

TORONTO STAFF REPORT

June 14, 2002

To: Humber York Community Council

From: Director, Community Planning, South District

Subject: Final Report
Application to amend the Official Plan and Zoning By-law 438-86 of the (former) City of Toronto
274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue
Runnymede Chronic Care Hospital
202001, TC CMB 2002 0001
Parkdale-High Park, Ward 13

Purpose:

This report reviews and recommends approval of an application to amend the Official Plan and Zoning By-law 438-86 of the (former) City of Toronto to permit demolition of the existing Runnymede Hospital at 274 St. John's Road, the vacant Faster Linen laundry facility at 637 Runnymede Road and a vacant house at 40 Fisken Avenue and the construction of a six-storey Chronic Care and Long Term Care Facility.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the (former) City of Toronto substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 9;
- (2) amend Zoning By-law 438-86 for the (former) City of Toronto substantially in accordance with the draft Zoning



By-law Amendment attached as Attachment No.10;

- (3) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required;
- (4) require that the Official Plan Amendment and Zoning By-law Amendment stipulate that the owner enter into an agreement pursuant to Section 37 of the Planning Act to implement the matters set out in Attachment 11.
- (5) at least three weeks prior to the introduction of the Bills in Council require the Owner to:
 - (a) submit to the Commissioner of Works and Emergency Services, a Reference Plan of Survey in metric units and referenced to the Ontario Co-ordinate System and delineating thereon PARTS of the lands under the application and any appurtenant rights-of ways for preparation of legal descriptions; and
 - (b) submit to the Commissioner of Works and Emergency Services final approved drawings of the development with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building to enable the preparation of building envelope plans.

Background:

Proposal

The applicant requests permission to construct a 25,866 m², combined Chronic Care Hospital and Long Term Care Facility with 300 beds in the north-west quadrant of the site. The proposed six-storey building will flank Runnymede Road. The primary entrance is proposed at the south-west corner of the building, internal to the site. The proposal also involves the expansion of the existing southern parking lot and new access/loading arrangements to serve the replacement building. The application was submitted on January 7, 2002.

Site Description

The site is bounded by a lane running behind the properties fronting on Dundas Street West to the north, Fiskin Avenue to the east, St. John's Road to the south and Runnymede Road to the west. The site includes the 3,827 m² hospital building and a parking lot, that are located at the south end of the property. The north end of the site consists of an open landscaped area, a vacant laundry service building and a vacant detached house, both purchased recently by the hospital and proposed for demolition.

North: Dundas Street West commercial strip

East: residential houses

South: residential houses

West: residential houses

Official Plan

The site is designated Low Density Residence Area under the Official Plan Part I of the (former) City of Toronto. The designation permits residential uses with a maximum density of 1 times the area of the lot. Institutional uses are permitted subject to certain conditions.

Zoning

The site is zoned R2 Z0.6. This zoning category permits a variety of residential uses up to 0.6 times the area of the lot. The height limit for the entire site is 10.0 metres. Hospitals and ancillary retail shops are not permitted uses in R2 districts, but are permitted in an R4 district. The site is subject to a Section 12 (1) 7, permissive exception in the Zoning By-law, dating back to 1959, which allows the property to be used for the purpose of a public hospital.

Site Plan Control

A Site Plan application was submitted to the City and will be the subject of an Undertaking.

Reasons for Application

The applicant is proposing amendments to the (former) City of Toronto Official Plan Part I and Zoning By-law 438-86. The proposal exceeds the density limits established by the Official Plan. The proposed uses are not allowed by the R2 zoning. The height of the proposed building exceeds the 10 metre height limit by approximately 14 metres. The density of the proposed building is 2.22 times the area of the lot, while the by-law permits 0.6 times the area of the lot. The Zoning By-law requires a minimum setback from the flanking street of 6 metres and the proposed setback is 3.3 metres. The building has a depth that exceeds that which would normally apply under the R2 zoning. The by-law requires landscaped open space to be 30% of the area of the lot, whereas the proposal provides 25%. The width of the driveway to the parking areas has not been provided. The length of the proposed parking spaces is 5.7 metres and the by-law requires 5.9 metres.

Community Consultation

The hospital has been consulting with area residents, the local City Councillor and City staff about the potential redevelopment of the hospital since last fall. Provincial funding was awarded shortly before the hospital's application which was submitted on January 7, 2002. Five working committee meetings were held between February 25, 2002 and April 8, 2002 prior to the community meeting held on April 23, 2002. Approximately 100 residents attended the community consultation meeting. Since May 7, 2002 City staff have had two further meetings with the hospital administrative staff and their consultants. These meetings were at the direction of Humber York Community Council to negotiate the outstanding issues. These meetings were quite productive and the remaining revisions required can be dealt with at the Site Plan application review stage.

Agency Circulation

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

Comments:

The Official Plan, Part I of the (former) City of Toronto has goals, objectives and policies for institutional uses which are found in Section 11.19. This section acknowledges that there are areas of the city designated as Low Density Residence Area where properties are occupied by general institutional uses (hospitals). In such situations, the Official Plan allows City Council to pass Zoning By-laws to permit the general institutional use (hospital) on the lands, provided the gross floor area of the general institutional use does not exceed the gross floor area that existed on March 31, 1979.

Subsection 11.20 of the Official Plan allows City Council to permit the expansion of a general institutional site in a Low Density Residence Area, or the expansion of one or more buildings used for the purposes of an existing General Institutional Use, provided that:

- the non-residential gross floor area of the general institutional use, including the expansion, does not exceed the residential gross floor area that would otherwise be permitted in the area by this plan;
- the impact of the expansion on the adjacent area with respect to traffic, noise, provision of parking, the compatibility of the height, form and elevation treatment of the proposed building has been taken into account;
- the availability and need in the adjacent area for housing and parks purposes, including the needs generated by the general institution itself, is accounted for; and
- such expansion is generally to take place on lands lawfully used by the general institution for general institutional purposes at the date of the application, provided that any additions to the lands used for general institutional purposes will not result in a substantial intrusion of the general institutional use into an area of housing existing at the date of the application.

These Official Plan policy provisions will be further addressed in the appropriate parts of the "Comment" section.

Density, Massing and Height

The Official Plan permits a maximum residential density of 1.0 times the area of the lot. The proposed Chronic Care Hospital and Long Term Care facility density is 2.2 times the area of the lot. The proposed density will permit a 6 storey building, with a full basement that can

accommodate the 200 chronic care beds and 100 Long Term Care beds allocated by the Ministry of Health and Long Term Care.

The proposed building is massed along the Runnymede Road frontage to replace the existing Faster Linen laundry service facility and the hospital building. This proposed massing will create a new streetscape condition to replace the dated Hospital and non-conforming laundry service. The proposed setback from Runnymede Road has been increased from 2.1 to 3.3 metres in response to concerns about the potential impact of the building on the streetscape. In addition, the top 2 floors are set back a further 3.0 metres to reduce shadow impacts and reduce the visual mass of the building. The building has also been set back from the Fisken Avenue property line by 18.0 metres.

Shadowing

Shadow studies were requested by both area residents and City staff. The shadow studies for June 21, September 21 and December 21 were submitted and reviewed by City planning staff. The June 21 Summer Solstice studies show a shadow on the middle and south end of the Fisken Avenue block after 5 p.m. The September 21 Equinox shadow study shows limited shadow impact on the mid-block homes on Fisken Avenue after 4 p.m. in the afternoon, as well as some properties on Runnymede Road from 8am to 9am. The December 21 Equinox shadow study shows shadowing for some of the Dundas Street West properties, at the rear of the commercial buildings, between 12 p.m. and 4 p. m. The December 21 Equinox also shows some shadowing on the Fisken Avenue mid-block north to Dundas Street West from about 3:30 p.m. to 5:00 p.m. The extent and duration of these shadows are acceptable to City planning staff.

Access and Parking

The hospital has proposed to relocate its main access point for staff, visitors and emergency vehicles from Fisken Avenue to Runnymede Road. The hospital has also requested that a secondary access point from St. John's Road be created to service the surface parking area. Initial review by Works and Emergency Services indicates that both access points are acceptable. However, some redesign work is required for the proposed St. John's Road access point. This matter will be dealt with in more detail through the Site Plan approval process. A gated exit point is also proposed for the north east end of the site to permit service trucks to exit northbound to Dundas Street West.

