



Department of the City Clerk

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Date: June 14, 1990

NOTICE OF HEARING

LAND USE COMMITTEE

The Land Use Committee which meets in Committee Room No. 4, Second Floor, City Hall, will consider the under-mentioned subject on:

DATE: Tuesday, July 3, 1990

TIME: 11:15 a.m. , or as soon thereafter as possible

ITEM: E

SUBJECT: Application S. 299, 6 Leslie Street and Part of 3
Leslie Street and Part of 595 Commissioners Street:
Draft Approval of Plan of Subdivision for the Port
Industrial Park.

If you wish to address the Committee with respect to this matter, please notify the Land Use Committee by telephoning 392-7033 by 12:00 noon on the day before the meeting.

For your information, the Committee's Rule of Procedure for hearing deputations is as follows:

"To more effectively deal with the numerous items of business coming before the Committee, each delegate will limit his/her remarks to a maximum of 5 minutes except with the concurrence of the Committee."

Administrator
Land Use Committee.

NOTE:

Please note that if you are interested in being present for this item, you should attend at the time indicated. However, the Committee may be delayed in its consideration of other items preceding this item, and the delay could extend to an hour or more.



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Mrs. Merle C. MacDonald

392-7033

File No. 90lucreply8-C:292

June 13, 1990

Mr. R. Millward,
Commissioner of Planning and Development.

Dear Sir:

At its meeting held on Tuesday, June 12, 1990, the Land Use Committee had before it a report (May 3, 1990) from the Commissioner of Planning and Development respecting Application S.299, 6 Leslie Street and Part of 3 Leslie Street and Part of 595 Commissioners Street: Draft Approval of Plan of Subdivision for the Port Industrial Park.

The Committee also had before it the following:

- Communication (June 5, 1990) from Bryan K. Bertie;
- Supplementary Report (June 11, 1990) from the Commissioner of Planning and Development.

The Committee deferred further consideration of this matter to its meeting to be held on July 3, 1990, for depositions, and requested the Commissioner of Planning and Development to report further at that time, in consultation with Councillor Churley, and to comment on the communications from Jacqueline Courval, Co-Chairperson, Friends of the Spit, and Bryan K. Bertie.

Yours truly,

Administrator,
Land Use Committee.

MCM:fp
Enclosure

cc: Councillor Churley
All Interested Persons

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

C.

520/488010

CCSA

May 3, 1990

Peter Langdon

392-7617

To: Land Use Committee

Subject: Application S.299, 6 Leslie Street and Part of 3 Leslie Street and Part of 595 Commissioners Street: Draft Approval of Plan of Subdivision for the Port Industrial Park (Ward 8)

Origin: Metropolitan Commissioner of Planning, upon application by the Toronto Harbour Commissioners, 60 Harbour Street, Toronto, Ontario, M5J 1B7 (c71luc90250:163)

Recommendations:

1. That prior to the adoption by the Land Use Committee of any recommendation to approve application S.299 for a plan of subdivision submitted by the Toronto Harbour Commissioners for the Port Industrial Park, the City Solicitor and the Commissioner of Planning and Development submit a joint report to the Land Use Committee, prepared in consultation with the Commissioners of Public Works and Parks and Recreation, regarding:
 - i) the mechanisms and processes available to phase development within the plan of subdivision in step with necessary off-site transportation infrastructure improvements;
 - ii) the planning implications of phasing;
 - iii) the implications of the Development Charges Act for the funding of the required off-site transportation infrastructure improvements;
 - iv) the issue of the conveyance to the City by the Toronto Harbour Commissioners of water's edge land for parkland; and
 - v) appropriate conditions of approval to address the above matters.
2. That, subsequent to or in conjunction with consideration by the Land Use Committee of the report referred to in Recommendation No. 1, above, the Commissioner of Planning and Development prepare a further report containing refined and specific conditions of draft approval.

3. That, in the event that Land Use Committee does not concur with Recommendations 1 and 2, above, and wishes to forward a recommendation for draft approval for Council's consideration at this time, then the recommendations and general conditions of draft approval contained in Appendix C to this report be adopted.

1. Executive Summary

The Toronto Harbour Commissioners (THC) have applied to Metro Council for approval of a 24.9 ha industrial plan of subdivision in the "triangle lands" at the foot of Leslie Street in the Port Industrial District. The lands are currently vacant, are predominantly zoned "I2 D2", and are referred to as the proposed Port Industrial Park.

One unresolved issue is how to deal with the traffic impact of the proposed development on off-site transportation infrastructure, and another is how cost-sharing arrangements for such improvements will be established.

A reasonably satisfactory traffic impact study was submitted by the THC in February, 1990. It is an extensive study which introduces complex issues for which there has been inadequate time for City staff to properly address. In order for traffic generated by the Industrial Park to be adequately handled, the traffic impact study has identified several very costly and significant off-site improvements, including: the realignment of the eastbound Gardiner off-ramp and the provision of a westbound on-ramp flyover at Leslie Street; the widening of Leslie Street and Lake Shore Boulevard East; and improvements to the Queen Street East/Woodbine Avenue/Lake Shore Boulevard East intersections. Due to uncertainty regarding the technical and financial feasibility of these improvements and uncertain future support by City and/or Metro Councils, they may never materialize.

In view of such uncertainty and in order not to overload the available transportation infrastructure capacity, the development within the Industrial Park should be phased if the subdivision application is to be approved. How such phasing would be implemented, and the implications, have not been adequately examined, particularly from a legal perspective.

Not only have cost-sharing arrangements for the required off-site transportation infrastructure improvements not been adequately addressed, but the legislative authority for requiring any such financial contributions from the THC is also in question. The Development Charges Act was passed in November, 1989, and has

legal implications for requiring payments by developers which need to be examined in greater depth.

The Acting Commissioner of Parks and Recreation has indicated that the conveyance of water's edge lands as parkland is a desirable condition of approval, but there is an unresolved legal question of whether the THC can convey water's edge lands in accordance with its own federally mandated by-laws.

Consequently, I cannot recommend approval at this time, but rather, am recommending a further report from the City Solicitor and myself to examine these issues in more detail.

Should your Committee wish to recommend approval notwithstanding these concerns, then recommendations for general conditions of approval to deal with all issues to the fullest extent possible at this time are included in Appendix C to this report. Neither the City Solicitor nor I is comfortable, however, that such general approval conditions will enable the City's interests to be addressed in the best manner possible. The planning considerations relevant to these conditions are also discussed in this report.

The Province has advised Metro not to consider draft approval until after the findings and recommendations of the Royal Commission on the Future of the Toronto Waterfront are issued. Furthermore, the Province has advised the Metro Toronto and Region Conservation Authority (MTRCA) not to proceed with any negotiations to convey the proposed Leslie Street road allowance abutting the site to the City. Consequently, it would appear that consideration of draft approval and/or final approval by Metro will be significantly delayed.

2. Project Location, Context and Description

The 24.9 ha (61.6 acre) site is located in the "triangle lands" at the foot of Leslie Street, south of the Ship Channel in the Port Industrial District. The lands are predominantly vacant. The location is illustrated on attached Map 1. The service road owned by the Toronto Harbour Commissioners (THC), but commonly referred to as Unwin Avenue, traverses the northern portion of the site between Leslie Street on the east and Unwin Avenue at the Ontario Hydro Circulating Channel on the west. The temporary access driveway and hydro poles from Unwin Avenue to the THC's Outer Harbour Marina traverse the southern portion. An unopened City-owned road allowance connecting Unwin Avenue at the Circulating Channel to Leslie Street bisected the site, until recent land exchanges between the City and the THC, as authorized by Council, altered the configuration of the City-owned lands.

To the south of the proposed Outer Harbour Drive, the THC has proposed a Marina Centre, including a variety of marina-related commercial and industrial uses. No formal applications for the Marina Centre have yet been received, but THC staff have indicated that such applications will be submitted in the near future. To the south of the proposed Marina Centre is the arm and basin of the THC's Outer Harbour Marina.

To the northwest are the Ontario Hydro lands upon which the Hearn Generating Station is located. The Ontario Hydro Circulating Channel abuts the westerly edge of the site. To the northeast, on the east side of Leslie Street, is Metro's Main Sewage Treatment Plant. Abutting the northeast corner of the site is the proposed Telesat site, for which Development Review approval was recently granted. Lands immediately to the east, including much of the proposed Leslie Street, are owned by the Metro Toronto and Region Conservation Authority (MTRCA). The access road to the Leslie Street Spit is currently located on the proposed Leslie Street road allowance.

Existing and proposed uses in the surrounding area are illustrated on attached Maps 2 and 3.

Within the proposed plan of subdivision, the industrial development blocks cover an area of 19.3 ha (47.8 acres), of which .85 ha (2.1 acres) comprise easements for a realigned railway track. There are also 4.40 ha (10.9 acres) comprising road allowances, .54 ha (1.3 acres) comprising park land proposed to be conveyed to the City (Block 24), and .67 ha (1.6 acres) comprising "open space" (Block 25) proposed to remain in THC ownership. On the proposed plan, the large Blocks 21 and 22, which front on the northerly side of proposed Outer Harbour Drive, were intended to accommodate "office" uses as well as "prestige industrial" uses. As explained later in this report, the appropriate zoning to permit the "office" uses is not being pursued by the THC immediately, but could be the subject of a future rezoning application.

3. Background

The original application was circulated to me by the Metropolitan Commissioner of Planning in June, 1988, and I subsequently carried out my own circulation. The Toronto Economic Development Corporation (TEDC) was originally a co-applicant, but is no longer directly involved.

Beginning before that June, 1988 date, and continuing until May of 1989, negotiations involving the City, TEDC, the THC, and Dover

Land Use Committee

c711uc90250:163)
May 3, 1990

Elevator took place in an attempt to locate Dover Elevator within a proposed lot in the subdivision.

When the Dover Elevator negotiations ended, discussions with the THC resulted in a consensus on subdivision design revisions. I forwarded a status report dated July 31, 1989 to Land Use Committee. A revised proposed plan of subdivision, which was to my satisfaction, was submitted by the THC in early November, 1989, and was recirculated for comments.

Several reports from the Commissioner of City Property and Public Works have resulted in Council authority to exchange certain City-owned lands in the unopened road allowance for THC-owned land in the proposed new road allowances. That exchange process is underway.

Portions of a development block proposed in the northeast corner of the original plan had previously received the approval of the Committee of Adjustment and the Ontario Municipal Board (OMB) for a consent to lease to Telesat Canada, and that development block was deleted from the revised plan.

I recirculated the revised plan in November, 1989. The Commissioner of Public Works had previously requested the submission of a traffic impact and parking study prior to the City taking a position on the proposed subdivision. The first submission of the study was unsatisfactory, and a revised study was submitted in early February of 1990.

The THC has also submitted reports on a Leslie Street streetscape plan, master servicing plan, and soils testing results, in anticipation of conditions of approval requiring such reports. These reports will be reviewed and evaluated by the appropriate City staff as part of the process of satisfying the conditions of approval.

In October, 1989, the Province declared a Provincial Interest, pursuant to The Planning Act, in lands including the East Bayfront, the Port Industrial District including the subject site, and the Outer Harbour. Metro Council has been delegated subdivision approval authority by the Province, and the Metro Commissioner of Planning has been advised by the Ministry of Municipal Affairs not to issue draft approval of this application before a land use determination has been made in light of the findings and recommendations of the Royal Commission on the Future of the Toronto Waterfront (see letter attached as Appendix B to this report). Assuming Metro Council heeds the provincial advice, consideration by Metro of approval of this application could be significantly delayed.

As previously mentioned, most of the proposed Leslie Street road allowance abutting the plan of subdivision is currently owned by Metro Toronto and Region Conservation Authority (MTRCA), and will be required to be conveyed to the City as a condition of approval of the subdivision application. MTRCA requires Provincial Cabinet approval to dispose of land, and has been advised by the Ministry of Natural Resources (MNR) not to proceed with any arrangements at this time to convey the proposed Leslie Street to the City. This position is apparently the result of the Provincial Interest in the subject lands and the desire by the Province to delay consideration of draft approval of the application until after the recommendations of the Royal Commission on the Future of the Toronto Waterfront have been finalized. Even if Metro were to issue draft plan approval at this time, the arrangements for the conveyance of Leslie Street to the City would have to be in place before final approval could be given. This is another means by which the development of the Port Industrial Park plan of subdivision could be significantly delayed, or even prevented.

4. Requirements of Civic Officials (See Appendix A for complete reports.)

- a) The Medical Officer of Health has requested conditions requiring a comprehensive site history and soil testing and remediation program, including a health risk assessment for any on-site remediation, testing of any imported fill, environmentally sound treatment of groundwater encountered during construction, and a dust control program.
- b) The Commissioner of City Property has requested conditions regarding dedication of public highways and dedication of parkland, and has advised that Council authority be obtained for including City-owned property within the proposed plan of subdivision.
- c) The Commissioner of Buildings and Inspections has pointed out the zoning problems presented by: "not in force" By-law 356-76, as amended; the portions of proposed industrial lots which are zoned "Gr"; and the non-compliance of "office" uses with the "I2 D2" zoning. He has also pointed out Ontario Building Code requirements regarding investigation of soil and groundwater conditions.
- d) The Commissioner of Public Works has requested conditions regarding: design and construction of all public works services and facilities; provision of a performance bond and guarantee for those services and facilities; provision of an environmental report regarding storm sewer outlets; purchase of City-owned lands not required for roads; increasing the

width of Street B to 20m; providing legal descriptions of lands and easements being conveyed to the City; acquisition and conveyance to the City of any external easements required for servicing; submission of final plan in metric units and remonumenting all lot/block corners after construction; conveyance of land or granting of easement for the sanitary sewage pumping station; conveyance of lands for public highways; submissions of functional design plans for the Leslie Street widening up to a point north of Lake Shore Boulevard East and for the proposed realigned Gardiner Expressway eastbound off-ramp to Leslie Street; submission of a 2-phased development plan based on accommodation of proposed development on existing (Phase I) and new (Phase II) off-site transportation infrastructure; a requirement to limit development to Phase I levels until commitments for construction of Phase II transportation infrastructure improvements have been made; and a request for the City Solicitor to provide input on the inclusion of City-owned lands in the plan.

- e) The Metropolitan Commissioner of Planning has requested that Metro's public open space objectives be addressed; specifically, pedestrian access from the North Shore to Tommy Thompson Park, and has indicated Metro's requirement for a transportation study. He has indicated that Metropolitan interests include economic viability, public access, and environmental integrity. He has also indicated that a Metro position on this application will not be available until after the Metropolitan Waterfront Committee has reviewed a discussion paper on Metropolitan waterfront interests.
- f) The President of the Toronto District Heating Corporation has suggested that installation of infrastructure to permit integration into the district heating and cooling system be considered.
- g) The Director of Engineering for Toronto Hydro has requested a condition requiring the construction of the underground electrical duct system, including manholes and transformer vaults if required.
- h) The Acting Commissioner of Parks and Recreation has indicated that she is opposed to the proposed location of the sanitary sewage pumping station in Blocks 24 or 25 and has the following requirements: the provision of a substantial park connection through Blocks 24 and 25 between the North Shore and Tommy Thompson Park; treatment of the shoreline edge in consultation with her Department; participation in the stormwater management study; submission of streetscape plans

to her satisfaction, and the provision of a landscaped buffer strip between the proposed industries and the roads.

5. Legal and Planning Considerations Relevant to Draft Approval Decision

The findings of the traffic impact study have raised substantive concerns regarding approval at this time of the plan of subdivision. The traffic impact study, required by the Commissioner of Public Works prior to City Council taking a position on the subdivision application, was submitted in a reasonably satisfactory form in early February, 1990. It is a very extensive study, dealing with complex issues, and to date, there has been inadequate time for the respective City Departments to fully analyze all of the technical, legal and planning implications or to formulate appropriate specific recommendations to address the concerns.

