



(OFFICE OF THE VICE-PROVOST, SPACE AND FACILITIES PLANNING)

TO: Planning and Budget Committee

SPONSOR: Ron Venter, Vice-Provost, Space and Facilities Planning

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DATE: December 17th, 2002 for January 10th, 2003

AGENDA ITEM: #5

ITEM IDENTIFICATION:

Project Committee Report for Expanded and Renovated Outer Parking Facilities at the University of Toronto at Scarborough [UTSC] with reference to the Right of Way Improvements required by the City of Toronto.

JURISDICTIONAL INFORMATION:

Under the Policy on Capital Planning and Capital Projects, the Planning & Budget Committee reviews the Project Planning Report prepared for a capital project and recommends to the Academic Board approval in principle of the project.

PREVIOUS ACTION TAKEN:

This project comprises two major components. The first is the need to expand and reconstruct the Outer Parking Facilities on the UTSC campus; the second is to address the various City of Toronto requirements for *Right of Way* Improvements, including intersection upgrades at Military Trail and Morningside Road, a traffic signal, sidewalks etc. to accommodate the extra traffic generated as a result of developments at UTSC and the Centennial College facilities constructed on the UTSC campus. These projects are required to be completed by September 2003. Agreements between UTSC and Centennial College have been secured; reference attached letter of December 10th, 2002 from Principal Paul Thompson confirming such arrangements with President R. Johnson of Centennial College.

BACKGROUND:

In March 2001 the University of Toronto submitted to the Province of Ontario a proposal for "Development on the University of Toronto Scarborough Campus". This identified the need for enrolment growth on the campus, in the first instance to meet the needs of the double cohort in 2003-04, and subsequently to support underlying growth in demand for University places in the GTA.

UTSC is primarily a commuter campus and additional enrolment will require additional parking facilities. Part of the Scarborough campus, bordered by Morningside & Ellesmere Roads and Military Trail have been leased to Centennial College for its new campus; an agreement to the lease requires that UTSC provide parking spaces for 1000 cars for Centennial College use. The University of Toronto at

Scarborough Master Plan 2001, anticipated all of these needs, and has identified a substantial new area of parking on the Outer Campus of UTSC as well as revisions to the existing parking area.

In association with the rezoning of the site for Centennial College, the City of Toronto required that an appropriate area for projected parking needs for UTSC and Centennial also be rezoned. The area identified for rezoning was consistent with that in the Master Plan. Rezoning was formally approved in December 2001. Since, for the purposes of development approval, the provision of parking is closely tied to construction; it is imperative that the parking be completed by September 2003.

The Parking By-Law for the City of Toronto that applies to the University of Toronto at Scarborough [UTSC] requires 2.15 parking spaces per 100 gross square metres of buildings. Although 1615 parking spaces are required for the existing physical inventory of UTSC, the four new building projects underway on the UTSC campus will increase that requirement to 2155. In addition, the University of Toronto has agreed to lease part of the property at UTSC to Centennial College for a new campus. The Centennial Building, currently under construction, increases the total By-Law requirement to 2626 spaces. UTSC currently (2002) has a total of 1792 parking spaces. [This number will be reduced as the site of the new Management Building is on an existing parking lot.] The proposed Outer Parking Facilities, in combination with the residual spots on the campus' Inner Lots and Centennial's new lot on Morningside will increase the total parking spaces on UTSC lands to 3003. These 3003 spaces exceed the By-Law requirement by 377. A supply and demand analysis by UTSC has determined that with these additional spaces the minimum by-law requirements and the need for parking spaces for both UTSC and Centennial can be met.

Reconstruction of the existing outer lots [1150 spots] is necessary to bring them to City standards for grading, storm water management, etc. as required for Site Planning Approval from the City of Toronto. The first new buildings at UTSC will open in August 2003, and Centennial College is scheduled to open in January 2004. For the purposes of development approval, the provision of parking is closely tied to construction. The City has required a commitment that the expanded parking be completed by September 2003.

To summarize, the total number of parking space planned within the current project is 2399, which translates into \$3,439 per parking spot. For the 1000 spaces planned for Centennial College use the proportionate cost is \$3,439,000. The balance of estimated at \$4,811,000 is to address the UTSC parking requirements.

HIGHLIGHTS:

A SuperBuild Lease Agreement between the UTSC and Centennial College has resulted in a net transfer of \$9,270,000, plus the accrued interest, to UTSC. These funds were in large measure to be directed towards the construction costs of the Academic Resource Centre [ARC] on the UTSC campus. However, other outstanding commitments and or obligations against these funds are also required to be addressed, namely soil remediation, the Outer Parking Facilities and Right of Way Improvements [traffic flow] to accommodate the projected enrolment expansion at both UTSC and Centennial College on the UTSC campus etc.

The original plan was to address the cost of the Outer Parking Facilities [estimated at some \$1,500,000] and the Right of Way Improvements outside of the planned Lease Agreement. At present, the cost of parking has increased substantially to approximately \$3,439,000 to meet the Centennial College requirement of 1000 parking places only. Additional parking is also required for UTSC growth. A revised parking plan, recommended by UTSC, is for the UTSC Parking Ancillary to construct and operate the entire Outer Parking Facility and to request that Centennial College guarantee the operating income from the required parking spots

over the 25 year life of the mortgage required to finance this component of the Outer Parking Facility. Additionally, a commitment for separate funding for the Right of Way Improvements has been secured with Centennial College so that the only other obligations on the SuperBuild Lease Agreement, outside of the \$3,439,000 possibly needed to support the outer parking facilities, is for the soil remediation, now estimated at \$280,000 and the due diligence costs [legal etc.] estimated at \$174,000. Deducting these obligatory expenses [parking, soil remediation and due diligence] from the SuperBuild Lease Agreement reduces the funds available to support the ARC to approximately \$5,377,000 [$\$9,270,000 - [\$3,200,000 + \$280,000 + \$174,000]$] plus the interest, estimated at approximately \$1,000,000, for a total of \$6,377,000 that is available and will be directed to support the ARC.

These revisions will reduce the original allocation of \$9,270,000 from the SuperBuild Lease Agreement to the ARC to the \$6,377,000 identified above, a change of \$2,893,000. Fortunately, the cost of the ARC project will come in under budget by an approximately corresponding amount.

Furthermore, as noted below, the cost of the planned Outer Parking Facilities [for Centennial College and UTSC needs] can be mortgaged and carried by the UTSC Parking Ancillary, so that the \$3,439,000 identified previously as an obligatory parking commitment will therefore be redirected to support other needed infrastructure development requirements at UTSC. An allocation of \$1,110,000 of these funds will be used to support the Right of Way Improvements at UTSC.