The issue of parking for staff and visitors was discussed at length with the community, hospital and city staff. Concessions were made on both sides, including the elimination of the proposed Parking Authority parking lot and a reduction in the number of on-site parking spaces from 146 to a 114. Works and Emergency Services have indicated that a minimum of 110 parking spaces would be acceptable. The hospital has decided that paid parking is necessary, however, the charge will be at a low rate to be competitive with other similar facilities in West Toronto.

Landscaping

Plans showing the proposed landscape treatment of the site have been reviewed and further refinement will be achieved through the Site Plan application process. A committee of community representatives from the three adjacent streets has been formed and they are working with the hospital's landscape architect to work out the landscaping of the site. The applicant's architect has advised that 25 % of the site plan is proposed to be landscaped open space. In addition, the facility will incorporate two internal landscaped courtyards for residents and patients.

The proposed building footprint will allow the retention and expansion of landscaped open space at the east end of the building, thus allowing the creation of a shaded patient/resident garden and an increased landscaped buffer area on Fiskin Avenue. The hospital initially proposed to relocate the existing fence along Fiskin Avenue to a location 0.5 metres from the sidewalk in order to provide the expanded patient/resident garden. In response to concerns identified by staff and area residents it has been agreed that the distance between the fence and the sidewalk will be increased. This will provide space for a generous landscaped buffer and the potential planting of additional street trees. The precise location of the fence and the details of this landscaping treatment will be resolved through consultation with the community and implemented through the Site Plan review process.

Parkette

During the consultative process with the community, the hospital agreed to provide consolidated landscaping at the corner of Fiskin Avenue and St. John's Road. The 350 m² space will be owned and maintained by the hospital but available to the community for passive enjoyment. It will be secured through a Section 37 Agreement related to the development of the new building.

Environmental Issues

Phase I and II environmental reviews have been done and submitted to the City. The environmental consultant indicated that the soil meets the Ministry of Environment guidelines for residential development.

However, traces of tetrachloroethylene were found in the groundwater at depth on the site. The consultant has recommended that a Site Specific Risk Assessment be completed and submitted to the Ministry of the Environment for review and approval. The Site Specific Risk Assessment will ensure that there is no health effect to residents or staff. Staff of Community and Neighbourhood Services, Healthy Environments, concur with this approach.

Conclusions:

The proposed institutional redevelopment of the Runnymede Chronic Care Hospital implements substantial improvements to a "Key Opportunity Site" identified in the City's Dundas Street West Action Plan for the future revitalization of the Junction area. It upgrades and expands a

local Chronic Care and Long Term Care facility for the community, as well as provides for needed local employment opportunities.

The increase in height and density and expansion of the hospital use in a residentially zoned area is recommended, based on an acceptable site plan with limited impact on the surrounding neighbourhood, as well as providing a publicly accessible parkette on Fiskin Avenue.

The approvals recommended in this report will secure a well planned and designed replacement Chronic Care and Long Term Care facility for the ageing hospital building. The proposal has gone through a rigorous and extensive public consultation process since its submission on January 7, 2002. Issues concerning building massing, traffic, parking, and on-site open space were addressed through discussions held with a working committee made up of area residents, Councillor Miller, hospital representatives and City staff. Further revisions to site and building plans were made over the past two months to respond to issues and concerns raised by the community and City staff. Final site design and building details will be worked out during the Site Plan application approval process.

Contact:

Barry Brooks, Planner, West Section
Telephone: (416) - 392-0758
Fax: (416) - 392-1330
E-mail: bbrooks@city.toronto.on.ca

Beate Bowron
Director, Community Planning, South District

(p:\2002\upd\pln\hy022919.pln) - smc

List of Attachments:

Application Data Sheet

- Attachment 1: Site Plan
- Attachment 2: East Elevation
- Attachment 3: South Elevation
- Attachment 4: West Elevation
- Attachment 5: North Elevation
- Attachment 6: Zoning
- Attachment 7: Official Plan
- Attachment 8: Agency Comments
- Attachment 9: Draft Official Plan Amendment
- Attachment 10: Draft Zoning By-law Amendment
- Attachment 11: Provisions to be included in the Section 37 Agreement

Application Data Sheet

Official Plan Amendment/Zoning By-law Amendment

Site Plan Approval:	No	File Number:	202001
Rezoning:	Yes	Application Number:	TC CMB 2002 0001
O.P.A.:	Yes	Application Date:	01/07/2002

Municipal Address: 637 Runnymede Road
40 Frisken Avenue
274 St. John's Road

Nearest Intersection: Runnymede Road and St. John's Road

Project Description: Construct Chronic Care Hospital and Long Term Care facility

Agent:

Blair Martin and Associates
282 Richmond Street East
Toronto, Ontario, M5A 1P4
(416) 603-2100

Owner:

Runnymede Chronic Care Hospital
274 St. John's Road
Toronto, Ontario, M6P 1V5

PLANNING CONTROLS (For verification refer to Chief Building Official)

Official Plan Designation:	L.D.R.A.	Site Specific Provision:	Sec. 12(1) 7
Zoning District:	R2 Z0.6	Historical Status:	No
Height Limit (m):	10.0	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area:	11637	Height: Storeys:	6
Frontage:	86.8	Metres:	23 (+ mechanical penthouse)
Depth:	0		
Ground Floor GFA:	3875	Parking Spaces:	114
Residential GFA:	0	Loading Docks:	3 Type B
Non-Residential GFA:	25,866		
Total GFA:	25,866		

DWELLING UNITS

Tenure Type:	N/A
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3+ Bedroom:	0
Total Units:	0
Total Proposed Density:	2.22

FLOOR AREA BREAKDOWN

	Above Grade
Residential GFA:	0
Retail GFA:	0
Office GFA:	0
Industrial GFA:	0
Institutional GFA:	25,866

COMMENTS

Current Status: Open	<u>Latest Event</u>	<u>Actual Date</u>
	Revised Plans	05/30/2002
	Suppl. Submission	01/18/2002
	Received	01/07/2002

Data Valid: June 10, 2002 Planner: Brooks, Barry Phone: (416) 392-0758
Area: District - C Planning Office: Toronto - West (TC)

**Attachment 8
Agency Comments**

1. Urban Development Services, Building (February 15, 2002)

Our comments concerning this proposal are as follows:

Description: Construct new chronic care hospital & long term care facility (Public Hospital) with retail gift shop, restaurant/take-out restaurant and pharmacy.

Zoning Designation: R2 Z0.6 Map: 47J 322

Applicable By-law(s): 438-86, as amended

Plans prepared by: Dunlop Architects Inc Plans dated: December 20, 2001

Non-Residential GFA: 24963 m²

Zoning Review

The list below indicates where the proposal **does not comply** with the City's Zoning By-law 438-86, as amended, unless otherwise referenced.

1. The by-law requires a parking space to have minimum unobstructed dimensions of at least 5.9 metres in length by 2.6 metres in width. The proposed parking spaces will have dimensions of 5.7 metres in length. (Section 2, definition of 'parking space'.)
2. The by-law permits a maximum height of a building of 10 metres. The proposed building will have a height of 29 metres. (Section 4(2)(a))
3. The by-law requires a parking facility to be accessible by a driveway having a minimum width of 3.5 metres, for one-way operation and 5.5 metres for two way operation. The width of the proposed driveways are not provided. (Section 4(5)(i)(ii))
4. The proposed use, Public Hospital, retail gift shop, restaurant/take-out restaurant and pharmacy are not permitted in a district zoned R2 Z0.6. (Section 6(1)(a)) NOTE: The by-law permits a "public hospital" only at 274 St. John's Rd. (section 12 (1) 7
5. The by-law limits the non-residential gross floor area in an area zoned R2 Z0.6 to 0.6 times the area of the lot: 6,982.2 square metres. The proposed non-residential gross floor area of the building is 24,963.0 square metres. (Section 6(3) PART I 1)

7. The by-law requires a building to have a minimum flanking street setback of 6.0 metres. The proposed flanking street setback is 2.1 metres at Runnymede Rd. (Section 6(3) PART II 3.A(II))
7. The by-law requires a building to have a minimum rear yard setback of 7.5 metres. The proposed rear yard setback is 7.0 metres (at Lane). (Section 6(3) PART II 4)
8. The by-law limits a building in a 0.6 zone to a maximum depth of 14.0 metres. The proposed building will exceed the maximum permitted depth. (Section 6(3) PART II 5(i))
9. The by-law requires in an area zoned 0.6, a minimum landscaped open space equal to 30% of the area of the lot. The proposed landscaped open space is less than the required. (Section 6(3) PART III 1(a))

Other Applicable Legislation and Required Approvals

1. The proposal requires Site Plan approval under Section 41 of the Planning Act.
2. The proposal DOES NOT require conveyance of land for parks purposes, or payment in lieu thereof pursuant to Section 42 of the Planning Act. Please Note: This proposal has been examined as a “public hospital”. Written confirmation is required by the applicant/owner.
3. The proposal DOES NOT require the approval of Heritage Preservation Services under the Ontario Heritage Act.
4. The issuance of any permit by the Chief Building Official will be conditional upon the proposal's full compliance with all relevant provisions of the Ontario Building Code.
5. The proposal requires the approval of Works and Emergency Services regarding ramp approval and curb cuts.
6. All work within the City's road allowance will require a separate approval by Works and Emergency Services.