The problem can be briefly summarized as follows. Through the submission of the traffic impact study and the subsequent evaluation by the Commissioner of Public Works, the need for major off-site transportation infrastructure improvements has been identified as being necessary as a result of the traffic generated by the proposed Industrial Park, Outer Harbour Marina and Marina Centre, but primarily the Industrial Park. These improvements include: the widening of Leslie Street from just north of Lake Shore Boulevard East to just south of proposed Unwin Avenue; a realignment of the Gardiner Expressway eastbound off-ramp to Leslie Street; modifications to the westbound Gardiner access ramp to provide a Leslie Street "flyover"; the widening of Lake Shore Boulevard East; and Woodbine/Queen/Lake Shore intersection improvements.

It is not known at this point whether the implementation of such improvements is feasible, from a technical and financial standpoint, or from the standpoint of support by City and/or Metro Councils. Consequently, the Commissioner of Public Works has recommended the phasing of development within the plan of subdivision. In the first of two phases, development would be limited to that for which the traffic generated could be handled by the existing off-site infrastructure. Before the second development phase could begin, the necessary transportation infrastructure improvements would have to be funded and committed or construction.

A very preliminary investigation by the City Solicitor of the phasing of development within a plan of subdivision has revealed two possible mechanisms:

- a) one overall subdivision agreement with registration of each phase as a separate subdivision; and
- b) the granting to the City of a .3m reserve around all lots in Phase 2 with conditions in the subdivision agreement for their release when specified conditions (i.e. the securing of transportation infrastructure improvements) have been satisfied.

Both mechanisms have planning implications and potential marketing implications. Because the owner (the THC) does not have control over whether the required transportation infrastructure improvements get approved and constructed, there are no guarantees as to when, if ever, Phase 2 of the subdivision would be permitted to proceed. A more in-depth analysis of the phasing mechanisms is required by the City Solicitor in order to develop specific conditions of approval.

Information is not yet available to enable the City to determine how much development in the Port Industrial Park could be accommodated by the existing transportation infrastructure (i.e. Phase 1). The Commissioner of Public Works has requested the submission of this information by the THC as a condition of approval. This information will allow a determination of the amount of development in Phase 1, in terms of land area, but will not by itself determine the location within the subdivision of Phase 1 development. From a planning standpoint, it would be desirable to know the land area and boundaries of Phase 1 prior to the City taking a position on the application, but determining these matters to Council's satisfaction prior to final approval would appear acceptable.

There may be legal problems with proceeding in this manner, however. The legal mechanisms to effect such a phasing of development would be complex, according to the City Solicitor. The generalized conditions of approval recommended by the Commissioner of Public Works, while establishing the need for, and the principle of, a phasing of development, in my view leave too much important detailed information and specific procedural matters to be determined after City Council has already recommended approval in principle of the subdivision application. Such information would include the legal mechanisms required to implement such phasing, the planning implications of the legal process, and appropriate specific conditions of draft approval.

City Council does have the option, which I do not support, of recommending approval of the plan of subdivision without any kind of phasing of development. The responsibility for solving the resulting traffic problems, or of ensuring the provision of the

transportation infrastructure improvements prior to such problems, would then fall on the City and Metro Councils.

The issue of what financial contribution, if any, the THC should be required to make toward these improvements has also not been addressed. The 1986 estimate of the costs of improvements to the Gardiner Expressway ramps at Leslie Street was \$3.5 million, but given the current uncertainty regarding the future of the Gardiner/Lakeshore corridor, the ultimate solution and related costs for improvements to the Leslie/Lake Shore/Gardiner intersection are impossible to determine with any accuracy. The Commissioner of Public Works has roughly estimated that the Leslie Street widening, in today's dollars, would cost between \$1 and \$3 million exclusive of property acquisition costs. The costs of other recommended improvements, while significant, are not known at this time. In his April 10, 1990 report to me (see Appendix A), the Commissioner of Public Works referred to the need for establishing responsibilities for funding the required off-site transportation infrastructure improvements. Establishing cost sharing arrangements for very uncertain improvements could be problematic, however.

The Development Charges Act was enacted by the Province in November, 1989, and has important implications for how municipalities may obtain money from developers for development-related off-site service improvements. The City Solicitor has advised that municipalities must have the necessary official plan and by-law provisions in place by November, 1991 in order to require payment by developers for off-site service improvements related to the development. Before that time, payments could possibly be required as a condition of subdivision approval, but the City Solicitor is uncertain, pending a more detailed review of the legislation, whether payments to be made after November, 1991 could be secured through a subdivision agreement signed before that date. The City Solicitor has also advised that the official plan and by-law provisions required by the Development Charges Act are unlikely to be in place for some time given the almost certain objections and appeals by the development industry.

In the event that your Committee adopts Recommendation No. 3 to this report, I have included in Appendix C general conditions regarding the phasing of development and the working out of cost sharing arrangements for the off-site transportation infrastructure improvements. Neither the City Solicitor nor I is completely comfortable, however, that these general approval conditions will enable the City's interests to be addressed in the best manner possible.

I am of the opinion that, prior to consideration by your Committee of approval of this application, a further report is required from the City Solicitor and myself, in consultation with the Commissioner of Public Works, regarding: the legal mechanisms for, and planning implications of, the phasing of development within the plan of subdivision; the implications of the Development Charges Act for the funding of the required transportation infrastructure improvements; and appropriate specific conditions of approval to address these issues.

6. Planning Considerations Relevant to General Conditions of Approval and Related Recommendations in Appendix C

6.1 Official Plan and Zoning

As I indicated in my July 31, 1989 report to Land Use Committee, the proposed subdivision is in conformity with the Central Waterfront Plan (Official Plan Amendment No.463), adopted through By-law 527-88. The lands are primarily designated as a "Restricted Industrial Area", with a substantial area along the shoreline designated as "Open Space". The lakefilling already initiated by the THC along the shoreline for erosion protection purposes and to create land for the proposed Marina Centre will contribute to the width of the open space land between the proposed Industrial Park and the water of the Outer Harbour.

The bulk of the proposed plan of subdivision is zoned "I2 D2" through Central Waterfront Zoning By-law 528-88, as can be seen on attached Maps 1 and 3. Portions of Blocks 21 and 22, which are the two large blocks fronting on the north side of proposed Outer Harbour Drive, are zoned "Gr", under which the proposed industrial uses would not be permitted. Because the revised plan is an acceptable subdivision design which conforms to the Central Waterfront Plan, I am recommending that the lands which are zoned "Gr" within blocks 21 and 22 be rezoned to "I2 D2" prior to final approval of the application. The proposed parkland (Block 24) and open space (Block 25) are zoned "Gr".

The THC may pursue a rezoning in future to accommodate additional "office" uses as proposed in Blocks 21 and 22. In my opinion, the plan of subdivision can proceed on the basis of "I2 D2" zoning, and the merits of any future rezoning for additional commercial uses can be evaluated if and when an application is submitted. The THC has advised in writing that they intend to proceed on the basis of "I2 D2" zoning, notwithstanding the "office" uses proposed in the subdivision application. The policies of the Central Waterfront Plan pertaining to the "Restrictive Industrial Area" designation, which covers the industrial portion of the

subject site, permit ancillary commercial uses up to a gross floor area of 1.0 times the lot area, by zoning by-law amendment.

The Commissioner of Buildings and Inspections has identified a compliance problem with zoning By-law 356-76, as amended. On March 27, 1990, Land Use Committee considered the report of the City Solicitor dated March 14, 1990, and my report dated February 28, 1990, regarding technical amendments to the Central Waterfront Zoning By-laws, in which the repeal of By-law 356-76, as amended, was recommended. The repeal of these By-laws by Council will alleviate this compliance problem.

6.2 Urban Design, Streetscape and Landscape Guidelines

I consider that urban design guidelines for development within the proposed Industrial Park are required to deal with such matters as built form including building heights, vehicular access, setbacks, signage, parking, lighting, and other matters. Discussions with THC staff regarding such guidelines have already commenced. Such guidelines could also appropriately address the streetscape and landscape requirements of the Acting Commissioner of Parks and Recreation. I have attached conditions requiring the owner to develop such guidelines and an implementation plan for Council's approval prior to final approval of the plan, and requiring the owner's agreement to implement the Council-approved guidelines. I will ensure that the Commissioners of Parks and Recreation and Public Works will be consulted in the formulation and review of such guidelines.

6.3 Existing Service Road

The existing service road connecting Unwin Avenue at the Circulating Channel on the west to Leslie Street on the east is owned by the THC and is not a municipal street. It is open to the public at all times except one day a year when the THC closes it to maintain their legal position that it is not a public road. This road connection is very important to existing industries, the public and Ontario Hydro. Until an alternate road connection within the plan of subdivision has been constructed and opened to the public, this service road should be kept open, and I have included the appropriate condition in my recommendations.

6.4 Blocks Traversed by Proposed Rail Alignment

The proposed plan includes certain blocks which, due to the proposed rail alignment, are very small, irregularly shaped, or possess no municipal road frontage. Discussion with THC staff has confirmed that the rail alignment blocks are to be easements rather than separate parcels, and each building lot so affected is

made up of the rail alignment block plus the proposed adjacent "irregular" blocks. This intent does not raise any concerns, and I am recommending a condition to clarify this intent.

6.5 Configuration of Future Leased Land

The proposed plan of subdivision will establish large development blocks. It is highly likely that individual companies will seek portions of such blocks as development sites. If the THC proposes to lease lands which represent a further subdivision of these blocks, they may do so without any further approvals if the lease is for less than 21 years, pursuant to the Planning Act. I am concerned that the incremental granting by the owner of ad hoc leases of less than 21 years could result in an undesirable, haphazard development pattern within the Industrial Park. In order to partly alleviate this concern while allowing the THC some flexibility in leasing of land, I am recommending that through the subdivision agreement, I be given approval authority for all leasing configurations which represent a further subdivision of land and which do not require Planning Act approvals (i.e. Committee of Adjustment approval of a Consent to Lease). In implementing this approval process, I would consult with other civic officials as appropriate.

6.6 Location of Sanitary Sewage Pumping Station

Discussions and studies regarding municipal piped services within the proposed plan have identified the need for a sanitary sewage pumping station. Although the origin of the proposed location is not clear to me, this facility has been proposed in the parkland and open space lands (Blocks 24 and 25) at the southwest corner of the intersection of proposed Unwin Avenue and proposed Outer Harbour Drive. The Acting Commissioner of Parks and Recreation and I consider this an undesirable location because this open space represents a very important link between the North Shore and Tommy Thompson Park, and an important link in a continuous waterfront open space system. Associated fencing (if required), vehicular parking provisions and the structure itself could represent a significant impediment to this continuous open space system and a reduction in the amount of parkland at this critical juncture. The Commissioner of Public Works has indicated that he has no objection to an alternate location within the plan of subdivision, and I have recommended a condition requiring an alternate location, unless for engineering reasons an alternate location is found to be impossible.

6.7 Public Transit

In my January 26, 1990 supplementary report to Council on the Telesat Development Review application for the site abutting the northeast corner of the proposed plan of subdivision, I dealt with public transit to the Port Industrial Park to the extent possible at that time. Council adopted that report at its meeting of January 29 and 30, 1990. My report recommended, among other things, that I deal with public transit improvements to the Port Industrial District in my future 1991 report on TTC Service Standards. The THC was also requested to consider the provision of a bus turnaround loop near the Telesat site in the initial development phase of the Industrial Park.

In his April 10, 1990 comments, the Commissioner of Public Works has pointed out that, in addition to possible improvements to bus service for this area, Metro is studying the feasibility of extending the Light Rapid Transit (LRT) service across or through the Port Industrial District, and the Province is reviewing the feasibility of a GO train station near Cherry Street. The Commissioner of Public Works, after reviewing the traffic impact study submitted by the THC, states that the "magnitude of traffic projected and resulting problems underlines the importance of promoting good transit service to this area."

As I pointed out in my January 26, 1990 report to Council, significant transit improvements in the earlier stages of development in the Port Industrial Park would encourage transit ridership patterns, reduce the demand for surface parking, reduce the potential number of vehicles driving into and through the City, significantly improve the attractiveness of the area to potential industries and employees, and significantly improve public accessibility to the waterfront including major recreational areas. The Port Industrial District would also be better integrated with the rest of the City.

6.8 The District Heating and Cooling System

The Toronto District Heating Corporation (July 14, 1988 comments attached in Appendix A) raised the issue of constructing the necessary infrastructure within the plan of subdivision to facilitate future integration within the district heating and cooling system.

The Commissioner of Public Works has advised that the feasibility of providing a district heating and cooling system in this area is very low, and consequently is of the opinion that this issue need not be addressed through conditions of approval of the plan of subdivision. He did point out that if such a system is provided

in the area in future, then the required infrastructure can be installed at that time. On the basis of that advice, I have not attached any conditions or recommendations pertaining to this matter.

6.9 Parks/Open Space Issues

The THC has proposed that Block 24, which is .54 ha in area (see attached Map 3), be conveyed to the City as parkland. A condition of approval of the Consent to Lease for the Telesat development parcel abutting the northeast corner of the proposed subdivision was that the 2% parkland conveyance for the Telesat site be included as part of the parkland conveyance to be made as a condition of the subdivision approval. Pursuant to section 50(5)(a) of the Planning Act, the City may require up to 2% of the land area of the subdivision to be conveyed as parkland. Block 24 represents exactly 2% of the combined area of the Telesat development site and the plan of subdivision.

Block 25 is .67 ha and is proposed as "open space". The land to be created by lakefilling for erosion control purposes lies to the south of Block 25. The lakefilling to create the "hardpoint" south of Block 25 had been started by the THC but was halted pending further input from the City concerning configuration and edge conditions. THC staff advise that this hardpoint is required to deflect the plume from the Circulating Channel away from the Outer Harbour Marina arm, in order to prevent erosion, and to protect the shoreline from wave erosion.

The Commissioner of Parks and Recreation has previously advised that he would like to have conveyed to the City as parkland the actual water's edge. In response, the THC has advised that, pursuant to their by-laws approved by Order-in-Council, the THC cannot convey or sell land within 50 feet of the water's edge. The City Solicitor is presently reviewing this issue at the request of the Acting Commissioner of Parks and Recreation.

In her April 10, 1990 letter (attached in Appendix A), the Acting Commissioner of Parks and Recreation has indicated that the conveyance of Block 25 as parkland would be desirable. However, pending legal advice on this matter, it is not clear whether the THC could comply with such a request, because portions of Block 25 are within 50 feet of the existing and future water's edge.

If conveyance of the land within 50 feet of the water's edge is not possible, it would be desirable that it be leased to the City as parkland for a long term (e.g. 999 years).

Land Use Committee

c711uc90250:163)

May 3, 1990

The parkland conveyance and open space issues are not yet fully resolved and require further investigation and discussion involving the Commissioners of Planning and Development and Parks and Recreation, and the City Solicitor. It should be noted, however, that the City can, at any time prior to final approval, request Metro to amend the conditions of draft approval of the subdivision. In addition, in light of the Metro Planning and Provincial positions (see attached Appendices A and B) on the subdivision, it appears unlikely that Metro will consider draft approval of the application for several months at the earliest; therefore, it is possible for the City to amend or add to its requested conditions of approval prior to Metro's consideration of draft approval.

In light of these opportunities for the City to further investigate and revise its requested conditions of approval, I am including the following recommendation and conditions in Appendix C to this report:

- a) that I be requested to consult with the Commissioner of Parks and Recreation and the City Solicitor and to further report to Land Use Committee concerning conditions of approval regarding the provision of parkland and open space;
- b) that Block 24 be conveyed to the City as parkland; and
- c) that Block 25 plus additional land to the water's edge be leased to the City as parkland for a 999 year term, and that the terms of the lease include future lakefilled land, with wording of the lease to the satisfaction of the City Solicitor.