On future directions, it is anticipated that by 2007/08 the University of Toronto at Scarborough will expand enrolment by more than 60 per cent over 2000-01. In addition to the current building program as much as 20,000 gross square metres of academic buildings and 8,000 gross square metres of residences may also be constructed. This will add to the number of parking spaces required by the By-Law and may necessitate the creation of spaces beyond those of this Project. The Scarborough Master Plan has identified where these might be located on both the Inner and the Outer parking areas but no costs for them have been included in this project.

Under the Policy on Capital Planning and Capital Projects, the Project Committee will continue through the implementation phase. The Working Executive of the Project Committee, will comprise the lead User, a Planner and Implementer all of whom have been associated with the project definition since its inception; this membership is:

User:	Kim McLean, Associate Principal & Chief Administrative Officer, UTSC
Planner:	Gail Milgrom, Campus and Facilities Planning, Office of the Vice-Provost, Space & Facilities Planning
Implementer:	Julian Binks, Capital Projects Jim Derenzis, Capital Projects, UTSC

The role of the Working Executive is to ensure the successful completion of the project and to ensure that the user needs and concepts introduced into the Project Planning Report are addressed throughout the process of the design and implementation that are to be carried out under the direction of the Chief Capital Projects Officer.

FINANCIAL AND/OR PLANNING IMPLICATIONS:

The estimated cost of the total project is \$10,150,000. The Outer Parking Facilities are projected to cost \$8,250,000 with the Right of Way Improvements requiring an additional \$1,900,000.

UTSC will construct and operate the Outer Parking Facilities. In return, Centennial College will guarantee the sale of 1250 annual parking permits for a period of 25 years which corresponds to the duration of the mortgage.

The cost of the Right of Way Improvements are to be shared between Centennial [\$790,000] and UTSC [\$1,110,000] consistent with a supporting schedule of the Centennial lease agreement.

Detailed modeling of the parking facilities within the Financial Services Department has confirmed the feasibility for the Parking Ancillary at UTSC to undertake a mortgage at 8% per for 25 years. The budget model indicates that the parking ancillary can cover the cost of the mortgage for the parking facility as indicated. A summary of this analysis which allows for an external mortgage of \$7,797,953 is provided in the Project Planning Report. Internal contributions from the UTSC Parking Ancillary [\$232,000] and an allocation from the Academic Resource Centre project [\$184,000] will reduce the mortgage required from \$8,213,953 [nominally \$8,250,000] to \$7,797,953.

The annual operating expenses for the outer lots are estimated at \$1.3 million for 2003-04 prices. The Parking Ancillary budget model shows that these costs can be covered through parking revenue.

These recommendations identified below are conditional and require the terms of the Centennial Parking and Right of Way arrangements to be provided at the Planning & Budget Committee meeting on January 10th, 2003. Furthermore, any additional one-time upfront capital support to be provided by Centennial College, such as the \$500,000 contribution referenced in the letter of December 10th, 2002 referred to previously, will be directed to the capital cost of the Outer Parking Facilities to specifically reduce the mortgage required for this project.

RECOMMENDATION:

The Planning & Budget Committee recommends to the Academic Board

1. THAT the Project Planning Report for the Expanded and Renovated Outer Parking Facilities at the University of Toronto at Scarborough, to allow for the provision of a total of 2399 parking spaces and Right of Way Improvements, be approved in principle;
2. THAT the project cost of \$10,150,000 be approved, with the funding sources for the Outer Parking Facilities and the Right of Way Improvements to be as follows:

For the Outer Parking Facilities,

- (i) UTSC Parking Ancillary allocation of \$232,000,
- (ii) Contribution identified within the Academic Resource Centre project of \$184,000,
- (iii) Financing of a mortgage in the amount of \$7,797,953 to be repaid from parking fee revenues over a 25 year amortization period at 8% per annum.

For the Right of Way Improvements,

- (iv) Contribution from Centennial College for \$790,000 to support right-of-way improvements consistent with the Centennial Lease agreement,
- (v) Contribution from UTSC of \$1,110,000 derived from the funds received from the Centennial College SuperBuild Lease Agreement.

Richard Johnston, President
Centennial College of Applied Arts and Technology

10 December 2002

Dear Richard

This letter is to confirm the phone conversation that we had on Tuesday 3 December 2003 concerning right of way/traffic improvements and parking facilities that will be required as a consequence both of the construction of the new Centennial College campus on property leased from the University of Toronto at Morningside and Ellesmere, and the expansion of the University of Toronto at Scarborough. This letter also reflects some subsequent discussions that have occurred between Gary Marr, Director Physical Resources at Centennial College, and Kim McLean, Chief Administrative Officer University of Toronto at Scarborough.

If you find the account of the items described below acceptable, I will arrange for the University lawyers to revise Schedules 5 and 7 of the lease so that they can be submitted to the appropriate approval processes at each institution. If there are changes that you think need to be made, please communicate them to me as soon as possible. Our deadline for having the lease and all related documents signed is 8 January 2003.

Right of Way Improvements

Centennial College commits to pay its share of the cost of right-of-way improvements required by the City of Toronto in association with the development of the Morningside Campus of Centennial College, on land leased from the University of Toronto.

The estimated total project cost of these improvements is \$1.888 million and Centennial College's share of this is estimated to be about \$790,000, according to the principles for cost sharing identified in Schedule 7 of the Lease, which are based on location of the improvements and share of traffic generated.

These estimates will be revised at the time of the last construction cost estimate (probably at the 90% design stage). A final adjustment to reflect actual costs will be made at the conclusion of the project with Centennial and UTSC paying or receiving whatever the difference is between the final cost and last construction cost estimate based on the proportions estimated in the last construction cost estimate.

The University of Toronto will administer and direct the implementation of the right of way/traffic improvements, and will take the primary role in liaison with the City of Toronto. Centennial College will pay to the University of Toronto its share of estimated costs in three equal installment with the first payment to be made no later than the date of the signing of the main construction contract, and the remaining two payments to be paid at 50% and 90% of construction completion.

Final adjustments will be made no later than 24 months after then completion of the construction work [the City has a holdback period of 24 months to deal with deficiencies].

In the event that the City of Toronto requires a letter of credit for all or part of the estimated cost of the right of way improvements, Centennial College agrees to underwrite its estimated share of the costs according to conditions specified by the City.

Schedule 7 of the Land Lease Agreement will be modified to reflect the above changes.

Parking Facility

Centennial College accepts that the University of Toronto at Scarborough (UTSC) will provide and operate parking facilities to meet Centennial College's need of 1000 spaces for Centennial students. UTSC will manage and operate the facility, and will collect all the revenue from the sale of 1250 annual permits or daily cash sales related to the 1000 spaces. An annual permit is defined as permit covering the September to April period during the academic year.