2. Works and Emergency Services, Technical Services (June 13, 2002)

This is in reference to the application made on behalf of the owner, Runnymede Chronic Care Hospital, for the construction of a new Chronic Care Hospital and Long Term Care Facility to replace the existing one at the above-noted location. The existing chronic care building “Runnymede Hospital” will remain until the new facility is operational. A total of 114 parking spaces are proposed at surface level.

The application received is for both Official Plan Amendment and Site Plan approval however given the applicant's urgency in obtaining rezoning approval for the development, this

Department's comments and recommendations respecting the Site Plan application will be provided separately at a later date.

The material submitted with respect to the Official Plan Amendment application has been reviewed and the following comments and recommendations are provided:

Recommendations:

1. That the owner be required to:
 - (a) Provide space within the development for the construction of any transformer vaults, Hydro, Bell and sewer maintenance holes required in connection with the development;
 - (b) Provide and maintain a minimum of 110 parking spaces on the site to serve the development;
 - (c) Implement the Transportation Demand Management (TDM) measures outlined in the BA Group Transportation Review dated May 2002;
 - (d) Convey to the City, at a nominal cost, prior to the issuance of a building permit, a 3 m strip of land to the full extent of the site abutting the south limit of the public lane, along the north limit of the site. Such lands are to be free and clear of all encumbrances, save and except for utility poles, and subject to a right-of-way for access purposes in favour of the Grantor until such time as said lands have been laid out and dedicated for public highway purposes;
 - (e) Deposit in the appropriate Land Registry Office, a Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands to be conveyed to the City, and the remainder of the site;
 - (f) Pave the widened portion of the lane, at no expense to the City, to an elevation compatible to the existing City lane, in accordance with City specifications, prior to building occupancy;
 - (g) Provide and maintain a minimum of 3 Type B and 2 Type C loading spaces on the site, with a generally level surface and access designed so that trucks can enter and exit the public road network in a forward motion;
 - (h) Provide and maintain a minimum inside and outside radii of 8.6 m and 13.4 m at all turns to be negotiated by trucks using the Type B loading spaces;
 - (i) Provide and maintain a:
 - (i) "No Right Turn" sign for outbound motorists at the Fischen Avenue access;

- (ii) “No Left Turn” sign for outbound motorists, and “Do Not Enter” signs at the St. John’s Road access;
- (j) Provide and maintain the appropriate signage and pavement markings to adequately identify the one-way clockwise operation of the circular driveway;
- (k) Re-design the St. John’s Road driveway as a channelized exit in order to discourage to the greatest extent possible, illegal left turns;
- (l) Pay all costs associated with implementing the turn prohibitions at the St. John’s Road access and the Fisken Avenue access;
- (m) Extend the concrete sidewalk across all driveway entrances;
- (n) Eliminate the existing Runnymede Road and Fisken Avenue vehicular access ramps which do not form part of the new accesses, and restore the public right-of-way to City of Toronto standards, at no cost to the City;
- (o) Provide and maintain private refuse collection services for this development;
- (p) Prior to the issuance of Site Plan Approval, submit a Phase 1 Site Assessment Report prepared by a Professional Engineer (sealed and dated), confirming that there is no potential contamination based on the environmental record of site condition and that it is unlikely that there is off-site contamination on the adjacent right-of-ways that would exceed applicable MOE Guideline objections or regulations from past land uses;
- (q) Complete a Phase II environmental assessment and a remediation plan, if required, for the entire site, if potential contamination does exist according to the Phase I environmental site assessment and enter into an agreement with the City, should it be determined that remediation to the adjacent rights-of-ways be required, in which the owner, or the party responsible for the off-site contamination, commit to carrying out a remedial work plan acceptable to the City and that any such related costs shall be borne by the owner;
- (r) Pay for the costs of a peer review consultant to review, if required, the associated material noted in Recommendation Nos. 1(p) and 1 (q);
- (s) Submit to and have approved by the Commissioner of Works and Emergency Services, a Noise Impact Statement in accordance with City Council’s requirements, prior to the introduction of Bills in Council;
- (t) Have a qualified Architect/Acoustical Consultant certify, in writing, to the Commissioner of Works and Emergency Services, upon completion of the development that it has been designed and constructed in accordance with the

Noise Impact Statement approved by the Commissioner of Works and Emergency Services;

- (u) Provide, maintain and operate the noise impact measures, facilities and strategies stipulated in the plan approved by the Commissioner of Works and Emergency Services;
- (v) Submit to the Commissioner of Works and Emergency Services;
 - (i) A Reference Plan of Survey in metric units and referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS, the proposed lots and any appurtenant rights-of-way for the preparation of legal descriptions;
 - (ii) Final approved drawings of the development with sufficient horizontal and vertical dimensions of the exterior walls of the proposed buildings to enable the preparation of building envelope plans;

and such plans should be submitted at least 3 weeks prior to the introduction of Bills in Council;

- (w) Apply for revised municipal numbering to the Commissioner of Works and Emergency Services prior to filing a formal application for a building permit;
- (x) Submit, prior to the issuance of a building permit, for the review and approval of the Commissioner of Works and Emergency Services, a Stormwater Management Report, servicing drawings that are to show the location of the fire hydrant(s) and width and radii of the driveway on Runnymede Road, and grading and drainage plans which must include the proposed grading and type of pavement to be used on the strip of land to be conveyed to the City; and
- (y) Submit, prior to Site Plan approval, revised drawings with respect to Recommendation Nos. 1(j) and 1(k) and 1(m) above, for the review and approval of the Commissioner of Works and Emergency Services.

2. That the owner be advised that:

- (a) Approval of the Commissioner of Works and Emergency Services must be obtained for any work within the public right-of-way as well as any construction permits that may be required in order to carry out the proposed work;
- (b) That the storm water runoff originating from the site should be disposed of through infiltration into the ground and that storm connections to the sewer system will only be permitted subject to the review and approval of the Commissioner of Works and Emergency Services of an engineering report detailing that site or soil conditions are unsuitable, the soil is contaminated or that

processes associated with the development on the site may contaminate the storm runoff;

- (c) Of the need to contact staff of the Transportation and Technical Services Divisions of Works and Emergency Services, 6 months prior to completion of the development, respecting the southbound left turn prohibition at the St. John's Road exit and the eastbound right turn prohibitions at the Fisken Avenue exit;
- (d) That the City will investigate the need to extend the time restrictions associated with permit parking along area streets and make changes if deemed necessary by the Commissioner of Works and Emergency Services; and
- (e) That the public lane used to egress the parking and the loading spaces at the north end of the site is given low priority for snow clearance by the City.

Comments:

Roadways

Abutting the site to the north is a public lane extending easterly from Runnymede Road with a uniform width of 2.9 m which in accordance with the City standard for commercial lanes should ultimately be widened to a minimum width of 6 m. In order to widen the lane to a functional dimension, the plans show that a 3 m wide strip of land will be conveyed to the City which is acceptable. This strip of land must be paved to an elevation compatible to the existing lane.

In this regard, the applicant should be advised to provide a Reference Plan of Survey that identifies the lands to be conveyed as a separate part.

Sidewalks/Public Boulevards/Streetscaping

Approval for any work within the public right-of-way must be received from this Department. For further information in this regard, please contact Right of Way Management, District 1, Construction Activities (392-7877) to discuss the application requirements with staff.

