



STAFF REPORT ACTION REQUIRED

251 Esther Shiner Boulevard – Oriole Yard

Date:	April 25, 2014
To:	Government Management Committee
From:	Chief Corporate Officer
Wards:	24 – Willowdale
Reference Number:	P:\2014\Internal Services\RE\Gm14009re (AFS #18675)

SUMMARY

At its meeting on February 19, 2014, City Council directed Real Estate Services to report to the Government Management Committee (MM48.27) with respect to recommendations and operational impacts on the relocation of Oriole Yard, located at 251 Esther Shiner Boulevard (see "Appendix A" for Location Map).

The purpose of reviewing Oriole Yard is to explore opportunities to maximize the use of City property, while considering the operational needs of Divisions in terms of size, access and location requirements for land. Furthermore, Metrolinx has expressed interest in a portion of Oriole Yard for the relocation of the existing Oriole Go Station, including the station building and the commuter parking lot. As a result, staff are required to undertake further due diligence to determine the most optimal use for Oriole Yard on a long-term basis, including consultation with Build Toronto, Metrolinx, and City Divisions.

RECOMMENDATIONS

The Chief Corporate Officer recommends that:

1. The Government Management Committee receive this report for information.

Financial Impact

There are no financial impacts associated with this report. This report is intended to be received for information only.

DECISION HISTORY

At its meeting of December 5, 6, and 7, 2005, Council adopted as amended, the recommendations of Administration Committee Report 9, authorizing Facilities and Real Estate to conduct a yard consolidation study to evaluate consolidation opportunities and explore the potential for unlocking municipal yards assets located in the Etobicoke York District for higher order use.

<http://www.toronto.ca/legdocs/2005/agendas/committees/adm/adm051107/it003.pdf>

At its meeting on November 27, 28 and 29, 2012 City Council adopted the Yard Property Utilization Initiative – Toronto-East York, Scarborough, and North Districts, which provided a status update on the Yard Consolidation Study. It directed the Director, Real Estate Services, to "work with the Acting General Manager, Transportation Services to relocate operations from Oriole Yard, 251 Esther Shiner Boulevard, to 170 Plewes Road" and to "work with the General Manager, Parks, Forestry and Recreation to relocate operations from Oriole Yard, 251 Esther Shiner Boulevard, to Sunnybrook Stables (Sunnybrook Park), 1132 Leslie Street." 170 Plewes Road is currently occupied by Emergency Medical Services (EMS) and is scheduled to vacate upon construction of a new EMS facility at 1300 Wilson Avenue. Transportation will be moving into 170 Plewes after EMS vacates, which will help consolidate Transportation Services operations in the North district.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.GM18.7>

On November 13, 14, 15 and 18, 2013, City Council authorized the "creation of one sub-project to increase funding in Emergency Medical Services' 2013 Approved Capital Budget in the amount of \$3.950 million" for the purposes of acquiring 1300 Wilson Avenue for EMS. The acquisition of this property will enable Transportation Services staff to relocate from Oriole Yard to 170 Plewes Road, once EMS moves out.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX35.18>

At its meeting on February 19 and 20, 2014, City Council requested that the Director of Real Estate Services, in consultation with the General Manager of Transportation Services and the Acting General Manager of Parks, Forestry and Recreation report to Government Management Committee in May 2014 with an update on progress regarding Oriole Yard.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.MM48.27>

ISSUE BACKGROUND

In 2005, City Council directed staff to study the feasibility of consolidating the City's system of yards while maintaining or improving service delivery. Real Estate Services studied sixty-three (63) yards. From those studied, four (4) have been declared surplus for transfer to Build Toronto, one (1) yard has undergone preliminary master planning, and four (4) additional yards, including Oriole Yard, were to be evaluated as potentially surplus. In 2013, Real Estate Services reported to City Council on the potential to surplus

Bering Yard. City Council adopted a recommendation to retain the yard for City purposes and consolidate Transportation Services operations onto the site.

The majority of yards are to be retained for City purposes, as they are well located to provide services within their designated service areas. In addition, these yards are generally restricted from higher order use by current Official Plan and zoning designations. For example, a number of yards are in designated Employment Areas and do not present significant redevelopment opportunities.

COMMENTS

Property Description and Characteristics

Oriole Yard at 251 Esther Shiner Boulevard is located in North York, near the intersection of Leslie Street and Highway 401 (see "Appendix A" for Oriole Yard Location Map). Several property characteristics contribute to the value of Oriole Yard as a site that is suitable for alternative uses, including:

- Mixed-use designation in the Official Plan
- Large site area of over 372,400 square feet (8.55 acres)
- Close proximity to public transit:
 - Less than 200 metres from Leslie Station
 - Less than 300 metres from Oriole GO Station
- Close proximity to Highway 401 and Leslie Street
- Close proximity to major retail outlets and shopping centre
- Relatively level topography
- Increasing intensification due to surrounding development pressures

The yard is currently occupied by Fire Services, Transportation Services, Parks Services and Forestry Services (See "Appendix B" for detailed map of Occupying Divisions at Oriole Yard). The site is suitable for these Divisions in terms of size, access and location and is valuable to the City for service delivery. The site contains five (5) buildings with a total gross floor area of 54,465 sf, as well as substantial outdoor space for equipment and material storage in addition to City vehicle parking. The Fire Station, located within the site, was newly built in 2007 in response to intensification in the area and is expected to remain.