Centennial College guarantees the sale of 1250 annual permits each year for a period of 25 years [the lifetime of the mortgage] beginning January 2004. In the event that in any given year the sale of permits to Centennial students falls below 1250 annual permits, Centennial College will reimburse UTSC for the shortfall. The cost of the shortfall will equal the shortfall in the number of permits times the sale price of a permit. UTSC will guarantee that the sale price of the parking permit will be \$359, including taxes, in 2003-04, \$449, including taxes, in 2004-05 and thereafter, the parking permit cost will increase by 5% every year for the lifetime of the mortgage. This amount will be payable to UTSC prior to 31st March in the academic year in which the shortfall occurs. This arrangement will come into effect 1 January 2004 and will end with the expiry of the mortgage. If UTSC oversells permits and Centennial undersells permits the cost to Centennial will be reduced by the value of the permits UTSC oversells.

Centennial College will provide a one-time upfront capital investment of \$500,000 to contribute to the cost of the drop-off/pick-up circle and other facilities that are solely for the benefit of Centennial College, its staff and students, and to cover the cost of the mortgage from September 2003 when the parking facility will have been completed to January 2004. This amount will be payable to UTSC prior to the signing of the main construction contract.

Schedule 5 of the Land Lease Agreement will be modified to reflect the above changes.

As time is of the essence, UTSC will have the agreements revised and forwarded to your attention for execution by 16 December 2002 at the latest, and if possible by Thursday 12 December.

Sincerely

Paul Thompson
Vice-President, Principal and Dean

PROJECT PLANNING REPORT

FOR

EXPANDED AND RENOVATED OUTER PARKING

FACILITIES

AT THE UNIVERSITY OF TORONTO AT SCARBOROUGH

(with reference to Right of Way Improvements required by the City

of Toronto)

December 17, 2002

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**PROJECT PLANNING REPORT FOR
EXPANDED AND RENOVATED OUTER PARKING FACILITIES
AT THE UNIVERSITY OF TORONTO AT SCARBOROUGH (UTSC)
(with reference to Right of Way improvements)**

I. EXECUTIVE SUMMARY

- **This Project Planning Report recommends that the Outer Parking Facilities off Military Trail be reconstructed and expanded to contain a total of 2399 parking spaces.**
- **The estimated total project cost for the Outer Parking Facilities is \$8.25 million.**
- The Parking By-Law for the City of Toronto that applies to the University of Toronto at Scarborough requires 2.15 parking spaces per 100 gross square metres of buildings. Although 1615 parking spaces are required for the existing physical inventory of UTSC, the four new building projects underway on the campus will increase that requirement to 2155. In addition, the University of Toronto has agreed to lease part of the property at UTSC to Centennial College for a new campus. The Centennial Building, currently under construction, increases the total By-Law requirement to 2626 spaces.
- The University of Toronto at Scarborough currently (2002) has a total of 1792 parking spaces. (This number will be reduced as the site of the new Management Building is on an existing parking lot.) The proposed Outer Parking Facilities, in combination with the residual spots on the campus' Inner Lots and Centennial's new lot on Morningside will increase the total parking spaces on UTSC lands to 3003.
- The 3003 spaces exceed the By-Law requirement by 377. A supply and demand analysis by UTSC has determined that with these additional spaces the minimum by-law requirements and the need for parking spaces for both UTSC and Centennial can be met.
- Reconstruction of the existing outer lots (1150 spots) is necessary to bring them to City standards for grading, storm water management, etc. as required for Site Planning Approval from the City of Toronto.
- The first new buildings at UTSC will open in August 2003, and Centennial College is scheduled to open in January 2004. For the purposes of development approval, the provision of parking is closely tied to construction. The City has required a commitment that the expanded parking be in place by September 2003.
- **This Project Planning Report also recommends Right of Way Improvements.** In association with the developments at UTSC and Centennial the City requires that various right of way improvements be implemented at intersections to facilitate traffic movement. These are to include landscaping, sidewalks, turning lanes, and a traffic

signal.

- **The estimated total project cost of the Right of Way Improvements is estimated at \$1.9 million, to be shared between Centennial (\$790,000) and UTSC (\$1,110,000) in line with a supporting schedule of the Centennial lease.**
- The sources of funding for the right of way improvements are Centennial College and funds available to UTSC from the Centennial lease and enrolment growth.
- The source of funding for the parking lots is revenue from the parking ancillary budget of UTSC. A budget model indicates that the parking ancillary can cover the cost of the mortgage for the parking facility.
- The annual operating expenses for the outer lots are estimated at \$1.3 million for 2003-04 prices. The Parking Ancillary budget model shows that these costs can be covered through parking revenue.
- It is anticipated that by 2007/08 the University of Toronto at Scarborough will expand enrolment by more than 60 per cent over 2000-01. In addition to the current building program as much as 20,000 gross square metres of academic buildings and 8,000 gross square metres of residences may also be constructed. This will add to the number of parking spaces required by the By-Law and may necessitate the creation of spaces beyond those of this Project. The Scarborough Master Plan has identified where these might be located on both the Inner and the Outer parking areas but no costs for them have been included in this project.

II. MEMBERSHIP

Edward Relph, (Chair), Associate Principal Campus Development, UTSC
Kim McLean, Chief Administrative Officer and Associate Principal, UTSC
Gail Milgrom (Secretary), Office of the Vice-Provost, Space and Facilities Planning
Julian Binks, Capital Projects
Gord van Dyk, Manager, Grounds and Parking Division, Facilities Management, UTSC
Sanna Szeto, Undergraduate Student, UTSC
Scott Tremblay, Undergraduate Student UTSC

Carmela Mazin, Financial Services UTSC and Sandi Parsons, Business Officer, Grounds and Parking UTSC participated in most of the committee meetings and provided invaluable information. Chris Moy, Campus Police UTSC, provided direction on design for personal safety and security.

III. TERMS OF REFERENCE

1. With reference to the University of Toronto at Scarborough Master Plan 2001, and projected enrolment growth at UTSC, and the commitment to provide parking for Centennial College, identify the City of Toronto by-law requirements for parking at UTSC.

2. Recommend the number of spaces to be provided at UTSC by September 2003 and with anticipated expansion for enrolment growth by September 2007.
3. Identify the preferred location for new parking areas, and any site specific constraints and requirements such as storm-water management and environmental remediation which will be required.
4. Make recommendations about the detailed layout and landscaping requirements of the parking facilities and adjacent areas, addressing operations, personal safety and accessibility concerns.
5. Identify any secondary effects associated with the development of proposed parking facilities.
6. Identify all resource implications, including a preliminary estimate of capital costs, and projected costs and revenues for the annual operating costs of the parking ancillary at the University of Toronto at Scarborough.
7. Identify a funding plan for capital and operating costs.
8. Report to the Principal, University of Toronto at Scarborough, by 31 October 2002.