It is noted that the plans show curb returns to be constructed at the access points to the site which is not acceptable. Concrete sidewalks are to be continuous and therefore must be extended across the driveway entrances. As well, any existing vehicular access ramps, which are not to be further utilized, should be restored to the City of Toronto standards, at no expense to the City. Further changes may be required as a result of the detailed review of the application for work within the public right-of-way.

Encroachments

The plans indicate that a fence along Fisken Avenue is proposed within the public right-of-way, a separate application for which must be submitted to this Department prior to its installation.

Driveway Access and Site Circulation

Vehicular access to and egress from the site will be maintained at the north limit of the site from the existing public lane, which is to be widened, and the private driveway adjacent to Fisken Avenue. These two access points will provide access and egress to a limited number of parking spaces as well as the proposed loading spaces. As discussed below in the loading section, egress from the site at Fisken Avenue will be restricted to left turns only, which will direct vehicles to Dundas Street West and prevent infiltration into the residential neighbourhood. The Transportation Review (TR) and the plans submitted for this project also include a primary full-moves access to Runnymede Road and a secondary limited-moves access to St. John's Road to serve the main parking area at the south end of the site. The primary access will also serve as a drop/off and pick-up facility to the main entrance of the building and facilitate ambulance and other emergency vehicles. This drop/off and pick-up facility should operate in a counter clockwise direction and should be appropriately designated by means of pavement markings and signage. The secondary access to St. John's Road is proposed to facilitate access and egress to and from the site towards the west only (i.e. outbound right turns and inbound left turns only).

The TR has been reviewed and, particularly, the operations of the proposed limited moves access on St. John's Road and from strictly a traffic engineering perspective, we are in agreement with the consultant's comments that the proposed access will operate adequately and safely and that this driveway would:

- Provide operational flexibility in terms of on-site circulation;
- Offer exiting manoeuvres from the site an opportunity to use the Runnymede Road traffic control signals to access the regional road network; and
- Allow the bus that transports patients to and from the hospital to exit the site in a forward motion, having entered from Runnymede Road.

Notwithstanding the above benefits of the St. John's Road access, we recognize the concerns expressed by area residents with respect to the impact of this access. These concerns, as far as we can understand, are related to the infiltration of site-related traffic through their neighbourhood and the resulting impacts with respect to their quality of life, noise levels, emissions etc., which are difficult to quantify. The consultant has estimated that the peak hour volumes expected to turn left from St. John's Road into the site, if permitted, are as follows:

Time Period	Volume
a.m. peak hour (6:30 – 7:30 a.m.)	1 vehicle
Pre-p.m. peak hour (2:30 – 3:30 p.m.)	2 vehicles
p.m. peak hour (4:15 – 5:15 p.m.)	2 vehicles

Based on the consultant's estimates, above, the elimination of the proposed inbound left turn from St. John's Road would have negligible impact on the distribution of traffic to the site and the operations of the driveway and parking facilities. Furthermore, the elimination of this left turn inbound movement would not compromise the three benefits, outlined above, of providing a

driveway to St. John's Road. Therefore, it is recommended that the proposed St. John's Road driveway be limited to outbound right turns only. The driveway should be designed to discourage illegal outbound left turns and the left turn prohibition should be implemented by signage and by-law. The applicant will also be responsible for all costs associated with the signage requirements to facilitate the operations of the St. John's Road access including the installation of "Do Not Enter" signs. The plans should be revised to reflect this access arrangement.

With respect to the access to and egress from the public lane, the owner should be advised that the City's current winter maintenance policies give low priority to public lanes. Furthermore, public lanes are salted only, and not ploughed. As a result, future users may experience difficulty in accessing the parking and loading spaces immediately after heavy snowfalls.

Parking

A parking assessment was undertaken as part of the Transportation Review by BA Consulting Group Ltd. in support of this application. Parking demand surveys were undertaken by the consultant to determine current parking characteristics of the existing hospital (Chronic Care) as well as conducting surveys at other Long Term Care (LTC) facilities in the City of Toronto. Based on the data observed at the existing facility and at various LTC facilities, the consultant has forecasted a parking demand at the new facility to be 128 parking spaces. The consultant also looked at the range of Transportation Demand Management (TDM) measures that would ultimately reduce the parking demand. Measures such as promoting the use of transit, assisting in a carpooling/ridesharing program, providing superior bicycle storage facilities, extending the time restrictions associated with permit parking from 7:00 a.m. to 10:00 a.m. (which will prevent hospital staff from parking on residential streets during shift changes) etc. were evaluated. The consultant concluded that a reduction in parking demand of approximately 10% would result. This translates into a reduced auto-river modal split of 50%. Based on this modal split, the parking demand associated with the new facility would be reduced to approximately 117 spaces recommend in the Transportation Review. Furthermore, it is our understanding that enhanced landscaping features are being considered that could result in the elimination of additional parking spaces. In order to provide some flexibility in the design of the parking facility, we are prepared to accept a minimum of 110 parking spaces. The measures outlined in the TDM are acceptable, in principle, and the hospital must agree to implement these measures a condition of approval.

The dimensions and general layout of the parking spaces and driveway aisles of the parking areas are acceptable.

The applicant is required to contact staff of the Transportation Division of Works and Emergency Services at least 6 months prior to building occupancy in order to initiate the process for implementing turn prohibitions as outlined above.

Loading

A total of 5 loading spaces, consisting of 3 Type B and 2 Type C loading spaces are proposed. The Transportation Review included a review of the loading characteristics of the existing facility as well as loading characteristics associated with similar facilities. Based on the existing and future loading requirements associated with the proposed development, the proposed 5 loading spaces are acceptable. Access to the loading spaces is from Runnymede Road. Service vehicles will be able to manoeuvre within the site service area, back into the loading spaces and then exit the site in a forward motion to Fisken Avenue. In order to prevent service vehicles as well as other vehicles from infiltrating into the neighbourhood to the south, right turns will be prohibited to Fisken Avenue, which should be implemented by way of signage and by-law.

Traffic Assessment

The Transportation Review (TR) dated May, 2002 prepared by BA Consulting Group Ltd., assesses the impact of the traffic generated by the expanded development on the operations of the abutting road network, as well as the parking and loading provisions and vehicular access requirements. The consultant has estimated that the proposed expansion would generate approximately 34 two-way vehicle trips (3% over existing conditions) and 27 two-way vehicle trips (2.5% over existing conditions) in the a.m. and p.m. peak hours, respectively, along Runnymede Road north of St. John's Road. As well, the net two-way traffic site traffic along Runnymede Road south of St. John's Road and Dundas Street West, east of Fisken Avenue represents a negligible to 1.5% increase over existing conditions. The consultant assessed the operations of the abutting intersections and streets based on these forecasted traffic volumes and concluded that the net additional traffic generated by the expanded facility can be readily accommodated by the existing road network. As a result of the foregoing, we concur with the consultant's conclusions that the impact of the traffic generated by the expanded facility on the operations of Runnymede Road, St. John's Road, Fisken Avenue and Dundas Street West would be minimal and that the existing road network can adequately accommodate the forecasted traffic volumes.

Solid Waste and Recycling

Collection of refuse and recyclable materials generated by the existing hospital building, Queen Elizabeth Building, is being done by a private refuse collection firm. Similarly, the new Chronic Care Hospital and Long Germ Care Facility is to provide the same type of private refuse collection system.

Storm Drainage

There is an existing storm sewer in the vicinity of the development.

It is the policy of City Council to require the infiltration of storm water run-off into the ground for all new buildings, whenever possible. Therefore, storm connections to the City sewer system will only be permitted if it can be demonstrated that infiltrating storm water into the ground is not

feasible. For further information regarding storm drainage can be obtained by contacting Mr. Chris Mills, Development Engineer at 338-1068.

The applicant will be required to submit a Stormwater Management Report, satisfactory to the Commissioner of Works and Emergency Services, detailing provisions for the disposal of storm, surface and waste water from the site.

Grading

The applicant must submit a grading and servicing plans of the site showing proposed grades and details of the proposed drainage facilities for review and approval. Such plans are to be accompanied with calculations, standard details and specifications. Any grading on site will be required to confirm to the requirements of the stormwater management proposed for the entire site.

Sanitary Drainage

The existing sanitary sewers are adequate to accommodate this project.

