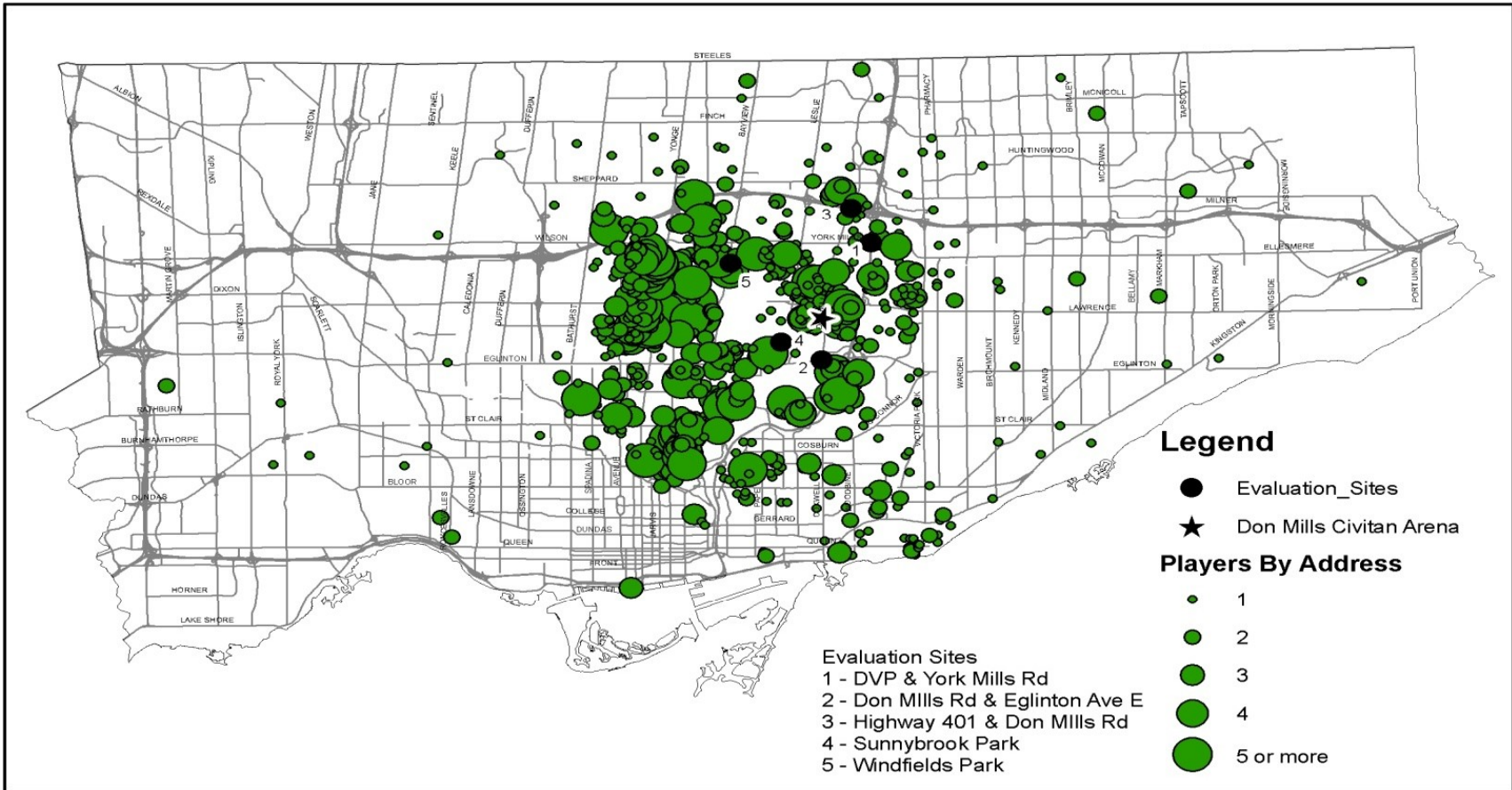
York Mills Rd. and DVP Site Survey Drawing



Map Showing Registrations at Don Mills Civitan Arena



Parks, Forestry and Recreation - Don Mills Civitan Arena League Players



Source: League Player Rosters 2011
Don Mills Civitan Houseleague and York Mills Hockey Club (1526 total players)