IV. BACKGROUND INFORMATION

Background

In March 2001 the University of Toronto submitted to the Province of Ontario a proposal for "Development on the University of Toronto Scarborough Campus". This identified the need for enrolment growth on the campus, in the first instance to meet the needs of the double cohort in 2003-04, and subsequently to support underlying growth in demand for University places in the GTA. The Provincial Budgets of May 2001 and June 2002 indicated that funding might be provided to support enrolment growth at the University of Toronto, and the University proposes to direct a large proportion of this growth to UTSC. The first phase of this growth will be accommodated in a 230 bed residence, an expansion to the library known as the Academic Resource Centre, both to be completed in 2003, and a Student Centre and a Management Building, both to be completed in 2004.

UTSC is mostly a commuter campus and additional enrolment will require additional parking facilities. As well, part of the Scarborough campus has been leased to Centennial College for a new campus devoted to advanced technology and an agreement with Centennial College requires that UTSC provide parking for 1000 cars. This increased demand for parking facilities is supported by the City of Toronto parking by-law that governs the UTSC campus. The by-law is tied to floor area; specifically it requires 2.15 spaces per 100 gross square metres of building, so each new building, both UTSC's and Centennial's, generate a need for additional parking spaces.

The University of Toronto at Scarborough Master Plan approved in May 2001, anticipated all of these needs, and indicated a substantial new area of parking on the Outer Campus of UTSC as well as revisions to the existing Inner Campus parking area.

In association with rezoning the site for Centennial College, the City of Toronto required that an appropriate area for projected parking needs for UTSC and Centennial also be rezoned. The area identified for rezoning was consistent with that in the Master Plan. Rezoning was formally approved in December 2001.

Since, for the purposes of development approval, the provision of parking is closely tied to construction, the City required a commitment that the expanded parking be in place by September 2003.

Site Plan Preparation and Initial Cost Estimates

The development of site plans for new parking facilities has been closely linked to the preparation of a site plan for the new campus of Centennial College on University of Toronto property at the north-east quadrant of the intersection of Morningside and Ellesmere. Before the City of Toronto would issue building permits for Centennial College or for the Phase 4 Residence and the ARC, the Works Department required a clear demonstration that parking facilities would be provided in accordance with the City's parking by-law for this area. This demonstration involved the preparation of a draft site plan that was consistent with the site plan for Centennial College, and that conformed to the by-law requirements.

The site plan was prepared by the firm of Baird Sampson Neuert in two phases in the spring and summer of 2002; the first phase was for the area south-west of Military Trail, and the second phase was for the area north-east of Military Trail.

The site plans have been submitted to the City of Toronto and in November 2002 are in the final stages of review by City departments. The plans include all the parking spaces, sidewalks, curb cuts, landscaping, storm water management, grading, traffic improvements and other requirements of the City of Toronto. The construction costs of the parking lots were estimated by a cost consultant in November 2002.

The project includes not only parking but also a number of traffic improvements required by the City, such as intersection improvements and the installation of traffic signals and sidewalks. These traffic improvements are subject to a separate cost sharing arrangement between Centennial College and the University of Toronto, that is included as an appendix to the formal lease (Appendix 5). They are also subject to a formal agreement between the City of Toronto and the University regarding implementation. These traffic improvements were separately identified in the construction cost estimate.

The Project Committee had available the completed site plans and construction cost estimates, for both the parking and the traffic improvements, for its deliberations.

V. STATEMENT OF ACADEMIC AND OTHER PLANS

Two areas of growth on the Scarborough campus are contributing to the need for expanded and reconstructed parking facilities.

First is the University's plan for enrolment growth at UTSC. This plan may see increases in enrolment from 4700 total FTEs in 2000-01 to potentially 7900 FTEs in 2007-08 (a headcount change from 5800 to 9700). At the same time staff and faculty may increase from the 360 FTE of 2000-01 to 575 FTE by 2007-08 to support this growth. The 2001 Master Plan set a framework for accommodating growth both in terms of new construction, the first four new buildings now underway, and in terms of infrastructure, such as parking. This project addresses the expansion associated with Phase I growth.

Second is the creation of a campus for Centennial College on UTSC lands.

UTSC has made a commitment to Centennial College to provide parking spaces, at the College's expense but on University property. UTSC will have full responsibility for operating the parking lots under an agreement that is appended to the lease.

VI. PARKING PROGRAMME

Existing Parking Spaces

For 2002/03 UTSC has 642 parking spaces in the Inner Lots and 1150 spaces in the Outer Lots.

Location	Existing Capacity 2002-03
Inner Lots	
Lot A	52
Lot B	92
Lot C	246
Lot D	85
Lot E (Res Phase 3)	48
Child Care	4
Visitor	21
Ring Road (Res)	48
Sprung	12
Tunnel	34
Total Inner Lots	642
Outer Lots	1150
Total Parking Spaces	1792

For 2002/03 these 1792 spaces are servicing a total student headcount of 6908 (undergraduate plus graduate), 217 faculty and 199 staff – a total of 7324 people. This gives a ratio of 4.08 people per parking space.

Parking Spaces Required

The City of Toronto Parking by-law requires 2.15 spaces per 100 gross square metres of building area. Thus UTSC is required to provide these number of spaces for all of the existing buildings and for those currently under construction. The table below shows that the existing spaces (1792) will be insufficient to meet the requirements of the by-law for the new buildings. Centennial College is also included because from the perspective of the City it contributes to the total parking spaces required by the by-law.

Building	Gross Sq.M.	By-Law Requirement
UTSC		
Existing Buildings*	75136	1615
Under Construction/Design Dev		
ARC	8187	176
Phase IV Residence	8183	176
Student Centre	4352	94
Management	4385	94
Subtotal Construction/Design Dev	25107	540
SUBTOTAL UTSC	100243	2155
CENTENNIAL COLLEGE	21894	471
TOTAL	122137	2626

*Existing buildings do not include 1527 gross sq.m. located in Highland Creek Valley which is governed by a separate by-law and which has its own parking lot.

The design proposed provides for 3003 spaces, 377 above the by-law as calculated above. UTSC prepared an analysis of the student and staff demand for parking permits and included Centennial College's request for access to more than the 471 spaces provided in the by-law. The analysis demonstrated that the proposed design will meet the needs of both institutions, allow for some flexibility and meet the minimum by-law requirements.