Water Supply

The existing water distribution system is adequate to accommodate this development.

Service Connections

The applicant will be required to submit a separate application to this Department for service connections.

As well, the applicant is required to comply with the Fire Services requirements of the Ontario Building Code. For further information in this regard, please contact the Fire Prevention Division (telephone 392-0160). The existing fire hydrant(s) must be indicated on the servicing drawings as well as the width and radii of the driveway on Runnymede Road.

Soil Contamination

The site is currently being used and will continue to be used for institutional purposes. In this regard, prior to Site Plan approval, the owner shall submit a Phase I environmental site assessment from a Professional Engineer (sealed, signed and dated), as noted in Recommendation No. 1(p), to address both on-site and off-site contamination that may have an impact on the on-site development.

If potential contamination does exist according to the Phase I environmental site assessment, the owner is to complete a Phase II environmental assessment and a remediation plan, if required, for the entire site, and enter into an agreement with the City, in which the owner, or the party responsible for the off-site contamination, commits to carrying out a remedial work plan acceptable to the City and any such related costs shall be borne by the owner. Further, if a peer

review is required, the applicant will be responsible for the costs associated with the review of the material.

This Department will provide environmental clearance with respect to the building permit subsequent to receiving concurrence from the peer review that the soil and groundwater conditions of the site are suitable for the proposed development and that any off-site contamination problems have been properly addressed.

Noise

The owner will be required to submit a Noise Impact Statement to the satisfaction of the Commissioner of Works and Emergency Services.

Survey Requirements

This site is comprised of several properties, which should be amalgamated for assessment and Official Record municipal numbering purposes. The applicant should be required to apply for revised municipal numbering prior to filing an application for building permit.

If registered agreements are to be entered into, a Reference Plan of survey in metric units and referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands under application and any appurtenant rights-of-way will be required for the preparation of legal descriptions.

The applicant is also required to provide final approved drawings of the development with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building to enable the preparation of building envelope plans.

The Reference Plan of survey and final approved drawings must be submitted at least three weeks prior to the introduction of Bills in Council.

Construction Permits

Prior to the commencement of any work within the public right-of-way, the applicant must ensure that the appropriate construction permits and any other permits as may be required, are obtained from Right of Way Management, District 1, Construction Activities, as noted earlier in this memorandum.

3. Community & Neighbourhood Services, Public Health (February 21, 2002)

Thank you for your request of January 9, 2002 to comment on the above referenced application. The following reports/documents have been submitted to our department in relation to the above referenced application:

Phase I Environmental Site Assessment, 637 & 639 Runnymede Road & 40 Fisken Avenue, Toronto, Ontario, Project No. SP3147, prepared by Shaheen & Peaker Limited (S&P), dated December 1, 1999.

Phase 2 Environmental Investigation, Runnymede Hospital, 274 St. John's Road and Adjacent Property (637 Runnymede Road, 40 Fisken Avenue), Toronto, Ontario, Project Number SP555A, prepared by Shaheen & Peaker Limited (S&P), dated May 25, 2000.

Indoor/Outdoor Air Quality Analysis, Runnymede Chronic Care Hospital, 274 St. John's Road, Toronto, Ontario, Project No. SP555B, prepared by Shaheen & Peaker Limited (S&P), dated April 17, 2000.

Additional Groundwater Monitoring, Monitoring Wells BH6 to BH20 and MW 101 to MW-103 Runnymede Hospital, 274 St. John's Road and Faster Linen, 637-639 Runnymede Road, Toronto, Ontario, Project No. SP555C, prepared by Shaheen & Peaker Limited (S&P), dated December 13, 2000.

Supplemental Groundwater Monitoring, Monitoring Wells BH6 to BH20 and MW 1011 to MW-103, Runnymede Hospital, 274 St. John's Road and Faster Linen, 637-639 Runnymede Road, Toronto, Ontario, Project No. SP555D, prepared by Shaheen & Peaker Limited (S&P), dated November 6, 2001.

Dust Control Plan-Runnymede Hospital, Project No. SP4101, prepared by Shaheen & Peaker Limited (S&P), dated November 6, 2001.

Soil and Groundwater Management Plan, Demolition and Excavation Dust Control Plan, Proposed Site Redevelopment, New Runnymede Chronic Care Hospital, 274 St. John's Road, 637-639 Runnymede Road and 40 Fisken Avenue, Toronto, Ontario, Project No. SP4101, prepared by Shaheen & Peaker Limited (S&P), dated January 25, 2002.

Locations of Asbestos-Containing Materials at Runnymede Chronic Care Hospital – Toronto, Final Report, Project No. 53876-A1-000055, prepared by MacLaren Plansearch (MLP), dated September 1990.

Staff at Healthy Environments have reviewed the above documents and offer the following comments.

Comments:

The subject site currently consists of a single storey building housing a laundry operation at 637-639 Runnymede Road, a single-family dwelling at 40 Fisken Avenue to the north and the grounds of Runnymede Hospital to the south at 274 St. John's Road. The proposed use of the entire site will consist of the redevelopment of a new multi-storey hospital with one level of basement, a surface paved parking lot and a landscaped area.

Historical Review

A historical review was conducted to determine past land uses that may have resulted in adverse contamination of the subject site. Information was obtained from a variety of sources including quaternary geology and topography maps, fire insurance plans (FIPs), aerial photographs, occupancy history, Ontario Ministry of the Environment (MOE) Spills Action Centre and Technical Standards & Safety Authority (TSSA).

According to the S&P report, the subject site is located in an area of glacial lake deposits (Lake Iroquois) varying in texture from sand to silt sand. Thus, these higher permeability soils may allow subsurface substance migration. Due to the topography of the general area, the direction of regional groundwater flow is likely south-southeast towards Lake Ontario. As a result, S&P states that the properties to the north and north west of the subject property are likely upgradient and represent the greatest potential for adverse off-site environmental impacts on the subject site.

S&P reviewed the 1963 City of Toronto FIP along with the 1912 and 1930 Toronto Junction FIPs to identify previous occupants of the subject site and adjacent properties. S&P note that in 1912 according to the Toronto Junction FIP, the residence at 40 Fisken Avenue was the only development on that property. Further the FIP noted that there was a significant amount of development on the adjacent properties. One of which was Strathcona Public School that occupied the adjacent property to the south, the current site of Runnymede Hospital. Properties to the north along the south side of Dundas Street West between Runnymede Road and Fisken Avenue included a grocer, tailor, confectionery store, barber and billiard hall.

According to S&P, the 1930 Toronto Junction FIP identified Excelsior Laundry as the occupant of a rectangular building located at 637 and 639 Runnymede Road. Further, a gasoline underground storage tank (UST) was identified on the subject property located adjacent the northern wall of the laundry building towards the northeast corner. It was noted in the FIP that to the west of the subject property, single family dwellings occupied the properties at 638, 640, 642 and 644 Runnymede Road. To the north, on Dundas Street West, several businesses occupied the site, these included a bank, produce store, shoe repairer, hardware store, clothes cleaning operation, three residences, restaurant, barber and billiards hall.

In the 1964 Toronto FIP, Excelsior Laundry was still the occupant at 637 and 639 Runnymede Road. However, the building included an expansion north of the original building. Further the aforementioned UST was still identified in the 1964 plan. S&P notes that Runnymede Hospital was identified as the occupant of the adjacent property to the south. Further, among the adjacent property to the north, the most notable occupant was a cleaning operation; one lot remove from the corner of Dundas Street West and Fisken Avenue.

According to S&P copies of aerial photographs for the years 1954, 1971 and 1978 were obtained from the Ministry of Natural Resources Information Centre. The 1954 aerial photograph indicates extensive development of the subject and adjacent properties. The photograph shows that the Excelsior Laundry Building was expanded prior to 1954. Further in the 1971 and 1978 aerial photographs, S&P notes that there were no major changes in the development of the

subject property and adjacent properties between 1954 and 1978. As well, the structure of the Runnymede Hospital appears to be the same in all three aerial photographs.