If your Committee adopts Recommendation Nos. 1 and 2 to this report, then the above recommendation and conditions can be appropriately revised for my final report.

With regard to the requirements of the Acting Commissioner of Parks and Recreation regarding the design of the parkland and open space, the provision of a connection between the North Shore parkland and other open space lands to the east, and the desire for consultation on the treatment of the shoreline edge, I am recommending conditions of approval whereby the THC is required to submit landscaping plans, including the extension of the Martin Goodman Trail, for Blocks 24 and 25 and any residual water's edge lands to the satisfaction of City Council. As part of the same condition, I am recommending that, prior to final approval, plans for the configuration and treatment of the water's edge south of Block 25 and extending along the shoreline to the entrance to the Outer Harbour Marina arm, be submitted by the THC, to the

satisfaction of City Council. A further condition stipulates that the THC agrees to carry out the approved plans.

With regard to the Acting Commissioner of Parks and Recreation's requirement for a landscaped buffer strip between the industrial developments and the road, I am recommending that this requirement be addressed as part of the required Urban Design, Streetscape and Landscape Guidelines.

Because the Metro Toronto and Region Conservation Authority (MTRCA) has responded to the circulation by Metro Planning with a requested condition for a streetscape plan for Leslie Street adjacent to the proposed plan of subdivision, the THC completed a Leslie Street Streetscape Study and has submitted that study to the City and MTRCA. I am coordinating the City's position on that study because it affects the interests of several City Departments as well as the Telesat landscaping plans required by conditions of the Telesat Development Review approval.

The Leslie Street Streetscape Study contemplates a substantial band of a "naturalized" landscape treatment up the east side of Leslie Street, within which is proposed an extension of the Martin Goodman Trail. The funding, implementation and maintenance responsibilities for the streetscape on the east side of Leslie Street have not yet been worked out, but I do not feel that the burden for resolving these responsibilities should be tied into this subdivision approval. Such arrangements can be worked out amongst the various interested agencies and City Departments as a separate matter. I am recommending that, as a condition of approval to be satisfied prior to final approval, streetscape guidelines for all proposed streets including Leslie Street be submitted to the satisfaction of City Council. The Acting Commissioner of Parks and Recreation also requested such a condition. Such guidelines should appropriately be part of the Urban Design, Streetscape and Landscape Guidelines.

Eventually, it may be appropriate that the parkland and open space be rezoned from "Gr" to "G", but consideration of such a rezoning can appropriately take place once more definite uses have been determined in the larger context of the North Shore park planning exercise.

6.10 Maximum Parking Requirements

In his April 10, 1990 report to myself (see Appendix A), the Commissioner of Public Works raised the issue of what he considered to be the excessive automobile parking standards for the Industrial Park which were recommended in the traffic impact study. He indicated that he would not be prepared to accept more

parking than the minimum levels required by the Zoning By-law. Further to that April 10, 1990 report, he has verbally requested that this requirement be imposed through the subdivision agreement.

An initial difficulty in implementing such a requirement has arisen. Of the extensive list of uses permitted in the "I2" zone, the Zoning By-law pertaining to the subject lands stipulates minimum parking requirements for only a very few (a manufacturing firm, wholesaling or warehousing, and some incidental uses). By restricting the amount of permitted parking to the existing Zoning By-law minimum requirements, parking could be completely eliminated for all permitted uses for which there are no existing minimum by-law requirements.

The Commissioner of Public Works has suggested that for uses where no minimum parking requirements exist, the maximum number of parking spaces be set at 1 space per 93 m² of total floor area. That is the current minimum requirement for manufacturing uses and office uses on the subject lands.

I have not had sufficient time to consult with the City Solicitor on this matter, but I am not comfortable with imposing maximum parking requirements through the subdivision agreement. Such matters should appropriately be dealt with through the zoning by-law. I have not included any recommendations to address this matter, but will consult further with the Commissioner of Public Works and the City Solicitor on this issue. One possibility is a condition of approval whereby, prior to final approval, a zoning by-law amendment be adopted by Council to establish maximum parking requirements for permitted uses on the subject lands. Either the Commissioner of Public Works or myself will report further as necessary.

6.11 Responsibilities for Coordinating Satisfaction of Conditions

Several conditions set out in Appendix C call for matters to be resolved to the satisfaction of City Council. In order to clarify coordinating and reporting responsibilities and avoid confusion in future, I have included in Appendix C recommendations to obtain direction from your Committee on these responsibilities. These recommendations are self-explanatory and are included at the end of Appendix C.

7. Conclusions

In light of the unresolved issues and the need for further information pertaining to: the legal mechanisms for phasing of

Land Use Committee

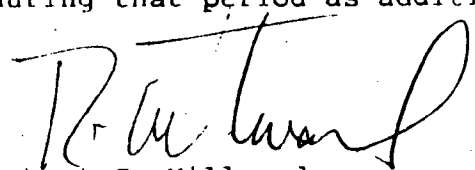
c711uc90250:163)

May 3, 1990

development within the plan of subdivision; the planning implications of such phasing; the implications of the Development Charges Act for the funding of required off-site transportation infrastructure improvements; the conveyance of water's edge parkland to the City; and the necessary specific conditions of draft approval to properly address these issues, I cannot recommend approval of the proposed plan of subdivision at this time. Rather, I am recommending that a further joint report on the above matters be submitted to your Committee from the City Solicitor and myself, prepared in consultation with the Commissioners of Public Works and Parks and Recreation, before you consider a further report from myself recommending a position. Awaiting such a report does mean a further delay in establishing the City's position on this application; however, given the positions articulated by the Province and the Metro Planning Commissioner whereby draft approval would not be considered for some time in any event, there would not appear to be a compelling reason to forge ahead with a recommendation for approval in the face of a lack of important information, and relying on general approval conditions to address complex matters.

In the event that your Committee does not agree with this position, I have set out in Appendix C a list of general conditions of approval which attempt to address all of the City's requirements to the extent possible at this time. If your Committee wishes to recommend approval of the application, then I recommend that the contents of Appendix C be adopted. Appendix C contains, in addition to general conditions of approval, recommendations regarding further reports required, advisory comments to the THC, and recommendations to establish coordinating responsibilities amongst City Departments for the satisfaction of certain conditions.

I expect that if City approval is delayed as per my recommended course of action, the recommendations and conditions of approval in Appendix C will be further refined and made more specific during that period as additional information becomes available.



Robert E. Millward
Commissioner

Appendix A

Reports of Civic Officials

1. MEDICAL OFFICER OF HEALTH

a) August 4, 1988

I have received the draft plan of subdivision for the Teleport/Port Area Business Park which you forwarded to me for comments. My staff has reviewed the draft plan of subdivision regarding environmental considerations.

The relevant history of the site is that it is comprised entirely of fill, and is located in an area which has been heavily industrial for many years. Given these factors, there is reason to suspect chemical contamination of the soil. The Ontario Ministry of the Environment has established guidelines for soil quality associated with certain land uses: industrial/commercial and residential parkland. In the proposed plan of subdivision the possible mix of land uses includes industrial, commercial and parkland. Soil quality on all sites that are not built upon or paved over should meet the appropriate guidelines. I attach a copy of the guidelines for your information.

Thus, as one condition of approval, I recommend that soil testing be undertaken over the site and the results submitted to the Medical Officer of Health, and that appropriate remedial measures be implemented to ensure acceptable soil quality for the planned land uses. This recommendation is in keeping with Section 50 (2) of the Planning Act, which requires draft plans of subdivision to show "the nature and porosity of soil".

Another condition of approval which I would recommend is submission to the Medical Officer of Health of the stormwater discharge study mentioned in the application. I am concerned about contamination of the Toronto Waterfront and wish to review the proposed stormwater management strategy for the Teleport/Port Area Business Park.

Finally, the scope of this development is on a par with St. Lawrence Square and the Railway Lands development. The development will occur on a site of questionable (current) soil quality that is immediately proximate to two important features of the City's natural ecosystem, Toronto Harbour and Tommy Thompson

Land Use Committee

c711uc90250:163)
May 3, 1990

Park. For these reasons, I believe that all stages of the development should be carefully managed to minimize adverse environmental impacts and maximize opportunities to improve the area environment. Therefore, as a final condition of approval, I recommend that the applicants be required to submit to the Medical Officer of Health an Environmental Quality Management Program describing measures that will be taken to manage environmental quality over the course of developing the Teleport/Port Area Business Park.

If you have any questions about the foregoing, please contact Dr. Joan Campbell at 392-6788.

b) January 31, 1990

I have received your letter dated November 21, 1989, and the revised industrial plan of subdivision which you forwarded to me for comments. Staff in the Environmental Protection Office have reviewed the revised plan in addition to our previous correspondence dated August 4, 1988 and March 7, 1989, (see attached) to your Department regarding environmental considerations.

I have no comments regarding the revised industrial plan of subdivision. The suggestions made in our letter dated March 7, 1989, with respect to the terms of reference for an environmental impact report are still applicable. However, I feel that it is necessary to further clarify the environmental conditions which, in my opinion, should be included as a provision of the subdivision agreement.

RECOMMENDATIONS:

1. The consultant should be required to undertake a comprehensive soil testing program and site history analysis to ascertain the extent of soil contamination on the site. The soil sampling program should be representative of soil conditions and past land uses on the site. Additional sampling and test pit analysis may be required to clarify the extent of contamination.
2. If unacceptable levels of contaminants are found on site, the consultant should be required to prepare a site remediation plan which includes the following:
 - i. A soils management strategy that addresses how contaminated soils are to be remediated. In the event that the proponent proposes capping, containment, or on-site treatment of contaminated

- soil, a health risk assessment should be included in the remediation plan;
- ii. If the site requires clean fill, a testing program should be in place to ensure that imported soil is acceptable;
 - iii. A program to ensure the environmentally sound treatment of groundwater encountered during excavation and construction activities, which includes compliance with the Metro Sewer Use By law.
 - iv. A comprehensive dust control program that includes wetting of the site and/or excavation face, designated loading points for trucks to reduce tracking of contaminated soil, cleaning of truck tires and exteriors, and regular street cleaning.
3. The site remediation plan and test results should be circulated to the Commissioner of Planning and Development, the Ontario Ministry of the Environment and the Medical Officer of Health for review and comments.

I would appreciate having these recommendations forwarded to the proponent for their information. Please contact Sonia Wylie (392-6788) in the Environmental Protection Office should you wish to discuss these recommendations.

Attachment dated March 7, 1989, addressed to Toronto Harbour Commissioners.

In response to your letter of January 25, 1989 regarding terms of reference for an environmental impact report on the proposed Teleport/Port Area Business Park, I have the following suggestions.

- 1) The consultants should be required to undertake a soil sampling and testing procedure across the site that will identify and measure concentrations of contaminants in soil. Parameters addressed should include all those listed in the Ontario Ministry of the Environment (MOE) Clean-up Guidelines for Soils and Provisional Clean-up Guidelines for Soils. Additional parameters contained in the MOE Lakefill Quality Guidelines should also be addressed if there is any possibility that soil removed from the site will be used for lakefilling.

- 2) The consultants should be required to prepare a site remediation plan if soils on the site are found to be contaminated above acceptable levels. Remediation could involve replacing contaminated soil with clean fill, or covering the contaminated area with an adequate buffer of clean fill, or a combination of both approaches.
- 3) If soil replacement is to be considered, the consultants should be required to prepare a soils management strategy that addresses how soils would be removed, to what depth soils would be removed, how any highly contaminated soils would be kept apart from less contaminated soils, by what means material would be transported away from the site, where the material would be taken, and whether the material would be disposed of inland or as lakefill.
- 4) If soil disposal at lakefill sites is to be considered, the consultants should be required to specify how their soils management would plan comply with the Metropolitan Toronto and Region Conservation Authority's Improved Lakefill Quality Control Program.
- 5) If soil removal is to be considered, the consultants should be required to indicate how any unexpected pockets of suspect or highly contaminated soil would be identified and handled.
- 6) If soil replacement is to be considered, the consultants should be required to prepare a testing program for imported soils so that I can be assured that replacement material would not be contaminated.
- 7) If covering the site with clean fill is to be considered, the consultants should be required to prepare a testing program for imported soils, to identify to what depth of clean fill these site would be covered, and to investigate the impact of raised site on surrounding land and uses.
- 8) The consultants should be required to prepare a program to ensure the environmentally sound treatment of groundwater encountered during excavation of the site, having regard for the Metro Sewer Use By-law and provincial legislation and regulations.
- 9) All proposed programs and test results should be circulated to myself, the Commissioner of Public Works and the MOE, Central Region for review and comments.

Land Use Committee

c711uc90250:163)

May 3, 1990

I trust that these suggestions will be of assistance to you. Please feel free to contact William Munson in the Environmental Protection Office (392-6788) should you wish to discuss any point.

2. COMMISSIONER OF CITY PROPERTY

a) July 26, 1988

As requested, Property Department staff have reviewed the Draft Plan of Subdivision for the Port Area Business Park at the south end of Leslie Street. It is my position, subject to the concurrence of the Commissioner of Public Works, that all lands within the proposed subdivision that are to be used for roadway purposes should be dedicated as public highways.

It is also my position, subject to the concurrence of the Commissioner of Parks and Recreation, that (notwithstanding the proposed leasehold status of the industrial properties) title to all areas of park or open space should be transferred to the City. In this respect I am somewhat concerned that the area covered by Part 9 under the Draft Plan excludes the water's edge and does not extend the full distance to Street "A". These exclusions reduce the value of the parkland and limit its utility as open space accommodating the Martin Goodman Trail and other recreational activities.

b) March 15, 1990

This is in response to your letters requesting any comments I may have with respect to the subject application.

My only comment, in addition to those set out in the former Commissioner of City Property's letter dated July 26, 1988, is with respect to the inclusion of City-owned land within the Plan of Subdivision. This land will eventually be dedicated as part of the public highway system and, as such, I am not concerned it is included in the Plan. However, it will be necessary to request City Council's authorization for the co-signing of the Plan by the appropriate City official.

3. TORONTO HYDRO (September 15, 1988)

This is in reply to your letter dated July 8, 1988.

With respect to the draft plan for the subdivision, our comments are as follows:

- 1) The developers shall be required to construct, at their expense, on the streets and private property within the development, all of the underground duct system, including manholes and transformer vaults, if required.
- 2) Toronto Hydro will install, at its expense, the required transformers, switchgear and necessary electrical cables to the property lines.

I recommend that these conditions be passed to Council for incorporation to the subdivision agreement.

4. COMMISSIONER OF BUILDINGS AND INSPECTIONS

a) July 27, 1988

The proposed plan of subdivision to be known as the Teleport/Port Area Business Park, prepared by Inducon Consultants, advocates office and commercial uses for the southern lots, general industrial uses for the central area, and telecommunication-type uses for the northern areas.

The use, density, parking and loading requirements are regulated by By-law 20623, as amended, By-law 356-76, as amended, and By-law 438-86, as amended. By-law 781-87, as amended, and By-law 528-88 further restrict uses, and the latter rezones the lands to I2 D2 and GR districts. The southern part of the area is designated as a GR district.

Telecommunication-type uses are not readily defined in the Zoning By-law and therefore not permitted. Exceptions are antennae for transmitting radio and television signals and operations of telephone and telegraph companies. Office and commercial uses are not permitted in I2 or GR districts.

The proposed subdivision is in an area designated by By-law 239-86 as a site plan control area. Also, buildings/structures proposed in this area are subject to Metropolitan Toronto and Region Conservation Authority review for flood plain control. Section 2.2 of the Planning Report by the consultants indicates the area is a landfill with unknown soil characteristics. The Ontario Building Code requires an investigation of the soils be carried out to determine parameters of design for new buildings. Such investigation should include ground water chemistry and soil contaminants that present health/fire hazard beyond acceptable limits.