Thus, this Report recommends that the Outer Parking Lots be renovated and expanded to contain 2,399 parking spaces. This project will then allow the total parking spaces on UTSC lands, in 2003/04, to match the requirement of 3,003:

Location	#Spots Existing 2002/03	# Spots Planned 2003/04
UTSC Inner Lots*	642	488
UTSC Outer Lots	1150	2399
Centennial Morningside Lot		116
Total	1792	3003

*In 2001 there were 821 spots in the Inner Lots. 199 spots have been lost due to the current construction projects and capacity will be further reduced by 154 spaces with the commencement of the Management Building.

The existing 1150 spaces in the outer lots have to be reconstructed to conform to City standards in terms of drainage and landscaping, and Site Plan approval will not be granted unless these standards are met. Without Site Plan Approval for parking the City will not issue building and occupancy permits for new buildings at UTSC nor for the Centennial building.

Future Parking Development

To accommodate the maximum planned enrolment growth approximately 28,000 gross square metres of additional academic and residential space may be required. This could add another 600 spaces to the by-law requirement:

Proposed Buildings	Gross Sq.M.	By-Law Requirement
Humanities Extension	4100	88
Classroom/Science	8000	172
Welcome Hall/Classroom/Arts	6400	138
Other	1400	30
Phase 5 Residence	8000	172
Subtotal	27900	600

There are a number of ways this could be achieved. On completion of the Residence and Management Buildings Lot C, an inner lot, could be reconstructed and expanded to conform to the 2001 Campus Master Plan. This would increase the number of spaces in the Inner Lots by 236. Lot P, northeast of Military Trail, with a potential capacity of 705, is a parking area included in the Master Plan that can be used for parking expansion if required. (Allowance should be made in the design of the current proposal for Lots N and O for this possibility by providing correct lane alignment, and roughing in power and storm drains appropriately). And finally, the 2001 Master Plan proposes a multi-storey parking structure of about 300 spaces on the site of Lots B and D. Though this is desirable from the perspective of proximity to the main buildings, the cost is probably prohibitive for the short term. The costs for any expanded parking facilities will

be covered by the parking ancillary and should be included in the long range budget considerations.

The table below shows that Lots C and P could provide another 940 parking spaces if required:

Parking Area	Existing 2002-03 capacity	Proposed Plan 2003-05 capacity	Future Growth
Inner Lots	642	488	724
Outer Lots	1150		
Centennial Morningside (K)		116	116
NW of Military Trail (L)		388	388
NW of Military Trail (M)		492	492
NE of Military Trail (N)		881	881
NE of Military Trail (O)		638	638
NE of Military Trail (P)			705
	1150	2515	3220
Totals	1792	3003	3944

Table 3 : Parking Lot Capacities

The location of the proposed Outer Parking Lots is shown in Appendix 1. The complete inventory of existing and proposed parking areas at UTSC is shown in Appendix 2.

VII. SITE PLAN

A comprehensive site plan for the proposed parking areas has been prepared by the firm Baird Sampson Neuert. This includes a number of traffic and right-of-way improvements that are required by the City as a condition of development approval for the new buildings on the UTSC and Centennial campuses and which are contiguous with the parking lots.

Right of Way Improvements

The City of Toronto requirements for right of way improvements, include intersection upgrades at Military Trail and Morningside to facilitate turning movements and turning lane extensions on Morningside to accommodate the extra traffic generated by UTSC and Centennial developments. The improvements will provide controlled entrance and exits from the parking lots, sidewalk construction to City standards and landscaping on the right of way of all City streets.

It is difficult to separate these right-of-way improvements from the parking developments in a precise way (for instance, the landscaping is continuous, the curbs are

continuous, the sidewalks are mostly in the right-of way but also run on University property). However, the City requires that the right of way improvements be identified as a separate project and be submitted to a separate approval process, including the provision of a letter of credit to cover the costs of the right of way improvements.

The costs of right of way improvements are to be shared between the University and Centennial according to a mutually acceptable agreement that distributes them according to location of the improvements, and share of traffic generated. For instance, improvements adjacent to the Centennial site will be the sole responsibility of Centennial, intersection improvements will be divided, and so on. This agreement is attached as Appendix 4. The actual split of construction costs for right of way improvements should be based on the final construction cost estimate (probably at the 90% construction drawing stage), with a proportional adjustment for any variance between the total at this estimate and actual costs of construction. This is necessary because actual construction expenditures will not recognize the detail differences in area and element that have been used to determine the initial cost split.

Site Plans

The right of way improvements and the parking areas are covered in three site plans. One is for the Centennial campus and has received City approval. A second is for the parking on the triangle south-west of Military Trail (Lots L and M). The third is for the area north east of Military Trail (Lots N, O and P). These different site plans have been integrated so that they conform to one another. These plans are in the final stages of review by City departments.

The site plans indicate entrances and exits, a drop-off circle between Lots L and M, grading, storm-water management facilities, lighting and emergency phones, and the location of parking gates. Suitable pedestrian pathways within the parking lots are also shown. These are especially important to ensure safe walking routes from Lots N and P to the UTSC campus and from Lot O to the Centennial Campus.

The site plan was scrutinized by the Project Committee and, in discussion with the consultant, several modifications were made to ensure that the site plan conforms with the operating procedures and with the safety and security standards of the University.

VIII. ENVIRONMENTAL IMPACT AND STRATEGY

The site for the proposed parking areas south-west of Military Trail is on the tableland above an old tributary of Highland Creek, long since disappeared. The slope to the old tributary was the back slope of a sand pit until about 1965, and is regarded by the Conservation Authority as potentially unstable. It is therefore subject to a 10 metre setback from top-of-bank requirement. Particular attention has to be paid to storm-water drainage and to grading. It requires careful landscaping to ensure slope stability.

A notable feature of the 2001 by-law is that it includes an H (holding) category that restricts uses on the north-east side of Military Trail to recreational activities and gravel surface parking lots. The reason for this is that this is an area known to experience problems of methane accumulation and leachate from nearby landfill sites. This H designation will be removed following the submission of an acceptable remediation plan and approval by City Council. A report describing mitigation and remediation measures that can resolve the environmental issues has been commissioned from DCS – Decommissioning Consulting Services Ltd, and will be available by December 2002. As paved lots are much easier to maintain and will have reduced long-term operating costs the intention is to seek the removal of the Holding designation. Alternate cost estimates for using gravel on Lots N, O and P have been obtained in case the request is denied.