Parks, Forestry and Recreation
Policy and Strategic Planning, Research
July 2011

ATTACHMENT 'I'
Urban Forestry

Business Case for Maintaining Non-Development Status
Natural Area / Parks & Open Space Lands
Southwest Quadrant Hwy 401 & Don Mills Road

1 Context

Urban Forestry was informed of Toronto Economic Development Corporation's (TEDCO) proposal for an arena complex and residential development on the Natural Area / Open Space lands in the southwest quadrant of Hwy 401 and Don Mills. Urban Forestry attended two meetings with TEDCO as follows:

- Joint site meeting with Toronto Region Conservation Authority (TRCA) on May 2, 2007; and,
- A discussion with TRCA, Planning and Urban Forestry held on June 27 2007.

In principle, Urban Forestry is not opposed to the development of new recreation facilities in the City. However, Urban Forestry cannot support using this Natural Area/OS or any other Natural Area/OS site for development. Existing green areas should be enhanced and expanded, not paved and built. With the predictions of climate change, the City must retain and expand natural areas in the City.

More specifically, development of this site is inconsistent with the City's Official Plan as well as being contrary to the policies and programmes of several divisions of the City, as well as TRCA.

In order to keep green areas in a green form, formal recreation should be concentrated on existing built areas. Urban Forestry could support sites for recreation facilities in existing built areas and that make use of recycled buildings and land uses, shared parking lots, easy access/transit, etc.

2 Existing Conditions

The entire site lies within the Natural Heritage System of the Official Plan. Based on the 2000 Natural Heritage Study, the site provides habitat for some floral species of interest. Urban Forestry and TRCA regard the 401/Don Mills site as a protected 'green' feature, by way of the 'Natural Area' label in the OP.

Urban Forestry has invested significant resources in tree planting on this site. The planted stock has grown well, and is establishing a new forest in this natural

area. All of the existing trees help to further improve site conditions and make growing conditions more favourable for new plantings and natural species.

In addition to the inherent value of the trees, the site also provides important habitat diversity for many of the native plants and animals in the severely degraded Don River system, including provision of habitat for several species of interest. As such, the site is a tremendous asset to the river ecosystem, and it represents a huge 'green' footprint of existing infiltration area and existing/future canopy.

The site is in the valley lands of the East Branch of the Don River. Toronto Water identifies this property is sensitive to water quality and erosion deterioration. Further, the lands should be used as infiltration areas for exfiltration systems, and should be kept for this purpose. Protection against erosion is required in this section of the river.

3 Policy & Programme Issues

As per the City's natural heritage objectives, existing green areas should be enhanced and expanded rather than being cleared and regarded as built form development opportunities.

Following is a brief outline of some of the existing policies and programmes that direct the retention of this site as green Natural Area/Open Space:

a) Toronto Planning

The entire site lies within the Natural Heritage System of the Official Plan, based on the 2000 Natural Heritage Study, which identified that the site provides habitat for some floral species of interest.

The entire site is designated as 'Natural Areas, Parks and Open Space' in Map 19 of the OP.

The Official Plan (Section 3.4.10) states that "*development is **generally not permitted in the natural heritage system***" Where the underlying land use designation provides for development, then the development will recognize the natural heritage values/impacts. In the case of the lands at 401 and Don Mills, the underlying land use designation is **Natural Areas**. As for the type of development permitted in Natural Areas, the Official Plan (Section 4.3.3) states that:

- *The areas shown as Natural Areas will be maintained primarily in a natural state, while allowing for:*

- *compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and*
- *conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions.*

In addition, Section 4.3.6a states that:

- *Any development provided for in Parks and Open Space Areas will:*
 - a) *protect, enhance or restore trees, vegetation and other natural heritage features...*

As per Section 4.3.8 regarding disposal of publicly owned lands:

- *The sale or disposal of publicly owned lands in Parks and Open Space Areas is discouraged and no City owned lands in Parks and Open Space Areas will be sold or disposed of. However, City owned land in Parks and Open Space Areas may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.*

The restrictive covenant on the lands which states that the lands can only be used for "greenbelt" purposes is consistent with the OP policies.

b) Toronto Region Conservation Authority: Provincial Interests

Most of the 401 & Don Mills site is regulated by TRCA under the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06)*. The main objective of Ontario Regulation 166/06 is to ensure public safety with regards to natural hazards through issuance of permits for works within or in proximity to lakes, rivers, streams or wetlands, as may be required.