Land Use Committee

c711uc90250:163)
May 3, 1990

b) December 7, 1989

This is in response to your letter of November 21, 1989.

I concur with your Zoning related comments under Section 3 paragraphs one and three of Section 7.1, contained in your report of July 31, 1989, addressed to the Land Use Committee. As stated in our report of July 27, 1988, concerns with respect to By-law 356-76 and soil characteristics still remain.

Matters with respect to the recent declaration of a Provincial interest in this area are apparently being dealt with, and request that any material/information relating to the Provincial position be forwarded to this Department.

5. COMMISSIONER OF FINANCE (August 24, 1988)

In response to your request for written comments on the draft plan, only one issue comes to mind. This concern relates to the possibility of the developer encountering above-average costs during sewer excavation and installation due to the presence of concrete debris in the substrata. I assume that the financial implications of this contingency have been addressed in the proponent's business plan, and that provision for the financing of cost over-runs has been made.

My purpose in raising this issue is to underscore the importance, in my view, of being reasonably assured that the City will not be called upon to intervene because of insufficient financing caused by the use of unrealistic cost assumptions during the project's planning phase.

I would be pleased to comment on any other financial matters which you consider to be relevant.

6. COMMISSIONER OF PUBLIC WORKS

a) December 20, 1988

Comments:

The proposal for the site, which is located at the east end of the Toronto Harbour at the south end of Leslie Street, is for the subdivision of approximately 26 hectares (65 acres) of land into 10 blocks for the development of offices, prestige and general industry and a Teleport. The draft plan area excludes the proposed marina to be developed by the Toronto Harbour Commissioners.

Public Highways

The draft plan of subdivision includes the establishment of new public highways. The road pattern as proposed on the draft plan (Drawing No. 6208-SK-11 dated March 1988) is acceptable including the 7.5 m X 7.5 m sight triangles and the following right-of-way widths:

<u>Street</u>	<u>Right-of-Way</u>
Leslie Street	27 metres
Unwin Avenue	27 metres
Outer Harbour Road	20 metres
Street A	20 metres
Court A	20 metres
Block 4	20 metres
Cul-de-sac Court A	20 metres radius

The draft plan of subdivision must be adjusted to remove the proposed rail spur relocation from the culs-de-sac bulb for Court A. It currently appears that Block 6 is the westerly extension of the section of spurline relocation east of Court A.

A new bridge is required over the water circulation channel. The required right-of-way for Unwin Avenue adjacent to the new bridge may require adjustment to accommodate the road, sidewalk and Martin Goodman Trail. Final requirements will be determined on completion of the design of the bridge and adjacent road sections.

Surface facilities should be designed with the following dimensions:

a)	<u>Street</u>	<u>Pavement Width</u>
	Leslie Street	14 metres
	Unwin Avenue	14 metres
	Outer Harbour Drive	10 metres
	Street A	10 metres
	Court A	10 metres

b) Sidewalks

Sidewalks should have a minimum width of 1.5 m and must be provided on both sides of all streets.

Land Use Committee

c711uc90250:163)

May 3, 1990

With regard to the existing Leslie Street and bridge over the Circulating Channel I have the following comments:

Leslie Street

As noted above, Leslie Street adjacent to the east limit of the subdivision should be provided with a 14 metre roadway along the entire flankage of the project. The construction of this section of Leslie Street should be undertaken in conjunction with the servicing of the project by the applicant at his expense. The existing 7.3 metre wide section of Leslie Street from the north limit of the project to the railway spur line will require reconstruction to a 14 metre pavement width and will be undertaken by the City at the appropriate time.

Unwin Avenue Bridge

A new bridge for Unwin Avenue over the R. L. Hearn Circulating Channel will be required. The bridge must be designed to accommodate a minimum of 4 lanes of traffic consistent with the design of the roadway east and west of the R. L. Hearn Channel, sidewalks and the Martin Goodman Trail.

The proposed railway bridge must be constructed separately from the highway bridge.

Watermains

The system should be designed and constructed to City standards. The minimum size of new watermains should be 300 mm in diameter.

The existing watermain on Leslie Street should be linked up with the existing watermain on Unwin Avenue (approximately 1 050 metres east of Cherry Street) to form a closed loop. This is required to provide the site with an adequate supply of water and fire protection.

Storm Drainage

All new streets should be provided with storm sewers designed and constructed to City standards. Storm sewers should be designed for a minimum 5 year storm.

An environmental report addressing the number, location and impact of the storm sewer outlets should be submitted for my review and approval.

Land Use Committee

c711uc90250:163)

May 3, 1990

The grading of the land should be carried out in such a manner that will direct overland drainage resulting from a major storm (regional or 100-year storm whichever is greater) to the lake. All overland flow routes directing drainage along lands, including lands external to the project area, other than roadways, should be covered by an easement in a form satisfactory to the Commissioner of Public Works.

Sanitary Sewers

Sanitary sewers should be provided on all new streets as required by adjacent land uses, designed and constructed to City standards (minimum 300 mm diameter). The calculation of flows should be according to the City curve, or according to the Harmon formula, whichever results in the larger flow.

A new pumping station is required to service this area. The pumping station should be located immediately east of the proposed new bridge on Unwin Avenue. The pumping station should be laid out and designed in such a manner that it can be built in stages; initially the pumping station will service the subject subdivision and the proposed marina with provision for later expansion to service the entire area along Unwin Avenue westerly to Cherry Street.

Sanitary flows should be directed to the existing 600 mm sanitary sewer on Leslie Street.

City-owned Lands

The project includes City-owned lands which were acquired for the extension of Unwin Avenue to Leslie Street. Satisfactory arrangements should be made with the Commissioner of City Property with respect to the purchase of the City-owned lands that are not required for public highway purposes.

Street Names and Municipal Numbering

The applicant should submit to the Commissioner of Public Works suggested street names for the new streets in accordance with the policy set out in Clause No. 4 of the Executive Committee Report No. 22 adopted by City Council on July 11, 1988.

An application for revised municipal numbering must also be submitted to the Commissioner of Public Works.

Draft Plan of Subdivision

Land Use Committee

c711uc90250:163)

May 3, 1990

The final plan of subdivision should be in metric units with all lot/block corners coordinated and integrated with the Ontario Coordinate System.

The lot/block corners must be remonumented after all construction has been completed.

Land Conveyances and Easements

The applicant should provide all legal descriptions required for land exchanges, easements and conveyances for park land.

Parking and Transportation Impact Study

No regular T.T.C. bus service is available to the site with the closest route being on Commissioners Street. As a result, I expect the demand for parking in the Business Park will be higher than elsewhere in the City. Also, while not part of the subject draft plan of subdivision, the marina is expected to generate a high demand for parking, not only for boaters but for visitors to the marina centre and the Leslie Street Spit. In view of the foregoing, a Parking and Transportation impact study is required.

Snow Dumping Facilities

The availability of snow dumping sites and facilities is becoming critical. I feel the development of the subject Harbour lands represents a good opportunity for the City to secure satisfactory, long-term snow disposal sites and/or facilities. The owner should be required to designate within the subject subdivision or on any other lands owned by the Harbour Commissioners a snow dumping site at a location and size satisfactory to the Commissioner of Public Works.

Recommendations:

I recommend that the owner be required to:

1. Engage the services of a qualified Municipal Consulting Engineer for the design and field supervision of all underground and surface public works services and facilities;
2. Prepare for the approval of the Commissioner of Public Works, detailed design drawings in accordance with the City's design policies and specifications for all underground and surface public works services and facilities, including the Leslie Street widening, a new Unwin Avenue bridge over the R. L. Hearn Circulating

Channel and a site grading plan, and construct all such services and facilities in accordance with the approved drawings;

3. Provide, upon completion of the work "as constructed" drawings of all underground and surface public works services and facilities, certified by the Municipal Consulting Engineer that such services and facilities have been constructed in accordance with the approved drawings and specifications;
4. Provide a performance bond and a two year guarantee in respect of all public works services and facilities, including the Leslie Street widening and new bridge over the R. L. Hearn Circulating Channel, to be assumed by the City;
5. Construct all public utilities underground;
6. Submit, for the approval of the Commissioner of Public Works an environmental report addressing the number, location and impact of the storm sewer outlets;
7. Make satisfactory arrangements with the Commissioner of City Property with respect to purchase of the portion of the City-owned lands previously acquired for the extension of Unwin Avenue that are not required for the public highway system;
8. Submit suggested street names to the Commissioner of Public Works for the new streets;
9. Apply for municipal numbering from the Department of Public Works prior to filing a formal application for a building permit;
10. Provide all legal descriptions required for land exchanges, easements and conveyances for public highways and park land;
11. Acquire any external easements required to service the property and convey them to the City for a nominal consideration and free of all encumbrances in a form satisfactory to the Commissioner of Public Works;
12. Submit final draft plan of subdivision in metric units with all lot/block corners co-ordinated and integrated with Ontario co-ordinate system and remonument all

lot/block corners after all construction has been completed;

13. Submit, for the approval of the Commissioner of Public Works, a Parking and Transportation Impact Study addressing the parking requirements and transportation impact on surrounding streets resulting from the development of the lands covered by the draft plan of subdivision and the proposed marina to be developed by the Toronto Harbour Commissioners; and
14. Designate within the area of the subject plan of subdivision or on any other lands owned by the Toronto Harbour Commissioners a site for snow dumping purposes at a location and size satisfactory to the Commissioner of Public Works.

b) March 9, 1990

I dealt with the proposal for the site in my report to you of December 20, 1988. My comments with respect to the revised proposal are as follows:

1. Revisions

The proposed subdivision has now been revised to:

- (a) Include additional lands to the south;
- (b) Alter the proposed road layout and include one new street ("Street B") at a width of 18 m;
- (c) Eliminate the daylight triangles at the intersections of the proposed road allowances; and
- (d) Relocate the cul-de-sac so that the rail spur bisects the north-south leg of the street instead of the cul-de-sac bulb.

These revisions are acceptable with the exception of the road allowance width for "Street B" which must be improved to 20m. For the sake of clarity, I am providing an updated list of the proposed streets and note the right-of-way requirements:

<u>Street</u>	<u>Right-of-Way</u>
Leslie Street	27 metres
Unwin Avenue	27 metres
Outer Harbour Drive	20 metres
Street A	20 metres

Court A	20 metres
Cul-de-Sac - Court A	20 metres radius
Street B	20 metres

2. Street Names

The applicant has submitted proposed street names for the new streets in compliance with Recommendation No. 8 of my December 20, 1988 report.

3. Registration Under the Land Titles Act

I note that some of the lands comprising the proposed subdivision are presently registered under the Registry Act and must be transferred to the Land Titles Office.

4. Soil Investigation

The need for soil investigation reports for the proposed subdivision has already been identified by both City and Provincial staff. Of course, the detailed engineering design of the services for the proposed subdivision will include soil investigation as it relates to such matters as trenching, dewatering, bedding, support, pipe material, backfilling concerns and road construction considerations.

5. Land Exchanges

The proposal involves a complex two stage land exchange process. Stage I of this land exchange was authorized by Council at its meeting of August 17 and 18, 1989. The proposal to implement the appropriate exchanges put forward by the Toronto Harbour Commissioners has been accepted by the Commissioner of City Property and myself, and is currently being processed by the City Solicitor.

The land exchanges as they pertain to my Department, are summarized below:

- a) Conveyances from the T.H.C. to the City:
 - i) Portions of the new Street A and Street B together with other lands to form a new outlet to Leslie Street.
 - ii) Proposed Unwin Avenue road allowance from the R.L. Hearn Circulating Channel to proposed extension of Leslie Street.

- iii) Lands for the southerly extension of Leslie Street from its southern terminus to the realigned Unwin Avenue. I understand that these lands are currently owned by the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.). The T.H.C. is to convey these lands to the City in an improved condition following its negotiations with the M.T.R.C.A.
- b) Conveyance from the City to the T.H.C.
 - i) The portion of the lands previously acquired for the Unwin Avenue road allowance within the subdivision which are not required for the realigned Unwin Avenue.
 - ii) The surplus portion of the lands previously acquired for the Unwin Avenue road allowance extending between the north limit of the proposed subdivision and Leslie Street. These lands are to be incorporated into the proposed Telesat site abutting the north limit of the proposed subdivision.

The land exchanges will be staged in a manner so as to ensure that a City-owned link for access purposes from Unwin Avenue to Leslie Street is maintained at all times during the process.

The land exchanges will be at least partially completed prior to the registration of the subdivision. In any event, the City will own lands within the proposed subdivision including the realigned Unwin Avenue. Improvements to proposed streets on these City-owned lands should be required as conditions of approval of the subdivision.

In addition, the City Solicitor should be requested to comment on the implications of the inclusion of City-owned lands within the Draft Plan of Subdivision.

6. Traffic Impact Study

I am presently reviewing the Traffic Impact Study prepared by Read, Voorhees and Associates Limited, dated January, 1990, which was submitted recently in conjunction with this subdivision application. I will advise you of my detailed comments/requirements in connection with this study upon completion of my assessment.

I also note that Metropolitan Toronto and the Toronto Transit Commission are currently engaged in the study of a potential easterly extension of the Harbourfront LRT. One of the preliminary options generated involves an alignment along Unwin Avenue, then northerly on Leslie Street.

For the sake of clarity, I have listed my updated recommendations in respect of the proposal below.

Recommendations:

I recommend that:

1. The owner be required to:
 - (a) Engage the services of a qualified Municipal Consulting Engineer for the design and field supervision of all underground and surface public works services and facilities, including the proposed streets on City-owned lands within the subdivision and the Leslie Street extension;
 - (b) Prepare for the approval of the Commissioner of Public Works, detailed design drawings in accordance with the City's design policies and specifications for all underground and surface public works services and facilities, including the Leslie Street widening and extension, the realigned Unwin Avenue, all new streets within the subdivision, a new Unwin Avenue bridge over the R. L. Hearn Circulating Channel and a site grading plan, and construct all such services and facilities in accordance with the approved drawings;
 - (c) Provide, upon completion of the work, "as constructed" drawings of all underground and surface public works services and facilities, certified by the Municipal Consulting Engineer that such services and facilities have been constructed in accordance with the approved drawings and specifications;
 - (d) Provide a performance bond and a two year guarantee in respect of all public works services and facilities, including the Leslie Street widening and extension, the realigned Unwin Avenue and new bridge over the R. L. Hearn Circulating Channel and all new streets within the subdivision, to be assumed and/or dedicated by the City;

- (e) Construct all public utilities underground;
- (f) Submit, for the approval of the Commissioner of Public Works an environmental report addressing the number, location and impact of the storm sewer outlets;
- (g) Make satisfactory arrangements with the Commissioner of City Property with respect to the purchase of the portion of the City-owned lands previously acquired for the extension of Unwin Avenue that are not required for the public highway system;
- (h) Improve the width of the "Street B" road allowance to 20 m;
- (i) Apply for municipal numbering from the Department of Public Works prior to filing a formal application for a building permit;
- (j) Provide all legal descriptions required for land exchanges, easements and conveyances for public highways and park land;
- (k) Acquire any external easements required to service the property and convey them to the City for a nominal consideration and free of all encumbrances in a form satisfactory to the Commissioner of Public Works;
- (l) Submit final draft plan of subdivision in metric units with all lot/block corners co-ordinated and integrated with Ontario Co-ordinate System and remonument all lot/block corners after all construction has been completed; and

2. The City Solicitor be requested to comment on the implications of the inclusion of City-owned lands within the Draft Plan of Subdivision.

c) April 5, 1990

I dealt with the original proposal for the site in my report to you of December 20, 1988 and provided additional comments and updated requirements in my report to you of March 9, 1990.