An arborist's report completed in 2001 showed that there are about eight hundred trees on the site of the parking facility, but only about 95 have a caliper size that requires city approval before removal. Of the 95 only one is listed as being in good condition, about 20 as being in fair condition, and the rest are listed as fair/poor or poor or dead. It will be necessary to remove many of these trees to create the new parking lots. Many of them will be replaced with healthy young trees lining Military Trail where they will eventually grow into a sort of allee that will lead from Morningside to the UTSC campus. The area of Lot P, which is not to be constructed in the first phase, is partly occupied by a stand of coniferous trees –mostly stunted and in poor condition. These will remain except where adjacent construction requires their removal until construction at UTSC requires the expansion of the parking lot to meet by-law requirements. It is also intended that in due course the part of the Outer Campus that is not required for parking will either be planted with trees to replace those that have had to be removed for development, or allowed to follow a natural succession to the growth of mature trees. The reforestation area is shown on the UTSC Master Plan 2001 to the north of Lots N, O and P.

In conformity with the Master Plan it is proposed to construct a berm around the parking lot north-east of Military Trail, to screen the parking lot from residential areas about 100 metres to the east. Part of this berm was constructed in 2001 with fill from the Centennial site, but was misaligned and will have to be relocated. There is also some fill contaminated with asphalt and concrete that will have to be removed or used as part of the regrading of the berm.

The remaining area of the Outer Campus is beyond the scope of this report, but certainly part of its context.

It will be necessary to survey the boundary of the University property, especially where it abuts adjacent residential areas, to ensure that there are no encroachments on University lands.

All parking facilities are to be constructed within the terms of the University of Toronto Environmental Protection Policy (Appendix 6). In essence, this stresses the importance of green design and energy efficiency. In this regard there is a concern about constructing a parking lot at all. This concern has to be acknowledged, but the parking

facility is required to comply with the parking by-law that is currently in effect, and to provide for the commuter population of the campus that has no easy access to public transit. Nevertheless the long term strategy has to be to encourage more transit use, and larger facilities for buses are being designed as part of the Student Centre Project. The GO bus system has recently been introduced to the UTSC campus. In the future the possibility of changing the parking by-law to a more rigorous standard, such as two spaces per 100 gross square metres of floor space, will be reviewed.

IX. SPECIAL CONSIDERATIONS

A. Accessibility and Personal Safety

The parking facility will be equipped with emergency phones at clearly identifiable central locations. The committee was informed by the observations of Corporal Moy of the UTSC Campus Police, who has been trained in environmental design for safety and security, about the preferred orientation of parking lanes, lighting and landscaping. His suggestions have been incorporated into Site Plan wherever possible. In the evenings a Ridesafer and a Walksafer service is available to escort individuals to their cars.

B. Campus Planning Issues

The parking facility is essential for the development and expansion of the Scarborough campus. The expected growth will generate considerable extra parking needs because UTSC is mostly a commuter campus. These parking needs were considered, and appropriate parking expansion areas were indicated, in the UTSC Campus Master Plan 2001.

When the planning and development process began in early 2001, most of the area now being considered for parking expansion was zoned for residential uses. An application for rezoning to permit institutional and parking uses was made in May 2001 and was formally approved in December 2001. The new parking by-law is included as Appendix 3.

The parking facility has been laid out in a way that should ensure no walking distance to the main buildings of greater than 10 minutes. There are sidewalks that lead through the parking areas and along Military Trail that ensure an almost direct route to the intersection of Military Trail and Ellesmere, and from there to the buildings on the main campus.

The Master Plan identifies a pedestrian bridge across Ellesmere just west of Military Trail that would provide a direct route from the north-west parking area to the main campus and relieve pedestrian congestion at the Ellesmere and Military Trail intersection. This bridge is included in the capital plans to accommodate enrolment growth for UTSC to 2006-07. Under a special agreement with the City of Toronto it received development approval in the late 1960s.

C. Standards of Construction and Quality

The parking facility should, within the constraints of the budget, be of the highest possible quality in terms of design and materials.

D. Landscape Requirements

Landscaping for the parking facility should be consistent with the proposals of the Master Plan and should be low maintenance. Landscaping costs are included in the project cost estimate. Irrigation should be provided. The site plan has concentrated landscaping along Military Trail to create an allee of trees that will be an extension of the trees that currently line Military Trail at the main campus. As the trees mature Military Trail will become a spectacular, tree-lined drive leading to the UTSC campus

X. RESOURCE IMPLICATIONS

A. Total Project Costs

The firm of Vermeulens (Cost Consultants) was retained to review the schematic drawings of the Parking Lots and Right-of-Way improvements prepared by Baird Sampson Neuert. Since the cost of the ROW improvements is to be shared with Centennial College, Vermeulens were asked to review the draft cost sharing agreement and provide an estimate of the exclusive and shared costs.

The parking lots included in the estimate are Lots “L”, “M”, “N” and “O” comprising in total 2,399 spots. The cost estimate is for fully paved lots, with entrance & exit drives, turnaround, sidewalks, landscaping, lighting, emergency alarms, and transponder activated gates. The cost of methane emission mediation on lots “N” and “O” is not yet known, but the estimate includes an allowance of \$100,000 for this. If permission to pave Lots N and O is not granted by the City then the fallback position is to provide a graveled surface only. The estimated cost for this less desirable solution is about \$1.26 million lower than that shown in Appendix 8a.

It is assumed that the ROW and parking construction will be tendered together. The total estimated cost of the proposed new parking lot construction component including professional fees, and equipment, is expected to total \$8.25M if tendered in April 2003.

The total component cost of the ROW improvements, turning lanes, traffic signals, sidewalks and landscaping on Morningside, Ellesmere and Military Trail is estimated to be \$1.9M. Of this the UTSC share is estimated at \$1.11 million and the Centennial share is estimated at \$790,000 in line with the draft cost sharing agreement shown in Appendix 4.

The total estimated cost of the combined Parking and ROW work is thus \$10.15M. Further details are shown in Table 1, Appendix 8a, and estimated cash flow is shown in Appendix 8b.

B. Operating Costs

The total annual operating costs in 2003-04, including the mortgage cost, are estimated to be about \$1.34 million for all UTSC parking lots in 2003-04, 488 inner and 2399 outer lots. The average operating cost per parking space is approximately \$464; therefore the average operating cost of running the proposed outer lots in 2003-04 is \$1.11 million.

The parking ancillary at UTSC is governed by the Service Ancillary Review Group (SARG) that requires that the ancillary operate without subsidy, fully covering its annual operating and maintenance expenses, that it contribute to a capital renewal and operating reserve and a new construction reserve at the discretion of management. The parking ancillary budget model for 2003-04 through 2007-08 has been developed in association with this report (see Appendix 10) and will be presented to SARG in February for approval.

C. Secondary Effects

The only secondary effect has to do with the process of construction. The existing outer lots (Lots L and M) will have to be closed during reconstruction. However, by constructing Lot N first, all parking can be transferred to that during the summer of 2003 while Lots L and M are under construction. Lot O can, if necessary, be constructed in Fall 2003 because Centennial College is not scheduled to open until January 2004. More information on phasing of the project can be found in Appendix 11.