Operations at Oriole Yard

The following Divisions currently operate out of Oriole Yard:

Table 1 – Oriole Yard Operating Divisions			
Current Occupant	Service Boundaries	Key Site Requirements	Summary of Operations
Transportation Services	Yonge Street, Moore Avenue, Victoria Park Avenue, Steeles Avenue	<ul style="list-style-type: none"> • Salt dome for salt storage • Parking for sixty-one (61) contractor snow plow vehicles and salting trucks • Administrative and touchdown space for staff • Indoor space for road maintenance vehicles 	<ul style="list-style-type: none"> • Road Maintenance Crews (street sweepers, pothole response, bridge crews) • Winter Maintenance Depot (salting and plowing of roads, sidewalks, bus stops, cross walks and walkways) • Administration of road maintenance and winter depot programs
Forestry Services	Wards 24, 25, 26, 33, and 34	<ul style="list-style-type: none"> • Touchdown and office space for staff • Garage bays for storage of eight (8) aerial towers • Outdoor space for vehicle parking and equipment /materials storage 	<ul style="list-style-type: none"> • Tree Maintenance Functions (tree trimming, pruning, tree removal, tree planting, stump removal, and after-hours emergency response)
Parks Services	Wards 23 (east of Yonge Street), 24, 25, 26, 33, and 34	<ul style="list-style-type: none"> • Touchdown and office space for staff • Indoor shop space for small engine repair and equipment storage • Outdoor space for vehicle parking and equipment and materials storage 	<ul style="list-style-type: none"> • Parks Maintenance Functions (grass cutting, maintenance of flowerbeds, shrubs, baseball diamonds, tennis courts, splash pads and artificial outdoor ice rinks)
Fire Services		<ul style="list-style-type: none"> • Fire Station #116 - To remain at Oriole Yard 	<ul style="list-style-type: none"> • Fire Station #116 - To remain at Oriole Yard

If Oriole Yard is considered for alternative uses, some or all of the above Divisions, with the exception of Fire Services, will have to be relocated.

As Oriole Yard is centrally located to all service boundaries, each Division will have to be moved to separate locations if a single, central location cannot be found to accommodate all services.

Real Estate Services, in consultation with Transportation Services, Parks Services, and Forestry Services, conducted a space needs assessment of the indoor and outdoor area requirements to relocate the operating Divisions from Oriole Yard. The results of the space needs assessment found that although relocation requirements are reflective of the existing footprint at Oriole Yard, slightly less space overall will be required if the Divisions are to relocate.

The following table illustrates the site area requirements for Divisions if relocating. Additional gross-up may be required for circulation.

Table 2 – Area Requirements for Relocation					
Current Occupant	Indoor Space (sf)	Outdoor Space (sf)	Salt Dome (sf)	Total (sf)	Total (acres)
Transportation Services	14,158	185,987	10,810	210,955	4.8
Forestry Services	12,612	43,200		55,812	1.3
Parks Services	27,450	56,935		84,385	1.9
TOTAL	54,220	286,122	10,810	351,152	8.0

Operational Impacts

Specific operational and capital budget impacts cannot be determined until relocation sites have been established. If the best available relocation options result in unavoidable negative impacts that cannot otherwise be mitigated, additional operating and/or capital budget increases may be required to maintain current service levels. Transportation Services, Parks Services and Forestry Services have identified the following potential operational measures to be evaluated:

- Increased travel times associated with access to City-owned fuel sites
- Increased travel times due to loss of centrally located facility (i.e. distance to service boundaries)
- Impact on service delivery, scheduling and associated budgets
- Loss of shared resources and supplies between Parks Services, Forestry Services, and Transportation Services (i.e. access to salt and asphalt)
- Impact on supervision and management controls

Real Estate Services will work with the operating Divisions to evaluate specific service level impacts as alternative sites are identified.

Issues & Challenges

Prior to considering Oriole Yard for alternative uses, a number of issues and challenges are to be resolved:

- *Lack of Suitable Alternatives:* It is difficult to find a single, centrally located site comparable to Oriole Yard. As a result, Divisions will have to be relocated across multiple locations in the service area. These multiple locations may not be centrally located, which may impact service delivery. The winter maintenance depot, including the salt dome, is the largest relocation challenge, as it must be located close to major roadways and away from residential uses.
- *Negative Operational Impacts:* If operating Divisions are to be relocated from Oriole Yard, service delivery may be negatively impacted as a result of increased travel times to and from job sites and loss of access to on-site fuel. These issues are particularly important for crews that rely on slow moving vehicles.

- *Environmental Assessments:* An environmental assessment is required for all relocation sites to determine possible environmental impacts. Potential costs of site remediation may further impact financial feasibility.
- *Metrolinx Interest:* Metrolinx has expressed an interest in the site for the relocation of the existing Oriole Go Station, including the station building, the platform, and the commuter parking lot. Staff have requested that Metrolinx submit a full, formal request so that City staff can evaluate their requirements.
- *Economic Viability:* Further analysis is required to determine the economic viability of alternative uses for the site, including mixed-use development, residential development, commercial developments, or transit improvements. Staff must also determine whether the cost of acquiring, retrofitting and constructing new buildings to relocate the operating Divisions is financial feasible when compared to the market value of Oriole Yard.

Conclusion

Staff are required to undertake further due diligence to determine the most optimal use for Oriole Yard on a long-term basis. Real Estate Services staff will consult with Build Toronto, Metrolinx, and affected City Divisions to evaluate alternative uses and potential service level impacts. Following these efforts, staff will report back to Government Management Committee at an appropriate time.

CONTACT

Joe Casali, Director
Real Estate Services
Tel: 416-392-7202
Fax: 416-392-1880

SIGNATURE

Josie Scioli,
Chief Corporate Officer

ATTACHMENTS

Appendix "A" – Oriole Yard Location Map
Appendix "B" – City Divisions at Oriole Yard