I understand that you would prefer that the required pumping station be located outside of the proposed park at the south-west corner of Unwin Avenue and Outer Harbour Drive. I would have no

objection to this, provided that a suitable alternate location can be found within the subdivision.

In this regard, the final location for the pumping station will be established in conjunction with the detailed servicing plan to be submitted by the owner for the subdivision. Of course, since the pumping station is to be assumed by the City, it will be necessary for the owner to convey land or grant an easement to the City for the lands to be occupied by the pumping station as more particularly set out in Recommendation No. 1(m) below.

In order to ensure that all roads within the subdivision will be assumed for public highway purposes, new Recommendation No. 1(n) should be added to the Recommendations set out in my March 9, 1990 report, as follows:

- m) Convey land or grant an easement to the City for the lands to be occupied by the pumping station to be assumed by the City.
- n) Convey any residual lands within the subdivision which are required by the City for public highway purposes, and not already owned by the City (or to be acquired through the land exchange process) at nominal cost and in a condition suitable for dedication in accordance with Recommendation Nos. 1(a), (b), (c), (d), (h) and (j) above.

d) April 10, 1990

The transportation analysis undertaken by Read, Voorhees and Associates Limited assesses the implications of the proposed Port Industrial Park, the Outer Harbour Marina and Marine Centre in terms of traffic operations on the surrounding road network and the public transit system. The report also addresses parking requirements of the potential land uses.

This transportation assessment is based on the following development scenario:

1. Port Industrial Park Subdivision, consisting of 22,500 square metres of telecommunications space (4.5 ha at 0.5x coverage), 110,000 square metres of manufacturing space (11 ha at 1.0x coverage) and 96,000 square metres of office-commercial space (4.8 ha at 2x coverage);

2. Marina and Marine Centre containing 1,200 boat slips, some 2,500 square metres of repair, service, instruction and storage space, 1,000 square metres of administrative space, a 750 square metre health club, a 750 square metre restaurant and a 5,000 square metre tennis club, for a total of approximately 10,000 square metres; and
3. Marine related commercial/industrial area consisting of some 30,000 square metres of uses such as boat sales, showrooms, supply and assembly shops.

The consultant notes that this development will proceed over a 10 to 20 year period. It is further pointed out that development of the industrial park, and particularly the office uses will require a re-zoning from the current I2D2 designation. I have reviewed this report specifically in the context of the current draft plan of subdivision application for the industrial park and have the following comments.

1. Method of Analysis

The consultant's assessment is based on a marginal analysis approach, whereby estimated a.m. and p.m. peak trip generation is derived from a number of parameters, depending on use, such as floor space per worker, attendance, peaking characteristics, modal split and vehicle occupancy. The resulting demand volumes are distributed on the basis of regional travel trends to the adjacent roadway network, and added to existing traffic and transit counts. The consultant also includes a growth factor for background volumes to account for other area travel growth and increasing Central Area demands in his projection of future traffic. The impacts of the combined existing and future volumes are analyzed in terms of capacity of the respective modes.

As I have pointed out in past reports to you, the marginal analysis approach provides a good indication of local impact associated with a particular development, however, it cannot account for changing base conditions and has tended to provide a conservative assessment.

2. Existing Traffic Operation

The consultant has assessed the current traffic conditions of the area road network through a volume/capacity analysis of the following 7 key intersections:

- i) Queen Street East/Carlaw Avenue;

- ii) Queen Street East/Leslie Street;
- iii) Queen Street East/Woodbine Avenue/Lake Shore Boulevard East;
- iv) Lake Shore Boulevard East/Coxwell Avenue;
- v) Lake Shore Boulevard East/Leslie Street (F.G. Gardiner ramps);
- vi) Lake Shore Boulevard East/Carlaw Avenue; and
- vii) Lake Shore Boulevard East/Don Roadway.

The consultant indicates that the Leslie Street/Lake Shore Boulevard East intersection is currently approaching capacity operations during the a.m. peak hour, due largely to westbound vehicles forming a lengthy queue in a single lane to access the F.G. Gardiner Expressway beyond the intersection. Other intersections, namely Coxwell Avenue/Lake Shore Boulevard East and Queen Street/Woodbine Avenue/Lake Shore Boulevard East are operating with some level of congestion, however, conditions are generally acceptable.

I note that while the consultant identifies overall volume/capacity ratios and levels of service, details of this analysis, including the parameters used in the assessment, critical movements and volume/capacity ratios for individual movements have not been provided. This information should be submitted for both a.m. and p.m. peak hours.

3. Future Traffic Demands

It is estimated that the entire development scenario will generate approximately 2,280 inbound and 758 outbound vehicle trips during the a.m. peak hour, and 2,589 outbound and 988 inbound trips during the p.m. peak hour. These figures are based on a transit modal split of 15%, with the remaining 85% being auto-based. Given the levels of transit serving the area (and assuming an LRT is not in place), this is an acceptable premise. The travel generation parameters applied by the consultant for the various uses are generally acceptable, with the following stipulations:

- i) A floor space per worker factor of 30 square metres has been applied to the office space, whereas current City Plan '91 research indicates that the FSW index for Central Area office has been steady at 25 square metres for many years. A factor for vacancy rate, typically in

the range of 8% can also be applied. The net result is that the consultant's trip rates for office space may be somewhat underestimated. In the event that office use is eventually considered within the subdivision, these parameters must be reassessed.

- ii) In the absence of specific land use information, the trip generation rates for the 35,000 square metres of Marine Centre and marine related commercial area (less 5,000 square metres for the tennis club) are difficult to determine with any degree of confidence. The consultant has applied similar parameters as used in the analysis of industrial uses for employee travel, with the exception of a lower peaking factor of 45%. This is acceptable for identifying general travel demands at this stage.
- iii) Peak hour visitor travel to the Marine Centre and marine related commercial uses was calculated using a similar factor of one person trip for each 50 square metres. Again, as the types of uses are clarified, some refinement of this assumption will be required.
- iv) The consultant indicates that vehicle trips generated by boaters during the p.m. peak hour of 0.05 per slip is slightly lower than ITE rates although a subsequent explanation and comparison with other studies does not clarify this factor.

In addition to site generated traffic, the consultant has also projected future increases in background traffic based on continuing Central Area growth, the Ataratiri development and Tommy Thompson Park. The Ataratiri area is the subject of a similar transportation assessment currently being undertaken by another consultant on behalf of the City. With respect to Central Area traffic, the consultant has applied a 5% growth factor to existing volumes. Typically, projections of Central Area traffic growth have been based on 150,000 square metres of new office space being absorbed each year. Although the consultant's estimates of future background traffic increases are not presented in a detailed manner, (no separate distributions or assignments, certain analyses not fully documented, etc.), I feel the assessment provided does take into account potential traffic growth on area routes.

The consultant notes that longer term potential redevelopment in the Port area, including Commissioners Street Industrial Park, Ship Channel Business Park and East Bayfront will result in further traffic demands. Given the distant time frame for these proposals, I concur that consideration of these areas is

not essential within the context of this study. At such time as proposals are presented, a detailed transportation update assessment will be required. It should be noted, however, that these proposals could have a significant impact on the road network.

4. Projected Traffic Operations

With the addition of site generated traffic demands and anticipated growth in background volumes, the consultant has identified a number of problem areas in terms of future roadway/intersection operations. As I noted previously, details of the analyses have not been provided in order for me to conduct a more in-depth assessment. However, based on the available information, the following are areas of future concern:

- i) Leslie Street/Lake Shore Boulevard East - Traffic demands will exceed the capacity of the intersection during both a.m. and p.m. peak hours with the addition of the development generated traffic.
- ii) Coxwell Avenue/Lake Shore Boulevard East and Woodbine Avenue/Queen Street East/Lake Shore Boulevard East These intersections will be approaching capacity operating conditions during the a.m. peak hour, while demand will exceed capacity during the p.m. peak hour with the addition of development generated traffic. The main difficulty identified is the volume of traffic on Lake Shore Boulevard East, east of Leslie Street, including turning movements at the key intersections.

Other roadways and intersections are projected to operate at satisfactory levels of service.

5. Proposed Roadway Improvements

The consultant has recommended a number of roadway and intersection improvements to accommodate the development traffic and address the capacity constraints identified in the nearby road network. The following relate directly to the proposed subdivision and are addressed in my reports to you of December 20, 1988 and March 9, 1990:

- realigned Unwin Avenue, with 14 m wide pavement in a 27 m wide road allowance;

- Street A and Outer Harbour Drive, each with 10 m wide pavement in a 20 m wide road allowance;
- Leslie Street, south of realigned Unwin Avenue, with a 14 m wide pavement in a 27 m wide road allowance;
- new 4-lane wide Unwin Avenue Bridge over the circulating channel.

The proposed phasing of these improvements, to be undertaken in connection with the development of the subdivision is addressed in my previous reports.

Other new internal road facilities noted by the consultant beyond the bounds of the draft plan of subdivision, including a new 27 m wide road allowance running south from Outer Harbour Drive and a 20 m wide right-of-way westerly from Leslie Street, will be assessed in connection with the specific development proposals.

In addition to the internal street pattern, the consultant also proposes a series of improvements to road facilities external to the development areas in order to solve the capacity constraints identified in the analysis. The ramifications of each of these are discussed as follows:

- i) Widening Lake Shore Boulevard East to 6 lanes - An additional eastbound lane is proposed from the end of the Gardiner Expressway eastbound off-ramp to the vicinity of the swimming pool, where the third lane is currently in place approaching Queen Street East, with a third westbound lane added from east of Coxwell Avenue to connect with the existing acceleration lane, west of Coxwell Avenue. I concur that these measures will ease the heavy east-west traffic demands on Lake Shore Boulevard East, particularly through the Coxwell Avenue intersection. It will be necessary, however, to establish responsibilities for funding these improvements and prepare functional plans to assess the feasibility and cost.
- ii) Widening of Leslie Street to 6 lanes within a 30 m or 36 m right-of-way, between Unwin Avenue and Lake Shore Boulevard East - The significant levels of development traffic will result in demands at the Leslie Street/Lake Shore Boulevard East intersection that cannot be accommodated by the existing configuration. The proposed improvements are acceptable in principle, however, again a functional plan has not been prepared. I also note

that plans submitted by the Toronto Harbour Commissioners in connection with the land exchange for the industrial park indicate a 27 m potential right-of-way between the realigned Unwin Avenue and a point some 130 m north. Further, the current Leslie Street road allowance from Lake Shore Boulevard East to its south limit is less than 30 m. No indication is provided as to how the necessary widenings would be achieved.

Associated with this proposal is a recommended minor widening on the north leg of the intersection to accommodate a right turn lane for traffic destined to the Gardiner Expressway on-ramp. This improvement is also acceptable, provided that the necessary land is available. Again, the matter of funding responsibilities will have to be dealt with.

- iii) Realign Gardiner Expressway eastbound off-ramp to Leslie Street to a signalized intersection - I concur that this measure will improve the traffic operations on Leslie Street, given the significant level of traffic generated by the Port area proposals on this section of roadway. Funding responsibilities will have to be addressed.
- iv) Modifications to the westbound access ramp to the Gardiner Expressway - The consultant proposes that, initially, the throat of the existing ramp should be widened to permit 2 lanes of traffic from Lake Shore Boulevard East to access the Expressway. This will improve the current bottleneck situation at this location. In the longer term, the consultant proposes that a new structure be constructed to fly-over the Leslie Street/Lake Shore Boulevard East intersection, which would permit westbound vehicles to access the Expressway without passing through the intersection. From a traffic operations perspective, this proposal would certainly relieve the existing and future congestion at the intersection, however, it is problematic from a number of other perspectives. As you know, consultants for the Gardiner/Lake Shore Task Force are now preparing a study that will address the possible removal of the eastern portion of the Expressway, and/or other measures to improve the integration of the facility. The flyover scheme was assessed by Metropolitan and City staff in 1986 and 1987, and was endorsed by City Council at its meeting of December 15, 1986. I note that the Metropolitan Commissioner of Transportation was again requested by the Metro Transportation Committee at its April 5, 1990 meeting to report on the possibility of

constructing the ramp. However, in light of Council's current policies concerning auto use and the financial implications of this ramp, the viability of such a structure ever being constructed must be questioned. At any rate, funding responsibilities will have to be addressed.

- v) Woodbine Avenue/Queen Street East/Lake Shore Boulevard East intersection improvements - The consultant proposes the widening of the southbound leg of this intersection when the site at the northwest corner is redeveloped. This widening is not identified in the Official Plan. The site in question is now in the advanced stages of a Development Review application, and as a result, the proposed widening would not appear to be feasible at this time. It appears that no other improvements are achievable at this intersection. I note that the consultant forecasts that 25% of the traffic on the Woodbine Avenue leg during the p.m. peak hour will originate from the Port development scenario.

In my view, under the prevailing circumstances, several of the proposed improvements recommended by the consultant, and particularly, long term proposals, such as the widening of Lake Shore Boulevard East and the westbound Gardiner Expressway flyover on-ramp may never materialize. The proposed intersection improvements at the Woodbine Avenue/Lake Shore Boulevard/Queen Street East intersection, another critical point in the network, also do not appear likely. Without these, presuming that the development scenario as assessed is implemented, certain critical points in the network will experience operating conditions characterized by significant congestion and delays. This does not even consider other potential longer term development in the Port. Other proposals by the consultant, although shorter term in nature, including the Leslie Street widening, have not been accompanied by functional plans. Further, the need for certain improvements outside the limits of the draft plan of subdivision, particularly the Leslie Street widening (development traffic will nearly triple existing volumes) and the realignment of the eastbound Gardiner Expressway off-ramp, are directly attributable to site generated traffic. Accordingly, the proposed Industrial Park/Marina development will have to bear the costs for these improvements.

6. Public Transit

The consultant investigates a number of potential transit service improvements to the area based largely on

modifications to the current Jones 83 bus route which follows Leslie Street south then west on Commissioners Street. The projected volumes can be accommodated on an upgraded bus service. Improvements would typically be undertaken by the Toronto Transit Commission in response to demand through the Service Standards Programme.

In addition, several regional transit improvements are under review by the senior levels of government. Metropolitan Toronto is studying the potential of extending the Harbourfront LRT easterly and have identified Unwin Avenue, Commissioners Street and Lake Shore Boulevard East as possible alignments. The Province is reviewing the feasibility of introducing a GO train station in the vicinity of Cherry Street. Although these regional services are not designed specifically to serve the Port development scenario, they would provide the potential for augmented transit service to the area. The magnitude of traffic projected and resulting problems underlines the importance of promoting good transit service to this area.

7. Parking Requirements

A parking supply ranging between 1 space per 50 square metres and 1 space per 67 square metres is proposed for industrial uses, while a range between 1 space per 33 square metres and 1 space per 40 square metres is proposed for office uses. These would result in 4,390 to 5,530 spaces being provided for the subdivision development scenario and exceed the minimum By-law requirements of 1 space per 93 square metres for each of the uses by a substantial amount (minimum 2,460 spaces required). Notwithstanding the relatively low level of transit service in the area, I feel the standards proposed are excessive, particularly in light of the forecast capacity deficiencies. Parking supplies for these types of developments should be consistent with the minimum By-law requirements in order to discourage discretionary auto commuting and place the emphasis on improved transit service. Parking supply proposals made in connection with future development applications will be examined with the foregoing principle in mind.

In addition to the subdivision uses, the consultant recommends that 800 to 1,000 spaces should be provided for the 40,000 square metres of marine commercial uses and 720 spaces to serve the Marina. Again, depending on the uses that are ultimately developed, the parking supply proposed for the Marine Centre appears to be at least double the minimum requirements. The same comments noted above apply to this

situation. The parking supply of 720 spaces proposed for the Marina appears to be reasonable.