XI. FUNDING SOURCES AND CASH FLOW

Right of Way Improvements

The sources of funding for right of way improvements will be Centennial College, contributions where possible from various capital projects at UTSC, and parking revenue.

Centennial College will pay in full its share of right of way costs (currently estimated at \$790,000). The UTSC portion estimated at \$1.11 million will be paid from funds available to UTSC from the Centennial lease and from enrolment growth.

Parking Lots

The current project estimate is \$8.25 million for the proposed expansion and reconstruction of the outer parking lot. The funding model assumes that UTSC bears all the capital costs and receives all the revenues. The model assumes the following assumptions:

- all lots are asphalted – maximum construction costs
- no capital contribution from Centennial for any spaces
- all capital costs are borne by UTSC
- all revenues from parking, regardless of whether the parkers are UTSC or Centennial, flows to UTSC.

The parking ancillary can cover the cost of the mortgage while meeting all of the Service Ancillary Review Group guidelines. The annual parking reserves will decrease from \$600,000 to approximately \$200,000 in 2003-04 but will end the planning period in 2007-08 with total reserves (capital renewal, operating and new construction) of approximately \$1 million.

This parking model assumes fee increases of 25% in 2003-04 (already approved by SARG) and 2004-05, and 5% increases in the remainder of the planning period. These increases will be required in order to address the new mortgage and other operating expenses. Additional staff will be required: parking enforcement officers who will maintain a high level of monitoring and security in the new parking facility; an additional Ridesafer bus with two full-time drivers that will transport customers to the outer lots; two new grounds employees required to maintain the parking lots and one additional customer service representative to provide service to an increasing number of patrons.

XII. SCHEDULE

The expected project schedule would be as follows:

Business Board Approval	Jan 2003
Site Plan and City approvals to	April 2003
Working Drawings	end March 2003
Tender	April 2003
Contract award	end of April 2003
Planned completion	Aug 2003

Any delay in required approvals would be expected to have a corresponding impact on the occupancy date. It could also mean delays in the issuance of building permits by the City of Toronto for the various capital projects at UTSC, which push them beyond their projected occupancy dates. This would have very serious consequences in the double cohort year.

XIII. RECOMMENDATIONS

That the Planning and Budget Committee recommend to the Academic Board:

1. THAT the Project Planning Report for the Expanded and Renovated Outer Parking Facility at the University of Toronto at Scarborough be approved in principle.

2. THAT the project scope of constructing and renovating 2399 parking spaces at an estimated cost of \$8.25 million in 2003 dollars, with the funding sources indicated above, be approved.
3. THAT the project scope of constructing right of way improvements at a total estimated cost of \$1.9 million, with the UTSC share being \$1.11 million in 2003 dollars, and the remaining \$790,000 being paid by Centennial College, be approved.



University of Toronto at Scarborough

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Richard Johnston, President
Centennial College of Applied Arts and Technology

10 December 2002

Dear Richard

This letter is to confirm the phone conversation that we had on Tuesday 3 December 2003 concerning right of way/traffic improvements and parking facilities that will be required as a consequence both of the construction of the new Centennial College campus on property leased from the University of Toronto at Morningside and Ellesmere, and the expansion of the University of Toronto at Scarborough. This letter also reflects some subsequent discussions that have occurred between Gary Marr, Director Physical Resources at Centennial College, and Kim McLean, Chief Administrative Officer University of Toronto at Scarborough.

If you find the account of the items described below acceptable, I will arrange for the University lawyers to revise Schedules 5 and 7 of the lease so that they can be submitted to the appropriate approval processes at each institution. If there are changes that you think need to be made, please communicate them to me as soon as possible. Our deadline for having the lease and all related documents signed is 8 January 2003.

Right of Way Improvements

Centennial College commits to pay its share of the cost of right-of-way improvements required by the City of Toronto in association with the development of the Morningside Campus of Centennial College, on land leased from the University of Toronto.

The estimated total project cost of these improvements is \$1.888 million and Centennial College's share of this is estimated to be about \$790,000, according to the principles for cost sharing identified in Schedule 7 of the Lease, which are based on location of the improvements and share of traffic generated.

These estimates will be revised at the time of the last construction cost estimate (probably at the 90% design stage). A final adjustment to reflect actual costs will be made at the conclusion of the project with Centennial and UTSC paying or receiving whatever the difference is between the final cost and last construction cost estimate based on the proportions estimated in the last construction cost estimate.

The University of Toronto will administer and direct the implementation of the right of way/traffic improvements, and will take the primary role in liaison with the City of Toronto. Centennial College will pay to the University of Toronto its share of estimated costs in three equal installment with the first payment to be made no later than the date of the signing of the main construction contract, and the remaining two payments to be paid at 50% and 90% of construction completion.

Final adjustments will be made no later than 24 months after then completion of the construction work [the City has a holdback period of 24 months to deal with deficiencies].

In the event that the City of Toronto requires a letter of credit for all or part of the estimated cost of the right of way improvements, Centennial College agrees to underwrite its estimated share of the costs according to conditions specified by the City.

Schedule 7 of the Land Lease Agreement will be modified to reflect the above changes.

Parking Facility

Centennial College accepts that the University of Toronto at Scarborough (UTSC) will provide and operate parking facilities to meet Centennial College's need of 1000 spaces for Centennial students. UTSC will manage and operate the facility, and will collect all the revenue from the sale of 1250 annual permits or daily cash sales related to the 1000 spaces. An annual permit is defined as permit covering the September to April period during the academic year.


Centennial College guarantees the sale of 1250 annual permits each year for a period of 25 years [the lifetime of the mortgage] beginning January 2004. In the event that in any given year the sale of permits to Centennial students falls below 1250 annual permits, Centennial College will reimburse UTSC for the shortfall. The cost of the shortfall will equal the shortfall in the number of permits times the sale price of a permit. UTSC will guarantee that the sale price of the parking permit will be \$359, including taxes, in 2003-04, \$449, including taxes, in 2004-05 and thereafter, the parking permit cost will increase by 5% every year for the lifetime of the mortgage. This amount will be payable to UTSC prior to 31st March in the academic year in which the shortfall occurs. This arrangement will come into effect 1 January 2004 and will end with the expiry of the mortgage. If UTSC oversells permits and Centennial undersells permits the cost to Centennial will be reduced by the value of the permits UTSC oversells.

Centennial College will provide a one-time upfront capital investment of \$500,000 to contribute to the cost of the drop-off/pick-up circle and other facilities that are solely for the benefit of Centennial College, its staff and students, and to cover the cost of the mortgage from September 2003 when the parking facility will have been completed to January 2004. This amount will be payable to UTSC prior to the signing of the main construction contract.