The occupancy history from the Directory Review between 1910 and 1995 for the subject property and adjacent properties show that the subject properties were surrounded by residential, commercial and industrial industries. According to S&P, development of the subject and adjacent properties began around 1910 with tobacco and hardware stores at 3333 and 3335 Dundas Street West. By the year 1912, single family dwellings had been constructed at 40 and 37 Fisken Avenue and Strathcona School to the south at 274 St. John's Road. S&P notes that development of several businesses was established on adjacent properties to the north, along the south side of Dundas Street West. Several single-family dwellings were completed by 1920 along the west side of Runnymede Road. The Excelsior Laundry operation, a single storey brick building, was first developed around 1930. S&P notes that from 1930 onwards the major changes in development include the expansion of Excelsior Laundry, the conversion of Strathcona School to Runnymede Hospital around 1944 as well as various businesses occupying the adjacent properties to the north.

According to S&P, past adjacent site activities that could have impacted the subject site include a leather manufacturer at 3323 and 3325 Dundas Street West from 1930 to 1970, an electroplating operation at 3335 Dundas Street in the 1970's and a dry cleaning operation at 3321 Dundas Street West from the 1950's to the late 1990's. S&P notes that for the dry cleaning operation, the potential environmental issue of concern is the release of chlorinated solvents, as for the electroplating and leather operations, the release of heavy metals, oils and solvents are potential issues of concern.

According to S&P, the request submitted to the MOE Freedom of Information and Protection of Privacy Office to determine if there were any environmental incidents or violations associated with the property building was not received yet. S&P note that any information that is received will be forwarded to the client under separate cover as soon as it becomes available.

When the information was requested from TSSA for the presence of any registered underground storage tanks and above ground storage tanks containing petroleum products; Ms. Carol Robyn of TSSA, verbally indicated that TSSA does not have any records of any USTs or any removal of USTs from 637& 639 Runnymede Road.

Site and Building Audit

The S&P report notes that Mr. Bruce Harper of S&P inspected the subject property on November 24, 1999 accompanied by Michael Sidon of Runnymede Hospital and personal from Excelsior Laundry Limited. The interior of the residential dwelling located on the subject property was not inspected, as permission had not been obtained for S&P to access the house.

The subject property is contained in the block bounded by Dundas Street West to the north, St. John's Road to the south, Fisken Avenue to the east and Runnymede Road to the west.

According to S&P, the hazardous materials identified within Excelsior Laundry are stored in numerous substance containers. Hazardous materials include chemicals used in the washing process, water treatment chemicals as well as lubricants and greases used for machinery maintenance. These containers range in volumes from 0.5 litre bottles to 205 litre drums. S&P note that almost all of the substance containers were located towards the rear of the original building either in the washing area, the boiler room and the former garage. Further, labels on many of the substance containers were either torn or unclear making substance and hazard identification difficult. None of the large chemical storage drums were provided with secondary containment.

During the building audit, a vent pipe was observed attached to the former outer wall of the original building extending from the floor to the roof. The location of this vent pipe is in close proximity to the location of an underground storage tank (UST) identified in the 1930 and the 1964 FIPs. S&P note that, although the current property owner indicated that this UST was removed over 30 years ago, no documentation was provided concerning the fate of this tank. It is believed that since the vent pipe is still present, there is a strong likelihood that the tank still exists.

According to S&P, given the age of the building, the electrical equipment in the building contains polychlorinated biphenyls (PCBs). PCBs were used in electrical transformers and the ballasts of fluorescent and mercury lights. Approximately 50 fluorescent light fixtures were observed in the facility. S&P notes that, if these PCB containing ballasts are taken out of service in bulk, then they must be stored on site or disposed of at an approved PCB waste disposal facility.

S&P notes that waste generated on site consists of domestic solid waste, domestic wastewater and waste wash water. The domestic solid waste from the laundry facility is disposed of in a receptacle located to the rear of the building where it is compacted and taken off site by a registered hauler, Automatic Compactors. The waste wash water is passed through a solids separation unit and a heat exchanger for energy recovery and finally a holding area before being discharged to a drain.

S&P could not ascertain if wastes were being generated at 40 Fisker Avenue, since permission was not given to enter that site.

Further, S&P notes, that air emissions consist of off gases and steam from various process units including the boilers, blowdown tank, gas-fired dryers, "steam tunnel" and the ironing machines. At least seven vent pipes were observed emanating from the building roofs.

According to S&P, there was documentation that noted the removal of asbestos containing insulation from two pipes in the building. The contractor that removed the asbestos noted that there were not any other sources of asbestos containing pipe insulation. However, S&P note that there was no information on whether or not a complete asbestos audit of the facility had been performed.

It was acknowledged that, asphalt shingles covering the roof of the garage, vinyl floor tiles and acoustic ceiling tiles in the office area are possible sources of asbestos containing material (ACM). S&P note that these materials are non-friable and thus do not pose a risk to the occupants of the building under normal use.

According to S&P, given the age of the building, an asbestos audit should be performed before the building undergoes demolition or renovation. As well, if any ACMs are found, then they should be handled in accordance with the Occupational Health and Safety Act regarding worker protection protocol to avoid the inhalation or ingestion of asbestos fibres. Further, all ACMs must be identified to all contractors that may come into contact with these materials.

Other hazardous substances designated by the Occupational Health and Safety Act (Bill 208, Article 18a) were considered throughout the site visit. The following hazardous substances were of possible concern:

Benzene - may potentially be present in the UST;

Lead - can be found in soldered joints of old plumbing systems and in painted surfaces;

Mercury - can be present in lamps, switches and thermostats;

Silica - can be present in any cementitious materials, and

Vinyl Chloride - can be present in plastic plumbing components, as well, and may be present as a breakdown product of other chlorinated solvents.

S&P note that, at this time there is no reason to suspect that the above noted substances were found in sufficient quantities to exceed exposure limits. Further, S&P note that if gasoline or chlorinated solvents are detected in subsurface soil or groundwater, the presence of vinyl chloride and/or benzene should be examined.

According to S&P, the topography of the general area slopes in a south to southeast direction towards Lake Ontario. This suggests that those properties to the north are the most critical for assessing potential upgradient site impacts. S&P note that the past adjacent site activities to the north included a dry cleaning operation, a metal operation and a leather manufacture. Further, S&P suggests that there is the potential for subsurface impacts from off-site substance migration due to permeable sandy native soils in the area.

The presence of a waste oil above ground storage tank (AST) was identified in the rear yard of an automobile repair garage on Dundas Street West that is located 4m east of the laundry facility. S&P note that no surface staining was observed on the ground surrounding the AST. However, based on the inferred direction of groundwater flow, this AST is located upgradient of the subject property and may be of potential environmental concern.

Chlorofluorocarbons (CFCs) and/or hydrochlorofluorocarbons (HCFCs) containing equipment were observed during the site inspection. A roof mounted air conditioning unit servicing the

office area was noted. The provincial MOE has issued Regulation 356 regarding the use, disposal and recycling of ozone depleted substances.

Locations of Asbestos-Containing Materials at Runnymede Chronic Care Hospital - Toronto

Mr. Michael Sidon, Vice-President of Hospital Services retained MacLaren Plansearch Inc. (MLP) to conduct an asbestos survey at Runnymede Chronic Care Hospital, Toronto. The survey, conducted by Norman Chudzinski of MacLaren Plansearch Inc. included an inspection of accessible areas of the building to identify materials which contain asbestos, bulk sampling and analysis of representative materials suspected of containing asbestos and assessment of the condition of asbestos-containing material (ACM) with recommendations for appropriate correction action, if required.

Friable ACMs have been located at various locations throughout the hospital. Some of these locations include, the basement boiler room, basement former boiler room, basement electrical room, throughout the first and second floors and attic. Some of the types of ACMs include insulation, insulating cement parging, precast plaster like block, paper-like wrap and corrugated or pressed paper-like insulation.

MLP have recommended that information on the locations of ACMs should be provided to all prospective contractors who are likely to handle or disturb the material and to employees of the hospital who may work in close proximity to the friable material and who may disturb the material.

Further recommendations provided by MLP include a list of corrective actions that must be followed. These corrective actions are specified in the Ontario Regulation 654/85 under the different types of removal (Type 1, 2 or 3).

MLP also recommends that Ontario Regulation 309, under the Environmental Protection Act and the Regulation respecting the Handling, Offering for Transport and Transportation of Dangerous Goods also be followed when removing, handling and transporting asbestos.