8. Summary

The traffic study conducted by Read, Voorhees and Associates Limited on behalf of the Toronto Harbour Commissioners forecasts operational deficiencies in the surrounding road network due to increased traffic demand generated within the Port Industrial Subdivision, Outer Harbour Marina and Marine Centre as well as general traffic growth, recommends a number of infrastructure improvements to meet these demands and reviews parking requirements of these developments. My review of the implications of this study is summarized as follows:

1. The assessment presented by the consultant contains some technical deficiencies as noted above, including insufficient details of the intersection analyses, among other things, but generally provides a reasonable indication of network operations and future problem areas.
2. The assessment is based on a development scenario for the subdivision and marine area which the consultant suggests is over and above levels permitted by existing zoning. A similar assessment of the impacts that as-of-right development may have on the transportation systems has not been carried out.
3. Traffic generated by the full development of the scenario assessed by the consultant, added to forecast background volumes will result in capacity constraints at several key areas, including Leslie Street and the Lake Shore Boulevard East corridor east of Leslie Street to Queen Street East/Woodbine Avenue.
4. The internal road system proposed to accommodate the demand is consistent with the draft plan of subdivision (with the exception of the width of Leslie Street). Of the external improvements proposed by the consultant, the need for the widening of Leslie Street to 30 m - 36 m between the realigned Unwin Avenue and Lake Shore Boulevard East, and the realignment of the Gardiner Expressway eastbound off-ramp to Leslie Street are directly attributable to the Port industrial subdivision, Marina and Marine Centre. Other longer term

improvements recommended, including the widening of Lake Shore Boulevard East to 6 lanes, construction of the flyover on-ramp to the westbound Gardiner Expressway, and intersection improvements to the Woodbine Avenue/Queen Street East/Lake Shore Boulevard East intersection may not be viable for various reasons.

5. The ultimate development of the Port Industrial Subdivision and Marina/Marine Centre complex will impose a considerable traffic load on the road network, and lead to unacceptable levels of congestion and delay at several locations. In view of the feasibility questions related to certain proposed improvements, there is a clear need to phase these developments in a manner such that they can be accommodated by the available infrastructure. In this regard, the applicant should submit for the review and approval of the Commissioner of Public Works a plan that will establish a 2 phase development scheme. Phase I development levels will be able to be accommodated within the constraints of the existing infrastructure network (plus any internal facilities that are built in conjunction with the development). Phase II will be development levels over and above the initial phase that will be contingent on the construction of new transportation infrastructure.
6. The proposals for the improvements noted under Point No. 4 above were not accompanied by functional plans or property requirements. In the case of the Leslie Street widening, the proposed width is not consistent with the draft plan of subdivision application.
7. Parking supplies of double the minimum By-law requirements or more proposed for the office and industrial uses in the subdivision lands are excessive. I am not prepared to accept parking supplies higher than the minimum levels, notwithstanding the relatively low level of transit service available. The emphasis should be placed on improving this service. Parking requirements for the Marine Centre will have to be further refined as uses are clarified. I am satisfied with the parking supply recommended for the Marina and support the concept of shared parking. However, an application for a major parking structure should address

detailed demands and practical considerations of access between the parking facility and the developments it is intended to serve.

As a result of the findings of the transportation study, the list of proposed streets and right-of-way requirements contained in my report to you of December 20, 1988, as updated in my report of March 9, 1990, should be amended by noting that Leslie Street requires a minimum right-of-way width of 30 m between Lake Shore Boulevard East and the realigned Unwin Avenue, and 27 m south of the realigned Unwin Avenue.

The following recommendations should be added to my March 9, 1990 report:

1(o) Submit functional design plans for the review and approval of the Commissioner of Public Works for:

i) the proposed widening of Leslie Street from north of Lake Shore Boulevard East (to indicate the proposed southbound right turn lane to the Gardiner Expressway westbound on-ramp) to south of the realigned Unwin Avenue; and

ii) the proposed re-aligned Gardiner Expressway eastbound off-ramp to Leslie Street.

Such plans should identify the property implications of the proposed improvements;

3. The owner be required to submit, for the review and approval of the Commissioner of Public Works a 2-phase development plan outlining levels of development within the Port Industrial Subdivision and Marina/Marine Centre complex that:

i) can be accommodated on the existing transportation infrastructure facilities (plus any new internal facilities constructed in conjunction with the development); and

ii) additional development levels that are contingent on the provision of new transportation infrastructure;

Land Use Committee

c711uc90250:163)

May 3, 1990

4. The owner be required to limit development levels in the Industrial Park Subdivision and Marina/Marine Centre complex to those identified as Phase I until the required infrastructure improvements are funded and committed for construction prior to proceeding with any part of Phase II.

7. COMMISSIONER OF PARKS AND RECREATION

a) July 28, 1989

Thank you for forwarding the above draft report.

As you are aware, the THC has made an offer to the City of parklands on the north shore including the subdivision's area. Discussions with the THC are occurring on implementation arrangements regarding this offer. At this time, it appears that my requirements respecting the provision of parkland in conjunction with the proposed plan of subdivision will be addressed when the necessary legal arrangements referred to above are concluded.

Therefore, the draft plan of subdivision should specifically mention the parkland component in the subdivision's area and the required completion of the legal arrangements to the satisfaction of City Council as a condition of final approval.

b) April 10, 1990

The following are my comments on the proposed plan of subdivision as contained in your letter of February 15, 1990.

It is my understanding that a sanitary sewage pumping station may be located on lands within the proposed subdivision. My Department is of the opinion that the location of such facility within the areas designated for parkland and public open space, namely, Blocks 24 and 25, is not appropriate.

A conveyance of Block 25 to the City for parkland would be desirable, however I have not yet been advised by the Legal Department on this matter. The design of Blocks 24 and 25 should be such that provisions are made for a substantial park connection with linkages to the north shore park to the west and the future M.T.R.C.A. parklands towards the east. This connection is necessary in order to maintain the needed continuity of the public open space structure in and adjacent to the proposed subdivision. Such connection is vital in planning for future recreational uses which may be provided on these lands. An example of such use could be the possible extension through the park and public open

Land Use Committee

c71luc90250:163)

May 3, 1990

space of the Martin Goodman Trail which is proposed to be developed in the north shore park.

These lands will be an important component of a waterfront parkland system which connects the Martin Goodman Trail in a continuous park setting from the north shore park to Tommy Thompson Park. The treatment of the shoreline edge adjacent to Block 25 should reinforce this parkland objective and should be decided in consultation with my Department.

It is my understanding that a storm water management plan will be undertaken prior to development of this subdivision. I would request that my Department have the opportunity to participate in this study.

I have provided separate comments on the Leslie Street streetscape proposal however I advise that inasmuch as the west side of the proposed streetscape treatment applies to this Plan of Subdivision, as amended by my comments, the Subdivision Agreement should incorporate an amended streetscape plan for the west side of Leslie Street.

In your letter dated February 19, 1990 you requested my advise on the appropriate form of approval of the Leslie Street Streetscape Study. I am of the opinion that City Council should approve the streetscape concept inasmuch as it applies to this Plan of Subdivision subject to the requirements set out in my letter of April 9, 1990. I request the submission of streetscape concepts prepared to my satisfaction and that of the City's Urban Design Group for the balance of the streets included within this Plan for implementation as part of the Development Review process. This should be set out as a requirement of the Subdivision Agreement.

The Subdivision Agreement should set out that a landscaped buffer strip be provided to serve as an interface between proposed industrial land uses and the proposed roads. The width of this landscape buffer strip should be established at the time of Development Review and will be dependent upon the type of industrial use and built form contemplated.

8. TORONTO DISTRICT HEATING CORPORATION (July 14, 1988)

Thank you for your letter of July 8, 1988 requesting our comments on the above mentioned development. Because of the recent progress of the railway lands heating and cooling project, we are quite likely to be in a position to offer your development a number of services that could enhance its attractiveness to potential tenants.

The proponent selected to supply steam, and hot and chilled water to the railway lands intends to produce high pressure steam at the site of Ontario Hydro generating station, located at 440 Unwin Ave. (R L Hearn). If the proposal is approved by the City Council on October 3, 1988, we will proceed to obtain contractual guarantees that the planned capacity would be available.

Because of their proximity to the central plan, the tenants of your development could be offered, in addition to the normally provided host of services (such as water, sew, hydro, etc.) something not found elsewhere in Metro - a complete energy service that would satisfy their heating and cooling needs. In addition, it is quite possible that an industrial tenant might find the availability of a virtually unlimited supply of high pressure steam to be particularly attractive.

Such a service package would benefit practically all involved. The developer would not have to allocate space, capital and maintenance expenditures to heating and cooling plants. The neighbourhood, although containing industrial establishments would have neither smoke stacks nor cooling towers; and tenants would be serviced by a competitively priced system that is much more sophisticated in its backup, operation and maintenance than even the best of the on-site facilities. Probably the only negative impact would be the reduction in revenues generated by the mechanical design consultants, whose fees are normally a percentage of the on-site plant cost.

In addition, because of the proximity of your development to the central plan, it could be possible to utilize the substantial amounts of low grade heat that would otherwise be rejected to the lake.

The price of this heat is not likely to contain any energy component, and should therefore be fairly inexpensive. It could be used in public swimming pools, aquariums, tropical gardens, keeping waterways ice free...The list is only limited by one's imagination.

In terms of the service installation, TDHC would need to enter into some kind of development agreement that would guarantee service utilization. The details of this agreement would have to be worked out prior to any actual work being initiated, and would likely result in the area being effectively designated as a district heating and cooling development.

Land Use Committee

c711uc90250:163)

May 3, 1990

9. COMMISSIONER OF METROPOLITAN PLANNING DEPARTMENT

a) September 7, 1988

Our preliminary review of the subject draft plan indicates a need to address Metro's and the City's public open space objectives for the Central Waterfront in dealing with the subject proposal.

We note the requirement in the Central Waterfront Plan and Zoning By-law, recently adopted by City Council, for continuity of public access to the water's edge in keeping with Metropolitan Official Plan objectives. In this regard, unless a roadway is considered acceptable, the submitted plan of subdivision does not provide for a public pedestrian access between the north shore of the Outer Harbour and Tommy Thompson Park.

This matter may require resolution in conjunction with the owners of the property to the southeast of the subject site. Accordingly, prior to further processing of the subject draft plan, we consider that a meeting between Metro staff, City staff and representatives of the Toronto Harbour Commissioners to investigate this matter further is warranted.

If you concur that such a meeting is necessary, please contact Errol Chapman of this Department.

We note that the site is remote from existing Toronto Transit Commission service and would therefore produce a very low modal share. As a result, additional vehicular traffic on Leslie Street will add to the existing operational problems at the Leslie Street/Lake Shore Boulevard intersection and could create new problems at other intersections along Lake Shore Boulevard. Accordingly, we are requesting the applicant, by copy of this letter, to submit a transportation analysis of the proposed development to address these concerns.

Finally, Consumers Gas Company have indicated that they have some concerns with the subject proposal but have not yet finalized their position. They propose to submit their comments shortly.

b) April 3, 1990

With reference to our letter dated January 29, 1990, on the above subject, we draw to your attention that the Province has indicated that draft approval of the subject plan not be considered until the ultimate land uses for this site are determined as a result of the Crombie Commission on the Future of the Toronto Waterfront.

A Metropolitan Waterfront Committee has been established to address, in co-operation with the affected local municipalities, policies for the Metropolitan waterfront. This Committee also is participating in the Crombie Commission's Environmental Audit. The Economic Development and Planning Committee and the Metropolitan Waterfront Committee have directed staff, as part of the process to develop policies for the waterfront, to draft a discussion paper identifying the Metropolitan interests in the Port area. A position regarding this matter therefore will not be available until after review of the discussion paper by the Metropolitan Waterfront Committee.

The Metropolitan interests in these lands generally concern issues of economic viability, public access and environmental integrity. Draft plan policies are anticipated for the protection and enhancement of the environment and to ensure continuous public access along the waterfront, taking into consideration surrounding lands, particularly Tommy Thompson Park and the future uses along the North Shore. In this regard, criteria to be established to ensure that the waterfront is developed in an "environmentally friendly" manner will be applied in assessing the potential environmental impacts of the proposed Port Industrial Park subdivision.

Appendix B

Correspondence dated January 16, 1990 to Metropolitan Commissioner of Planning from Director, Plans Administration Branch, Ministry of Municipal Affairs.

As you are aware, the Premier has declared a Provincial Interest in certain Toronto waterfront lands east of Yonge street, including the lands which are subject to the above referenced proposed plan of subdivision. This was done in order to protect these lands pending a comprehensive environmental evaluation to determine the most appropriate future uses of these lands.

We understand that the Toronto Harbour Commissioners are anxious to proceed with the processing of their proposed plan of subdivision. We would have no objection to a technical circulation of this subdivision by your staff to establish the availability of basic services and to resolve technical aspects of the plan.

The ultimate land uses for the site are yet to be determined and will be subject to the findings and recommendations of the Crombie Royal Commission on the Future of the Toronto Waterfront. For this reason, we would recommend that the consideration of this proposal not proceed to the draft approval stage which would implicitly confer public approval of the land uses and specific site design proposed.

If you require any further information or clarification on this matter do not hesitate to call.

Appendix C

Recommendations to be Adopted for Approval of the Subdivision Application

1. That I be authorized to inform the Metropolitan Commissioner of Planning that the City of Toronto consents to approval of the draft plan of subdivision under City application S.299, (Metro application 55T-88008), dated October 13, 1989, drawn by Speight and Van Nostrand Limited, OLS, subject to the following conditions:
 - a) That, prior to final approval, those lands within Blocks 21 and 22 and which are zoned "Gr" by By-law 528-88, as amended, be rezoned to an industrial zoning designation considered appropriate by City Council.
 - b) That, prior to final approval, the owner submit Urban Design, Streetscape and Landscape Guidelines for the entire plan of subdivision and Leslie Street, which include, but are not limited to, the following matters: built form including building height limits; vehicular access to development parcels; building setbacks, signage, vehicular parking configuration; lighting; streetscape designs for all streets including Leslie Street; landscaped buffer strips between the future industrial uses and the streets; and an implementation plan for such Guidelines, all to the satisfaction of City Council.
 - c) That, prior to final approval, the owner engage a qualified consultant to undertake a comprehensive soil testing program and site history analysis to ascertain the extent of on-site soil contamination, with the soil sampling program developed specifically for the on-site soil conditions and in light of the site history, with additional sampling and test pit analysis as may be required to clarify the extent of contamination, all to the satisfaction of the Medical Officer of Health and the Ministry of the Environment.
 - d) That, prior to final approval, a soil remediation strategy be submitted by the owner for the site, which includes the following, all to the satisfaction of the Medical Officer of Health and the Ministry of the Environment:
 - i) a soils management strategy that addresses how contaminated soils are to be remediated. In the

event that the proponent proposes capping, containment, or on-site treatment of contaminated soil, a health risk assessment should be included in the remediation plan;

- ii) if the site requires clean fill, a testing program to ensure that imported soil is acceptable;
 - iii) a program to ensure the environmentally sound treatment of groundwater encountered during excavation and construction activities, which includes compliance with the Metro Sewer Use By-law; and
 - iv) a comprehensive dust control program that includes wetting of the site and/or excavation face, designated loading points for trucks to reduce tracking of contaminated soil, cleaning of truck tires and exteriors, and regular street cleaning.
- e) That the owner be required to submit, prior to final approval, an environmental report to the satisfaction of the Commissioner of Public Works addressing the number, location and impact of the storm sewer outlets.
 - f) That the owner be required to increase the width of the "Street B" road allowance to 20m and show such a width on the final plan.
 - g) That the owner submit the final draft plan of subdivision in metric units with all lot/block corners co-ordinated and integrated with the Ontario Co-ordinate System.
 - h) That, prior to final approval, the owner submit a stormwater management plan to the satisfaction of the Commissioners of Public Works and Parks and Recreation.
 - i) That, prior to final approval, the owner submit functional design plans to the satisfaction of the Commissioner of Public Works for:
 - i) the proposed widening of Leslie Street from north of Lake Shore Boulevard East (to indicate the proposed southbound right turn lane to the Gardiner Expressway westbound on-ramp) to south of the realigned Unwin Avenue; and
 - ii) the proposed re-aligned Gardiner Expressway eastbound off-ramp to Leslie Street.