Under this regulation, development is prohibited, except with a permit from TRCA. As part of the permit process, geotechnical and hydraulic issues must be addressed by applicants, to the satisfaction of TRCA. The Conservation Authority also would expect to participate in the approval of terms of reference for Planning's required Natural Heritage Impact Study, as well as the review of the resulting study, to confirm ecological issues are identified and mitigated.

c) Parks, Forestry & Recreation, Urban Forestry

Ravine & Natural Feature Protection by-law

Most of the 401 & Don Mills site is within the area of the Ravine and Natural Feature Protection By-law, Chapter 658 of the Toronto Municipal Code. The by-law protects all trees against injury or removal, and it regulates certain activities within protected areas. Specifically, the purpose of the by-law is to promote the management, protection and conservation of ravines and associated natural and woodland areas and to prohibit and regulate the injury and destruction of trees, filling, grading and dumping in defined areas. The injury or destruction of any tree on this site, regardless of size, species, and whether it was planted or grew naturally, is prohibited under the by-law. A permit is required to conduct any of the above activities on ravine protected lands.

Urban Forestry cannot support the removal or injury of trees on this site. The proposed development would not be consistent with the intent to “*promote the protection and conservation of ravines and associated natural and woodland areas....*”

Park bylaw

All trees on site are protected against injury or removal by the Parks by-law, Municipal Code Chapter 608, Section 608-40 and 41.

Canopy Doubling

The strategic plan “*Our Common Grounds*” prepared by Parks, Forestry and Recreation and adopted by City Council in 2004 includes a number of recommendations to protect and enhance the urban forest. This report also identified action required to advance the objective of increasing the tree canopy.

The goal to increase canopy is also reflected in the March 2007 document on climate change, “*Change is in the Air,*” prepared by the Toronto Environment Office. The document identifies 27 potential actions to mitigate and adapt to climate change, including the recommendation to double the existing tree canopy to 34% by 2020.

The General Manager Parks, Forestry and Recreation recommended in the May 16, 2007 Staff Report to the Parks and Environment Committee that she work with the Chief Planner, the General Manager of Transportation Services and the Director of the Toronto Environment Office to develop a strategy for increasing the urban canopy and growing the urban forest across the City.

The continued planting on publicly owned lands, particularly those identified in the Official Plan as ‘Natural Areas,’ is an essential component in achieving the target.

Planting Programme Site

Urban Forestry has been planting on the site in the past, and the trees and shrubs are now well established.

With continued funding, the planting on this site could be enhanced to great advantage for improved habitat quality, storm water abatement, canopy doubling objectives, carbon sequestering, and climate change targets as well as for low impact recreational enjoyment.

d) Toronto Water

The proposed development is in the valley lands of the East Don Branch at Hwy 401. The subject property is also located in Study Area 4 of Toronto Water's *Wet Weather Flow Master Plan* (WWFMP).

The WWFMP was developed with the recognition that wet weather flow will be managed on a watershed basis with a hierarchy of wet weather flow solutions, starting with "at source", then "conveyance", and finally "end of pipe" controls.

The goal of the Plan is to:

- 1) *reduce and ultimately eliminate the adverse impacts of wet weather flow on the built and natural environment in a timely and sustainable manner; and,*
- 2) *to achieve a measurable improvement in ecosystem health of the watersheds.*

The site currently conveys storm water from Hwy 401 to the Don River and in its existing condition, it provides a significant opportunity for water quality improvement and infiltration. As well, there is a large diameter storm sewer through the site.

This property, together with the valley lands immediately downstream and its surrounding vicinity, and as well as the Donalda Golf & Country Club further downstream, have been identified in the WWFMP as the areas for implementing exfiltration systems. The WWFMP has also identified that the river channel is subject to erosion. Consequently, the WWFMP has proposed two monitors: one to monitor the water quality and one to monitor erosion. The water quality sampling monitor is to be located at the Don Mills Road crossing and an erosion monitoring station is to be located at the York Mills Road crossing.

Toronto Water regards this property, the valley lands adjacent to and surrounding the property, and the valley lands along the river immediately downstream extending to the Don Valley Parkway crossing, as sensitive to water quality and erosion deterioration. Further, it is recommended that the lands be used as infiltration areas for exfiltration systems, and should be kept for this purpose. Protection against erosion is also required in this section of the river.