Phase 2 Environmental Investigation, Runnymede Hospital, 274 St. John's Road and Adjacent Property (637 Runnymede Road, 40 Fiske Avenue) Toronto, Ontario - Draft Report

According to the S&P report, four boreholes (BH1 to BH4), ranging from depths 3.6 to 4.6m, were advanced inside the building (Excelsior Laundry) at locations corresponding to the approximate boundaries of the UST. A fifth borehole (BH5) was attempted near a drainage pit, however, the borehole had to be abandoned due to auger refusal at a depth of 0.2m. This interior drilling was conducted on December 18 and 21, 1999.

S&P notes that three additional boreholes (BH6 to BH8) including monitoring wells were advanced at locations outside the building. These boreholes, drilled on December 21, 1999 were drilled to a depth of 11.2m, with groundwater being encountered at 10.5m.

Further, eleven additional exterior boreholes, including monitoring wells (BH9 to BH19) were advanced during January 14-21, 2000, to depths of approximately 14.2m with the exception of BH9 that was advanced to a depth of 15.7m.

S&P note that on March 11, 2000, BH20 was drilled inside the laundry building to a total depth of 11m (maximum depth of the portable drilling equipment), and instrumented with a monitoring well.

According to S&P, the UST that had historically been identified on the laundry property at 637 Runnymede Road was determined to be not present.

Since the intended use of the property is a hospital facility, the MOE Guideline requires that the criteria for soil and groundwater in residential/parkland land use in non-potable groundwater conditions (Table B of the MOE Guideline) be applied to institutional uses such as hospitals.

S&P note that, samples selected for analysis of heavy metals and inorganics, petroleum hydrocarbons, polycyclic aromatic hydrocarbons (PAHs) and volatile organic compounds (VOCs) in soil meet the Table B criteria for residential/parkland land use.

Further, soil samples from two test pits excavated near the inferred UST location on the laundry property showed that test pit one (TP1) exceeded the Table B sodium adsorption ratio (SAR) criteria. Elevated SAR values can be associated with natural phenomena or man-made impacts such as road salting. Soil with naturally occurring elevated SAR may be unsuitable for agriculture, depending on the type of crop.

According to S&P, groundwater samples collected from BH6, BH7 and BH8 were analyzed and were found to have tetrachloroethylene concentrations that exceeded the criterion by at least two orders of magnitude. Based on these results, Runnymede Hospital requested S&P to install additional monitoring wells and analyze groundwater samples for VOCs. S&P notes that all of the groundwater samples with the exception of B11 (at the northwestern corner of the laundry property), BH16 and BH19 (at the south central and southeastern portion of the Hospital property) contained tetrachloroethylene in concentrations higher than the Table B criterion.

According to S&P, tetrachloroethylene concentrations in air were detectable at less than $1 \mu\text{g}/\text{m}^3$ when the "ambient air" sampling method was used. These levels detected are several orders of magnitude less than MOE's proposed new ambient air quality criterion of $360 \mu\text{g}/\text{m}^3$ for tetrachloroethylene as well the new Ministry of Labour (MOL) occupational limit of $170 \text{mg}/\text{m}^3$.

S&P notes that according to groundwater elevations the inferred groundwater flow is in a southwesterly direction from BH13, towards BH14 and BH17. Thus BH13 is the most upgradient well in this group and BH17 is the downgradient well.

The elevated concentrations of tetrachloroethylene in the groundwater on the site are the main concern. The highest concentrations are along the northern boundary of the Hospital property, in the north central to northwestern portion, which is located close to the southern boundary of the laundry building. The highest concentrations of tetrachloroethylene generally follow the

boundary between the hospital and laundry properties in the vicinity of BH6, BH7, BH9, BH12, BH14 and BH15.

The source of the tetrachloroethylene is currently unknown; however, tetrachloroethylene is a common dry cleaning solvent. Thus, the source of the tetrachloroethylene could be associated with the historical use of the laundry property or a dry cleaning establishment that was located at the southwest corner of Dundas Street and Fiskens Avenue, directly upgradient of the subject sites. Note that this dry cleaning operation was reported to have recently ceased.

The results from the different rounds of monitoring indicate that the tetrachloroethylene plume is migrating from the laundry property onto the hospital property in a southwesterly direction. However, samples from BH20, the site of the former UST, did not contain any elevated tetrachloroethylene concentrations in the soil to suggest a source.

S&P note that there are indications in the analytical results to suggest that this plume is from a recent, not historical source, since the tetrachloroethylene has not degraded down into its final product, vinyl chloride. Further, given that tetrachloroethylene is heavier than water, there may be a concentration gradient in the groundwater, and lower concentrations may be found near the top of the water table. Thus, further groundwater sampling is required to address the concentration issue.

The recommendations made by S&P at this time was to delineate the extent the tetrachloroethylene plume and to investigate to determine the source of the plume.

Supplemental Groundwater Monitoring Report - Runnymede Hospital and 637-639 Runnymede Road, Toronto, Ontario

According to the above S&P report dated November 6, 2001 regarding the supplemental groundwater monitoring results; the concentrations of tetrachloroethylene in groundwater have not decreased significantly over the last two years. Since significant areas of the site still exceed the MOE criteria, S&P note that the groundwater will either require remediation or the site will require a site-specific risk assessment (SSRA) in accordance with the MOE Guideline for Use at Contaminated Sites in Ontario.

Soil and Groundwater Management Plan

According to S&P, the direction of groundwater flow is inferred to be from northeast to southwest. In the groundwater monitoring program in October 2001, groundwater elevations were measured at 9.5 and 10.5 metres below grade.

S&P note that SAR exceeded the MOE Table B criteria in two soil samples from a test pit from within the building footprint. All other parameters, including heavy metals, PAHs and VOCs were either not detected or met their respective criteria. According to S&P, based on the observations and analysis of the soil, there may be a minor amount of impacted soil in localized areas that may require disposal as a waste. However, the remainder of the fill is aesthetically

suitable for consideration as clean fill and the native soils appear to be suitable for consideration as lakefill.

According to S&P, concentrations of tetrachloroethylene in 15 of the 18 wells monitored exceeded the MOE criterion of 5µg/L. These exceedances ranged from 33 to 960 µg/L. Based on this pattern of tetrachloroethylene concentrations, it was concluded that the tetrachloroethylene is migrating in groundwater onto the subject site from an upgradient off-site source. S&P note that a dry cleaner was formerly located in a building immediately to the northeast of the subject site (3321 Dundas Street West) and tetrachloroethylene was commonly used as a dry cleaning solvent.

According to S&P, a site-specific risk assessment (SSRA) is recommended in order to address the tetrachloroethylene concentrations with respect to adverse effects to human health and the environment. S&P note that SSRA is acceptable to the MOE as a remedial option.

According to S&P, due to the fact that the depth of groundwater in this area is well below the planned depth of construction, dewatering of the excavation will not be required. Therefore, it is anticipated that groundwater will not require removal during construction, and that construction personnel will not come in contact with groundwater.

Staff at Healthy Environments is in agreement with the recommendations presented in the Environmental Soil and Groundwater Investigation report prepared by Shaheen & Peaker Limited. This report, referenced as S&P contains a Soil and Groundwater Management Plan that is approved by the Medical Officer of Health.

Dust Control

Dust control measures, dated January 24, 2002, prepared by Shaheen and Peaker, on behalf of the owner have been submitted to staff at Healthy Environments for review, are approved by the Medical Officer of Health. These dust control measures were noted to be satisfactory for implementation at the site during soil excavation.

Recommendations:

Based on the information provided by the proponent, staff at Healthy Environments have no objection to the introduction of a Bill in Council for this Official Plan Amendment and/or Rezoning application; as well, staff at Healthy Environments have no objection to the issuance of below grade permits for this development and recommend the following:

1. That the owner shall ensure the removal and disposal of all hazardous materials are conducted in accordance with Ministry of Labour, Technical Standards and Safety Authority and Ministry of the Environment regulations and guidelines.
2. That the owner shall implement, under the supervision of an on-site qualified environmental consultant, the Soil and Groundwater Management Plan as stipulated in the report approved by the Medical Officer of Health, and upon completion, submit a

report from the on-site environmental consultant to the Medical Officer of Health certifying that the remediation has been completed in accordance with the Soil and Groundwater Management Plan.

3. That the owner shall implement the measures in the Dust Control Plan approved by the Medical Officer of Health.

Please be advised that the issuance of above grade permits shall be contingent on the submission of a final verification report from the on-site environmental consultant, to the satisfaction of the Medical Officer of Health, that certifies that the site has been remediated in accordance with the approved soil and groundwater management plan.