Such plans should identify the property implications of the proposed improvements.

- j) That, prior to final approval, the owner submit, to the satisfaction of City Council, a 2-phase development plan outlining levels, areas, and boundaries of development within the Port Industrial Park plan of subdivision, the Outer Harbour Marina and the proposed Marina Centre, such that Phase 1 development could be accommodated on the existing off-site transportation infrastructure (plus any new internal facilities to be constructed in conjunction with the development), and such that Phase 2 development represents additional development for which off-site improvements to the transportation infrastructure are required.
- k) That, prior to final approval, cost-sharing arrangements be approved by City Council regarding the provision of off-site transportation infrastructure improvements, which deal, among other matters, with the issue of the financial contributions to be made by the owner.
- l) That, prior to final approval, the owner submit landscaping plans, which include the extension of the Martin Goodman Trail and the proposed configuration and treatment of the water's edge, for Blocks 24 and 25 and any additional lands between Block 25 and the proposed water's edge, to the satisfaction of City Council. The plans for the water's edge treatment shall include the water's edge from the Circulating Channel to the entrance to the Outer Harbour Marina.
- m) That Block 24 be conveyed to the City of Toronto as parkland, recognizing that the area includes the 2% parkland conveyance required as a condition of approval of the Telesat Canada consent to lease abutting the northeast corner of the plan of subdivision, pursuant to the parkland conveyance provisions of the Planning Act.
- n) That, prior to final approval, the owner shall enter into a subdivision agreement with the City of Toronto, pursuant to Sections 50(5) and 50(6) of The Planning Act, to be registered on title to the lands, and with the wording to the satisfaction of the City Solicitor, containing the following terms and conditions:
 - i) that provisions be included to ensure that Blocks 1, 2 and 3 form a single development

parcel with Block 3 being a railway easement over that parcel, and that similar provisions apply to the parcel comprising Blocks 4, 5 and 6 with Block 5 being a railway easement, and to the parcel comprising Blocks 7, 8 and 9 with Block 8 being a railway easement, and to the parcel comprising Blocks 13 and 14 with Block 13 being a railway easement;

- ii) that the owner agrees, in a manner satisfactory to the City Solicitor, to make the financial contributions determined necessary by City Council for the off-site transportation infrastructure improvements made necessary by the development of the plan of subdivision;
- iii) that, in cases where a consent to lease pursuant to the Planning Act is not required, the owner agrees not to enter into a lease agreement for a portion of a lot without the written approval of the Commissioner of Planning and Development regarding the configuration of the lands proposed to be leased;
- iv) that the existing service road providing a connection between Unwin Avenue in the west and Leslie Street on the east be kept open to the general public as a connecting road until an alternate connecting road is constructed and opened to vehicular and pedestrian traffic, all to the satisfaction of the City's Commissioner of Public Works;
- v) that the owner agree to implement the Urban Design, Streetscape and Landscape Guidelines approved by City Council by carrying out the implementation plan contained in the Guidelines approved by City Council;
- vi) that the owner agrees to lease Block 25 to the City as parkland for a 999 year term, and that the lease also include any existing or future lands between Block 25 and the water's edge, with the wording of the lease to the satisfaction of the City Solicitor;
- vii) that the owner agrees to carry out the approved soil remediation strategy to the satisfaction

of the Medical Officer of Health and the Ministry of the Environment;

- viii) that the owner design and construct, to the satisfaction of Toronto Hydro, all of the necessary underground electrical duct system, including manholes and transformer vaults if required;
- ix) that the owner convey or have conveyed to the City any residual lands within the subdivision and within the Leslie Street road allowance which are required by the City for public highway purposes, and which are not already owned by the City or to be acquired by the City through the land exchange process, at nominal cost and in a condition suitable for dedication;
- x) that the owner engage the services of a qualified Municipal Consulting Engineer for the design and field supervision of all underground and surface public works services and facilities, including the proposed streets on City-owned lands within the subdivision and the Leslie Street extension;
- xi) that the owner prepare, for the approval of the Commissioner of Public Works, detailed design drawings in accordance with the City's design policies and specifications for all underground and surface public works services and facilities, including the Leslie Street widening and extension, the realigned Unwin Avenue, all new streets within the subdivision, a new Unwin Avenue bridge over the R. L. Hearn Circulating Channel, and a site grading plan, and construct all such services and facilities in accordance with the approved drawings;
- xii) that the owner provide, upon completion of the construction, "as constructed" drawings of all underground and surface public works services and facilities, certified by the Municipal Consulting Engineer that such services and facilities have been constructed in accordance with the approved drawings and specifications;

- xiii) that the owner provide a performance bond and a two year guarantee in respect of all public works services and facilities, including the Leslie Street widening and extension, the realigned Unwin Avenue and new bridge over the R. L. Hearn Circulating Channel and all new streets within the subdivision, to be assumed by, and/or dedicated to the City;
- xiv) that the owner construct all public utilities underground;
- xv) that the owner make arrangements with respect to the purchase of the portion of the City-owned lands previously acquired for the extension of Unwin Avenue that are not required for the public highway system, to the satisfaction of the Commissioner of City Property;
- xvi) that the owner agrees, with terms and conditions to the satisfaction of the City Solicitor, to limit Phase 1 development within the Port Industrial Park to that approved by City Council as being appropriate on existing off-site transportation infrastructure, and that development beyond Phase 1 will be contingent upon the required off-site transportation infrastructure improvements being implemented;
- xvii) that the owner apply for municipal numbering from the Department of Public Works prior to filing a formal application for a building permit;
- xviii) that the owner provide all legal descriptions required for land exchanges, easements and conveyances for public works services, public highways and park land;
- xix) that the owner agrees to remonument all lot/block corners after all construction has been completed, to the satisfaction of the Commissioner of Public Works;
- xx) that the owner acquire any external easements required to service the property and convey them to the City for a nominal consideration

and free of all encumbrances in a form satisfactory to the Commissioner of Public Works;

- xxi) that the owner agrees that the required sanitary sewage pumping station be located within the area encompassed by Blocks 1 to 23 inclusive in a location satisfactory to the Commissioners of Planning and Development and Public Works, and not within Blocks 24 or 25, unless the Commissioner of Public Works is of the opinion that, for engineering reasons, it must be located within Blocks 24 or 25;
 - xxii) That the owner agrees to carry out at its expense the landscaping, construction of the Martin Goodman Trail, and the configuration and treatment of the water's edge in accordance with the plans and drawings approved by City Council, for Blocks 24 and 25, and the existing and future lands between Block 25 and the water's edge, and the water's edge extending from the Circulating Channel to the entrance to the Outer Harbour Marina;
 - xxiii) That the owner agrees to convey land or grant an easement to the City for the lands to be occupied by the sanitary sewage pumping station to be assumed by the City.
2. That I be further authorized to request written notice of the decision of the Metropolitan Commissioner of Planning or that of Metropolitan Toronto Council with respect to the subject application for draft plan approval.
 3. That the City Solicitor be requested to submit a draft by-law to a public meeting of Land Use Committee to amend the City's Zoning By-law as it affects the site of the proposed Port Industrial Park plan of subdivision under application S.299, so as to amend to "I2 D2" the zoning designation of those lands which are zoned "Gr" and which are located in proposed Blocks 21 and 22.
 4. That, because the proposed plan of subdivision contains City-owned land, the appropriate civic official(s) be authorized to sign the owner's certificate on the plan of subdivision and to authorize a Land Titles application regarding the City-owned lands.

5. That the Commissioner of Planning and Development report to Land Use Committee, in consultation with the Commissioner of Parks and Recreation and the City Solicitor, concerning any necessary refinements or adjustments to the City's recommended conditions of draft approval pertaining to parkland and open space.
6. That the City Solicitor be requested to submit a report to Land Use Committee, prepared in consultation with the Commissioners of Planning and Development and Public Works, regarding: the mechanisms and processes available to phase development within the plan of subdivision in conjunction with required off-site transportation infrastructure improvements; the implications of phasing on the development patterns within the Industrial Park; the implications of the Development Charges Act for the funding of the required off-site transportation infrastructure improvements; and any refinements or adjustments to the City's recommended conditions of draft approval made necessary in light of the new information.
7. That the owner be advised that Toronto Hydro will install, at Toronto Hydro's expense, the required transformers, switchgear and electrical cables to property lines.
8. That the owner be advised of the comments of the Commissioner of Buildings and Inspections regarding the Ontario Building Code requirements for a soils investigation to determine parameters of building design, with such investigation to include groundwater chemistry and soil contaminants that present a health/fire hazard beyond acceptable limits.
9. That the owner be advised that the City has adopted By-law 97-89 requiring payment of a fee for the preparation of agreements.
10. That the Commissioner of Planning and Development prepare the report(s) to Land Use Committee regarding the satisfaction by the owner of the condition of approval regarding the Urban Design, Streetscape and Landscape Guidelines, in consultation with the Commissioners of Parks and Recreation and Public Works.
11. That the Commissioner of Parks and Recreation prepare the report(s) to Land Use Committee regarding the satisfaction by the owner of the condition of approval regarding the landscaping plans for Blocks 24 and 25, and including the residual lands to the water's edge, and the water's edge

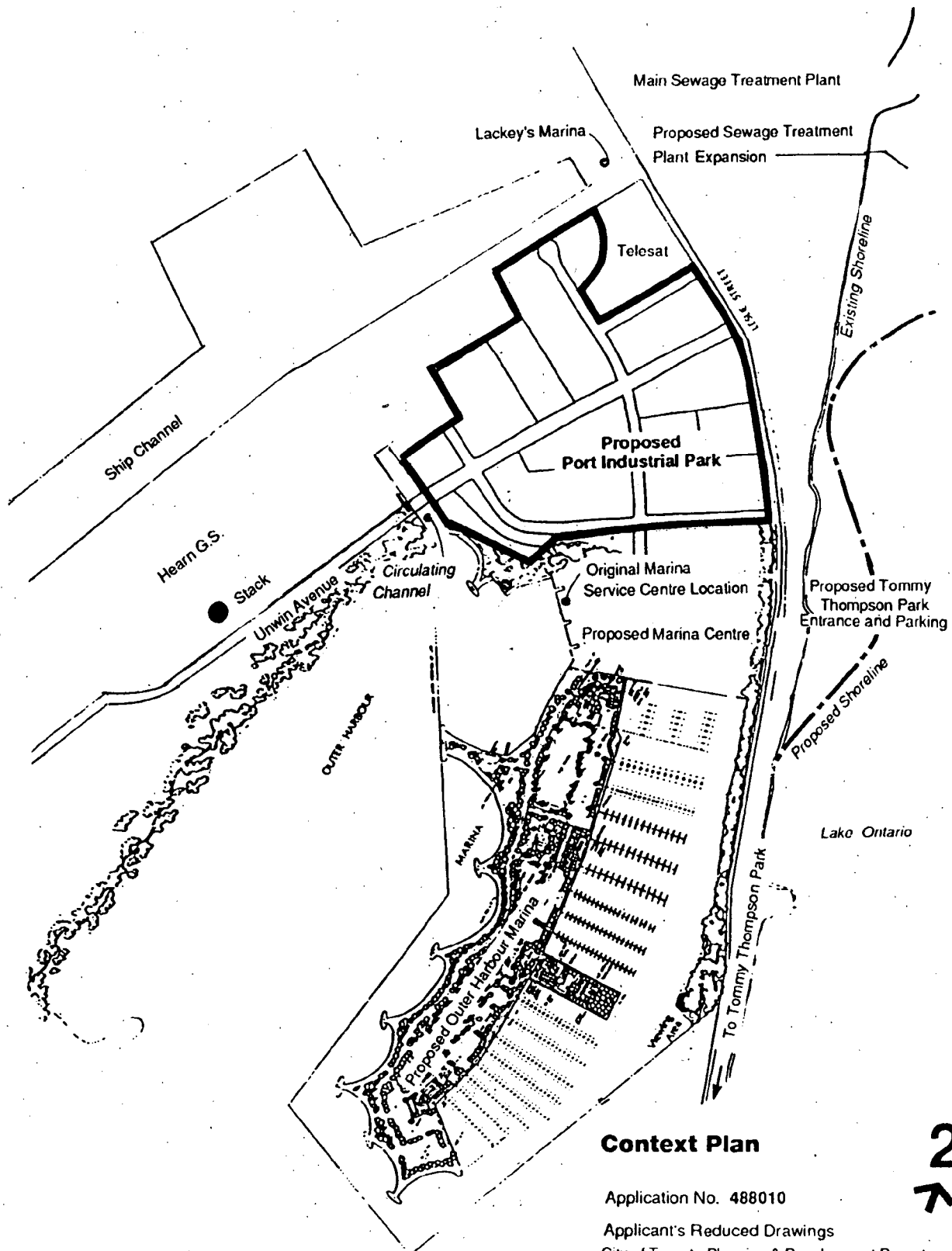
Land Use Committee

c711uc90250:163)

May 3, 1990

configuration and treatment, in consultation with the Commissioner of Planning and Development.

12. That the Commissioner of Public Works prepare the report(s) to Land Use Committee regarding the satisfaction by the owner of the condition of approval regarding the 2-phased development plan and the relationship to off-site transportation infrastructure, in consultation with the Commissioner of Planning and Development and the City Solicitor.
13. That the Commissioner of Public Works prepare the report(s) to Land Use Committee regarding the satisfaction by the owner of the condition of approval regarding cost-sharing arrangements for off-site transportation infrastructure improvements, in consultation with other civic officials as he deems appropriate.



Context Plan

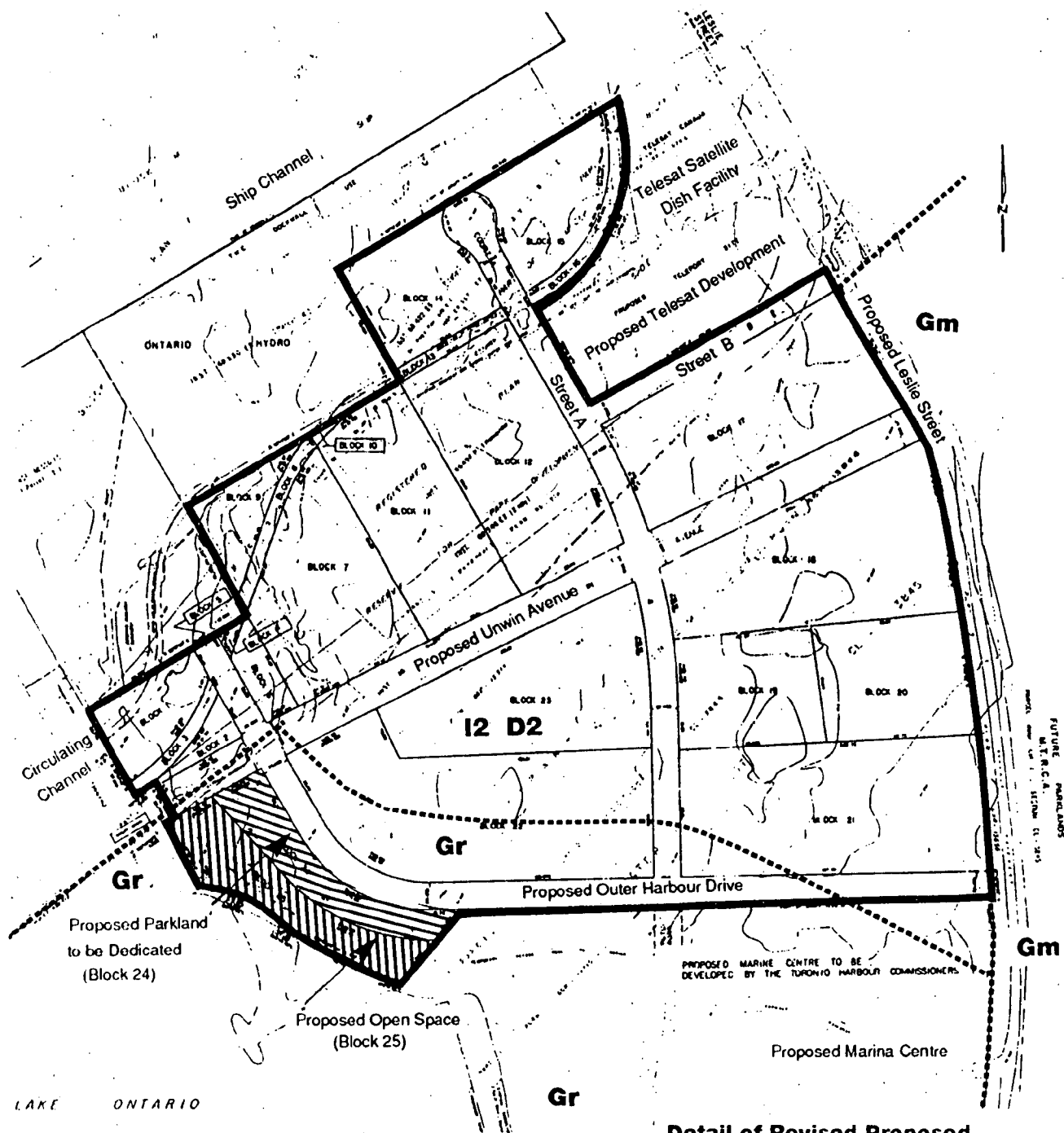
Application No. 488010

Applicant's Reduced Drawings

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner

Central Core & Waterfront Division

April 1990



Detail of Revised Proposed Industrial Plan of Subdivision (with zoning overlayed)

3

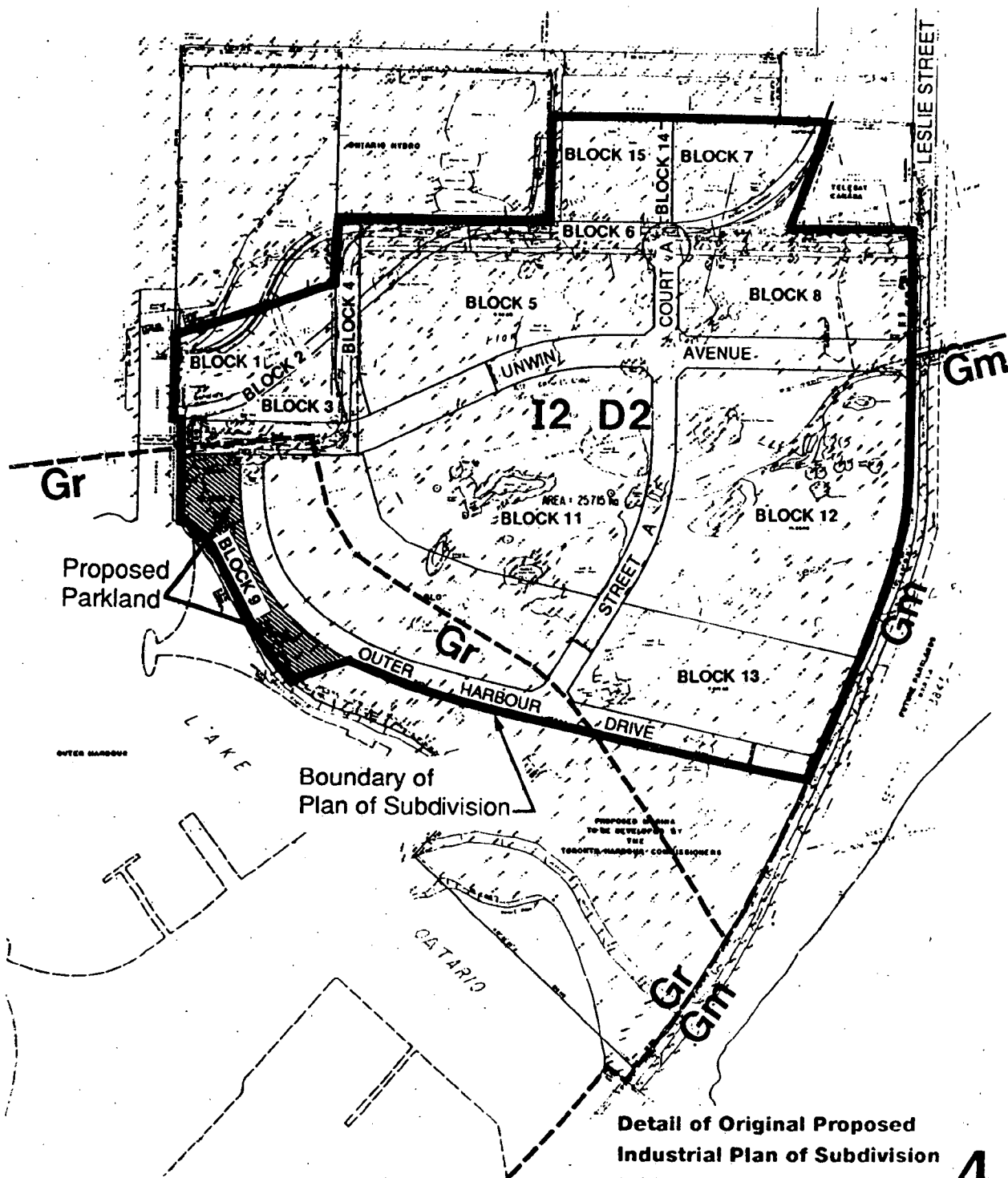
Application No. 488010

Applicant's Reduced Drawings

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner

Central Core & Waterfront Division

April 1990



**Detail of Original Proposed
Industrial Plan of Subdivision
(with zoning overlayed)**

4

Application No. 488010

Applicant's Reduced Drawings

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner

Central Core & Waterfront Division

April 1990

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OFFICE
SECTION

87 Fulton Avenue
Toronto, Ontario
M4K 1X7
June 5, 1990

Chairperson and Members
Land Use Committee
City of Toronto
Toronto, Ontario

Members:

Re: Item C, Tuesday, June 12, 1990: -- Application S.299,
6 Leslie Street and Part of 3 Leslie Street and Part of
595 Commissioners Street

My comments pertain to Appendix C of the Commissioner of Planning's May 3, 1990 report on the proposed draft plan of subdivision.

The conditions for approval of this application are critical in the context of further redevelopment of the Port Lands. Your Committee and Council should view this application as a model for further redevelopment as it pertains to environmental and natural resource protection and enhancement.

In short, each draft plan of subdivision should be judged in the context of economy--environment integration and sustainable development.

This and subsequent draft plans of subdivision should be partially assessed in the context of how the development can contribute to "A Green Strategy for the Greater Toronto Waterfront" which was recently issued by the Royal Commission on the Future of the Toronto Waterfront.

Observations concerning the draft plan of subdivision (Appendix C) are as follows:

I. Stormwater Management Plan

Item 1(e) and 1(h) are contradictions in terms. These are reproduced below for your convenience.

1(e) "That the owner be required to submit, prior to final approval, an environmental report to the satisfaction of the Commissioner of Public Works addressing the number, location and impact of the storm sewer outlets."

1(h) "That, prior to final approval, the owner submit a stormwater management plan to the satisfaction of the Commissioners of Public Works and Parks and Recreation."

Environmentally sound stormwater management strategies should be developed in accordance with two basic principles:

1. maximum runoff to be redirected to ground water recharge;
2. stormwater to be no more dirty than the rainfall that produced the stormwater in the first place.

The draft plan of subdivision, as well as subsequent plans, should specify as conditions the following:

- minimum use of non-porous paving materials;
- requiring downspouts, where feasible to be directed into the ground rather than into the storm sewer;
- ensuring site ponding of storm water (which requires specific subdivision and site grading plans).

II Landscaped Buffer Strips

Condition 1(b) provides for "landscaped buffer strips between the future industrial uses and streets".

This is an excellent idea if it is viewed as more than just a visual screen. Hopefully much of the landscaping will be wildlife habitat friendly. The Ministry of Natural Resources has produced a brochure on backyard wildlife habitat enhancement. The same principles could be applied to this development and subsequent ones and the landscape architects should be so instructed to develop wildlife habitat friendly landscaping plans. Such a landscaping plan should allow for species diversity including trees, shrubs and grasses/wild flowers as well as a compatible site grading plan (to meet the stormwater management and habitat enhancement objectives).

The "buffer strip" concept should be applied in ways that allow for continuous areas of naturalized green between Tommy Thompson Park and the proposed north shore lands City park and the Metro Works (Sewage Plant) and Ontario Hydro properties.

In this vision, significant portions of the Ontario Hydro Metro Works properties would also be naturalized. The "buffer strip" concept should then be extended to include both the Martin Goodman Trail and the proposed realignment of the port railway through the port industrial park to Cherry Street.

If the draft plan of subdivision conditions 1(b), 1(l), 1(n)(v) and 1(n)(XXII) are not sufficiently flexible to accommodate this vision, then I would respectfully request your Committee to consider instructing the Commissioner of Planning to redraft these clauses.

III Built Forms

Draft condition 1(b) allows the City to control building height limits. This is most important if the City is to avoid a solid wall of high rise office towers. High rises of any type are simply not appropriate at this site. We do not need another Harbourfront.

Provision should be made within Block 1 for public access to the Hydro outfall. Such public access will preserve the public's current access to a popular fishing place.



Bryan K. Bertie

cc: Ian Brown, General Manager, THC
David Crombie, Royal Commissioner, Toronto Waterfront
Paul Christie, Metro East Councillor
Larry Field, MTRCA

C(2)

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OFFICE
SECTION

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/488010
CC&W
June 11, 1990
Peter Langdon
392-7617

To: Land Use Committee

Subject: Supplementary Report on Application S.299, 6 Leslie Street
and Part of 595 Commissioners Street: Draft Approval of Plan
of Subdivision for the Port Industrial Park (Ward 8)

Origin: Commissioner of Planning and Development (c711uc90358:163)

Recommendation:

1. That consideration of the report dated May 3, 1990 from the Commissioner of Planning and Development to Land Use Committee regarding the draft approval of the Port Industrial Park plan of subdivision be deferred to a future meeting of the Land Use Committee until a supplementary report has been submitted by the Commissioner of Planning and Development as discussed in this report.

Comments:

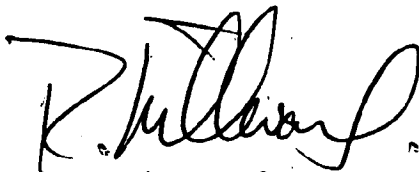
The Toronto Harbour Commissioners (THC) have expressed concern with some of the conditions of approval recommended in my May 3, 1990 report. The Commissioners of Public Works and Parks and Recreation, the City Solicitor and I have met with THC staff and their solicitor to discuss the issues of concern. Traffic impact and park development implications remain as two of the most contentious issues. City and THC staff are in the process of attempting to resolve as many of the concerns as possible. On the traffic impact issue, the THC's transportation consultant and THC staff will be submitting a further report which may propose revising the modal split between public transit and automobiles, reducing the car traffic generated by the proposed Port Industrial Park and the consequent impact on off-site transportation infrastructure.

Land Use Committee

(c711uc90358:163)
June 11, 1990

Based on the THC's proposed timing for submission of this additional traffic impact report and on the advice of the Commissioner of Public Works, it is unlikely that I could prepare a report recommending revised conditions of approval in time for the July 3, 1990 meeting of your Committee. Should that be the case, I will prepare the report for the July 18, 1990 meeting.

In the interim, I recommend that you defer consideration of my May 3, 1990 report.

A handwritten signature in dark ink, appearing to read 'R. Millward', with a stylized, flowing script.

R.E. Millward
Commissioner

PL:af

file covered 11/1/97 - 11/1/98

Friends of the Spit

P.O. Box 467, Station J
Toronto, Ontario M4J 4Z2



June 12, 1990

To: Chair and Members
Land Use Committee

Re: Application S.299, 6 Leslie St. and Part of 3 Leslie St. and Part
of 595 Commissioners St.: Draft Approval of Plan of Subdivision
for the Port Industrial Park (Ward 8)

I am speaking on behalf of Friends of the Spit, a 1,200-member organization founded more than 12 years ago to preserve the entire Leslie Street Spit as a nature reserve and low intensity recreation resource.

Our organization is on record as supporting industrial uses for the Port Lands, as a socially desirable option. However, our support was based on the provision of a wide, uninterrupted area of parkland extending from the water's edge with a large buffer between the parkland and the industrial area.

This Plan of subdivision submitted by the THC totally fails to provide adequate parkland, for the present and future needs of our growing city. Furthermore, the Plan as proposed would create a development and traffic nightmare that will seriously degrade the enjoyment and potential recreational uses of the meager area dedicated as public parkland.

We have very serious problems with this Plan. In addition to providing far too little public parkland, it interrupts - from the eastern edge of block 25 to Leslie St. - what should be a continuous green belt along the waterfront.

The proposed Outer Harbour Drive and the extension of Leslie St southward are bringing traffic much too close to the Spit and to the water's edge parkland, creating a boulevard that will be an irresistible magnet for large number of "sightseeing" motorists. This is certainly an inappropriate and unwanted additional extra at a time when the need is for reducing the emission of greenhouse gases.

.../2

The report contains some very disturbing indications that commercial and "prestige manufacturing" - that is another word for office development - may occur in blocks abutting the Proposed Outer Harbour Drive. We are totally opposed to any office or commercial development anywhere on this parcel of land.

In fact, we seriously question the appropriateness and desirability of the THC being the land developer for an area that has absolutely no relation with commercial shipping. We understand the City of Toronto is anxious to see the implementation of industrial uses there, to protect its manufacturing base. However, we have grave misgivings about this ever happening to any significant extent if the THC is the developer.

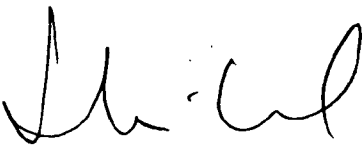
We have many other problems with this Plan. These include the location of sewage pumping within the parkland; district heating and cooling, which has widespread environmental consequences; transit; the absence of adequate provisions for bicycle commuting; stormwater management; landscaping and buffer zones; and lakefilling.

The North Shore lands are the last opportunity to gain substantial waterfront parkland within the City. Together with the Spit, these lands are a precious resource that must be carefully preserved for present and future generations. This Plan seriously jeopardizes the integrity and public enjoyment of both the Spit and the potentially great parkland that could be created on the North Shore.

The issue is too important to railroad through. We urge you to follow the advice of the Commissioner of Planning and Development to call for comprehensive reports on these issues from the various City departments involved - that is to adopt Recommendations 1 and 2 on page 1 of his report.

In addition, I would like to suggest that the environmental and citizen groups that have expressed an interest in waterfront parkland and green belt at the Crombie Commission hearings - and there are many - be given the opportunity to participate in the process. For our part, we are offering our assistance to your staff in the best spirit of cooperation.

Sincerely,



Jacqueline Courval
Co-chairperson