Should there be any questions, please contact me at 416-338-8059 or Gord Chan and/or Raymond Ramdayal at 416-392-7685.

(January 10, 2002)

Thank you for your request of January 9, 2002 to comment on the above referenced application. Staff at Healthy Environments have reviewed the information and offer the following comments.

Comments:

The applicant proposes to construct a new 300 bed, six-storey chronic care hospital and long term care facility. This facility will include 166 open surface and below-grade parking spaces. The total lot area of the subject site is approximately 11,637 m². A review of files available to Healthy Environments indicates that Excelsiar Laundry occupied 637 Runnymede Road in the year 1945 and no information was available for 274 St. John's Road. Additional information is required by Healthy Environments staff in order to conduct an adequate review of environmental conditions on site. This should include a Historical Review, Site and Building Audit, Soil and Groundwater Management Plan and a Demolition and Excavation Dust Control Plan, details of which are described below and in further detail in the enclosed document.

Recommendations

1. That the owner shall immediately conduct a Historical Review of the site to identify all existing and past land uses which could have resulted in negative environmental effects to the subject site. This report should be submitted for review by the Medical Officer of Health, prior to the issuance of a building permit.
2. That the owner shall conduct a Site and Building Audit for the identification of all hazardous materials on the site and in existing buildings. The removal of these materials should be conducted in accordance with Ministry of Labour and Ministry of the Environment guidelines and regulations. A report on the Site and Building Audit should be submitted to the Medical Officer of Health for review, prior to the issuance of a building permit.

3. That the owner shall conduct a soil and groundwater testing program and produce a Soil and Groundwater Plan which characterizes soil and groundwater conditions and proposes remediation options, to be submitted to for approval by the Medical Officer of Health, prior to the issuance of a building permit.
4. That the owner shall implement, under the supervision of an on-site qualified environmental consultant, the Soil and Groundwater Management Plan as stipulated in the report approved by the Medical Officer of Health, and upon completion, submit a report from the on-site environmental consultant, to the Medical Officer of Health, certifying that the remediation has been completed in accordance with the Soil and Groundwater Management Plan.
5. That the owner shall prepare a Demolition and Excavation Dust Control. Plan and submit this plan for approval by the Medical Officer of Health, prior to the issuance of any building permit.
6. That the owner shall implement the measure in the Demolition and Excavation Dust Control Plan approved by the Medical Officer of Health.

If you have any questions, please do not hesitate to contact me at 416-338-8059 or Gord Chan at 416-338-8062.

4. Economic Development, Culture & Tourism, Policy & Development (June 13, 2002)

An application has been made to construct a new 300-bed chronic care hospital and long term care facility. The 6-storey, 24,963m² building is located on an 11,637m² site bound by Runnymede Road, St. John's Road and Fiskens Avenue. The existing buildings on site will be demolished.

The amalgamation of the new City of Toronto will bring a new parkland dedication by-law. Although these comments are premised on former City of Toronto by-laws and Official Plan policies, if the application is approved subsequent to adoption of a new parkland dedication by-law for the new City of Toronto, the latter shall prevail.

The institutional nature of this development proposal exempts it from the parks levy requirement under Chapter 165 of the former City of Toronto Municipal Code (which remains in full force and effect) to implement Section 42 of the Planning Act RSO 1990, c.P.13.

The Landscape Plan (Dwg. L100) received June 12, 2002 by the EDCT Department identifies a 350m² parcel of land located at the northwest corner of Fiskens Avenue and St. John's Road as Community Open Space to be retained in the ownership of the Runnymede Chronic Care Hospital. The space would be owned and maintained privately by the hospital, but be open for public use as open space/playground. The publicly accessible open space arrangement would be secured through a Section 37 agreement. The EDCT Department has no objection to the

proposed arrangement. It is recommended that the open space be lit to City park standards to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.

The landscape plan indicates the planting of new street trees along the three road frontages. The applicant should contact Mr. Mark Procnier, Supervisor of Urban Forestry Planning and Protection at 416-392-7390 regarding the specifications for new street tree planting.

(January 7, 2002)

An application has been made to construct a new 300-bed chronic care hospital and long term care facility. The 6-storey, 24,963m² building is located on an 11,637m² site bound by Runnymede Road, St. John's Road and Fiskin Avenue. The existing buildings on site will be demolished.

The amalgamation of the new City of Toronto will bring a new parkland dedication by-law. Although these comments are premised on former City of Toronto by-laws and Official Plan policies, if the application is approved subsequent to adoption of a new parkland dedication by-law for the new City of Toronto, the latter shall prevail.

The institutional nature of this development proposal exempts it from the parks levy requirement under Chapter 165 of the former City of Toronto Municipal Code (which remains in full force and effect) to implement Section 42 of the Planning Act RSO 1990, c.P.13.

The landscape plan indicates the planting of new street trees along the three road frontages. The applicant should contact Mr. Mark Procnier, Supervisor of Urban Forestry Planning and Protection at 416-392-7390 regarding the specifications for new street tree planting.

**Attachment 9
Draft Official Plan Amendment**

By-law No. _____-2002

To adopt an amendment to the Official Plan for the former City of Toronto respecting lands known as 274 St. John's Road, 637 Runnymede Road and 40 Fiskens Avenue

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

1. The text and map annexed hereto as Schedule A are hereby adopted as an amendment to the Official Plan for the former City of Toronto.
2. This is Official Plan Amendment No. _____.

ENACTED AND PASSED this _____ day of _____, 2002.

Deputy Mayor

City Clerk

Schedule A to By-law No. _____-2002

Section 18.____ of the Official Plan for the former City of Toronto is hereby amended by adding the following Section 18.____ and the attached Map 18.____:

18.____ Lands known as 274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue

Notwithstanding any of the provisions of this Plan, Council may pass by-laws applicable to the lands known as 274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue and delineated by heavy lines on Map 18.____, to permit the erection of a combined public hospital and home for the aged (long term care facility)and uses accessory thereto.

Attachment 10
Draft Zoning By-law Amendment

By-law No. _____-2002

To amend the General Zoning By-law No. 438-86 of the former City of Toronto With respect to lands known as 274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue

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

1. None of the provisions of Section 2 (Definition of *parking space*), Section 4 (2) (a), Section 4 (5)(i)(ii), Section 6(1)(a), Section 6(3) Part I, Section 6(3) Part II 3. (A) II, Section 6(3) Part II 4, Section 6(3) Part II 5(i), and Section 6(3) Part III of By-law 438-86, being "A By-law to regulate the use of land and erection, use, bulk, height spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall apply to prevent the use of a combined *public hospital and home for the aged* (long term care facility) and *retail gift shop, restaurant/take-out restaurant* and *pharmacy* uses *accessory* thereto on the lands municipally addressed as 274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue, and as shown on Map 1 attached to and forming part of this By-law, provided:

- 1) The *height* above *grade* of each building does not exceed 23.5 metres;
- 2) The non-residential gross floor area of the building does not exceed 26,000 square metres;
- 3) A minimum of 110 *parking spaces* is provided for the *public hospital and home for the aged*;
- 4) A minimum of 3 Type B and 2 Type C loading spaces are provided;
- 5) No part of each building above *grade* used for said uses extends beyond the area outlined by heavy lines shown on Map 2;
- 6) Notwithstanding any provisions to the contrary, lands known as 274 St. John's Road, 637 Runnymede Road and 40 Fisken Avenue shall be treated as a single lot for zoning purposes, notwithstanding any consolidation or division of the same and the internal lot lines shall not be construed to be lot lines for the purposes of any zoning regulations, provided all applicable regulations of this By-law relative to all of the lands and there external lot lines are observed; and
- 7) No part of the mechanical penthouse shall go above or beyond the heights and heavy line shown on Map 3.

2. For the purpose of this By-law, each word or expressions, which is italicized, shall have the same meaning as the said word or expression has for the purpose of By-law 438-86, as amended.

ENACTED AND PASSED this _____ day of _____, 2002.

Deputy Mayor

City Clerk

Attachment 11
Provision to be included in the Section 37 Agreement

The provision of the matter substantially as set out below shall be secured in a Section 37 Agreement between the City and the owner.

1. Provision for public access to the private parkette at St. John's Road and Fiskens Avenue.