Schedule 5 of the Land Lease Agreement will be modified to reflect the above changes.

As time is of the essence, UTSC will have the agreements revised and forwarded to your attention for execution by 16 December 2002 at the latest, and if possible by Thursday 12 December.

Sincerely



Paul Thompson
Vice-President, Principal and Dean

PROJECT PLANNING REPORT

FOR

EXPANDED AND RENOVATED OUTER PARKING

FACILITIES

AT THE UNIVERSITY OF TORONTO AT SCARBOROUGH

(with reference to Right of Way Improvements required by the City

of Toronto)

December 17, 2002

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**PROJECT PLANNING REPORT FOR
EXPANDED AND RENOVATED OUTER PARKING FACILITIES
AT THE UNIVERSITY OF TORONTO AT SCARBOROUGH (UTSC)
(with reference to Right of Way improvements)**

I. EXECUTIVE SUMMARY

- **This Project Planning Report recommends that the Outer Parking Facilities off Military Trail be reconstructed and expanded to contain a total of 2399 parking spaces.**
- **The estimated total project cost for the Outer Parking Facilities is \$8.25 million.**
- The Parking By-Law for the City of Toronto that applies to the University of Toronto at Scarborough requires 2.15 parking spaces per 100 gross square metres of buildings. Although 1615 parking spaces are required for the existing physical inventory of UTSC, the four new building projects underway on the campus will increase that requirement to 2155. In addition, the University of Toronto has agreed to lease part of the property at UTSC to Centennial College for a new campus. The Centennial Building, currently under construction, increases the total By-Law requirement to 2626 spaces.
- The University of Toronto at Scarborough currently (2002) has a total of 1792 parking spaces. (This number will be reduced as the site of the new Management Building is on an existing parking lot.) The proposed Outer Parking Facilities, in combination with the residual spots on the campus' Inner Lots and Centennial's new lot on Morningside will increase the total parking spaces on UTSC lands to 3003.
- The 3003 spaces exceed the By-Law requirement by 377. A supply and demand analysis by UTSC has determined that with these additional spaces the minimum by-law requirements and the need for parking spaces for both UTSC and Centennial can be met.
- Reconstruction of the existing outer lots (1150 spots) is necessary to bring them to City standards for grading, storm water management, etc. as required for Site Planning Approval from the City of Toronto.
- The first new buildings at UTSC will open in August 2003, and Centennial College is scheduled to open in January 2004. For the purposes of development approval, the provision of parking is closely tied to construction. The City has required a commitment that the expanded parking be in place by September 2003.
- **This Project Planning Report also recommends Right of Way Improvements.** In association with the developments at UTSC and Centennial the City requires that

various right of way improvements be implemented at intersections to facilitate traffic movement. These are to include landscaping, sidewalks, turning lanes, and a traffic signal.

- **The estimated total project cost of the Right of Way Improvements is estimated at \$1.9 million, to be shared between Centennial (\$790,000) and UTSC (\$1,110,000) in line with a supporting schedule of the Centennial lease.**
- The sources of funding for the right of way improvements are Centennial College and funds available to UTSC from the Centennial lease and enrolment growth.
- The source of funding for the parking lots is revenue from the parking ancillary budget of UTSC. A budget model indicates that the parking ancillary can cover the cost of the mortgage for the parking facility.
- The annual operating expenses for the outer lots are estimated at \$1.3 million for 2003-04 prices. The Parking Ancillary budget model shows that these costs can be covered through parking revenue.
- It is anticipated that by 2007/08 the University of Toronto at Scarborough will expand enrolment by more than 60 per cent over 2000-01. In addition to the current building program as much as 20,000 gross square metres of academic buildings and 8,000 gross square metres of residences may also be constructed. This will add to the number of parking spaces required by the By-Law and may necessitate the creation of spaces beyond those of this Project. The Scarborough Master Plan has identified where these might be located on both the Inner and the Outer parking areas but no costs for them have been included in this project.

II. MEMBERSHIP

Edward Relph, (Chair), Associate Principal Campus Development, UTSC
 Kim McLean, Chief Administrative Officer and Associate Principal, UTSC
 Gail Milgrom (Secretary), Office of the Vice-Provost, Space and Facilities Planning
 Julian Binks, Capital Projects
 Gord van Dyk, Manager, Grounds and Parking Division, Facilities Management,
 UTSC
 Sanna Szeto, Undergraduate Student, UTSC
 Scott Tremblay, Undergraduate Student UTSC

Carmela Mazin, Financial Services UTSC and Sandi Parsons, Business Officer, Grounds and Parking UTSC participated in most of the committee meetings and provided invaluable information. Chris Moy, Campus Police UTSC, provided direction on design for personal safety and security.

III. TERMS OF REFERENCE

1. With reference to the University of Toronto at Scarborough Master Plan 2001, and projected enrolment growth at UTSC, and the commitment to provide parking for Centennial College, identify the City of Toronto by-law requirements for parking at UTSC.
2. Recommend the number of spaces to be provided at UTSC by September 2003 and with anticipated expansion for enrolment growth by September 2007.
3. Identify the preferred location for new parking areas, and any site specific constraints and requirements such as storm-water management and environmental remediation which will be required.
4. Make recommendations about the detailed layout and landscaping requirements of the parking facilities and adjacent areas, addressing operations, personal safety and accessibility concerns.
5. Identify any secondary effects associated with the development of proposed parking facilities.
6. Identify all resource implications, including a preliminary estimate of capital costs, and projected costs and revenues for the annual operating costs of the parking ancillary at the University of Toronto at Scarborough.
7. Identify a funding plan for capital and operating costs.
8. Report to the Principal, University of Toronto at Scarborough, by 31 October 2002.

IV. BACKGROUND INFORMATION

Background

In March 2001 the University of Toronto submitted to the Province of Ontario a proposal for "Development on the University of Toronto Scarborough Campus". This identified the need for enrolment growth on the campus, in the first instance to meet the needs of the double cohort in 2003-04, and subsequently to support underlying growth in demand for University places in the GTA. The Provincial Budgets of May 2001 and June 2002 indicated that funding might be provided to support enrolment growth at the University of Toronto, and the University proposes to direct a large proportion of this growth to UTSC. The first phase of this growth will be accommodated in a 230 bed residence, an expansion to the library known as the Academic Resource Centre, both to be completed in 2003, and a Student Centre and a Management Building, both to be completed in 2004.

UTSC is mostly a commuter campus and additional enrolment will require additional parking facilities. As well, part of the Scarborough campus has been leased to Centennial College for a new campus devoted to advanced technology and an agreement with Centennial College requires that UTSC provide parking for 1000 cars. This increased demand for parking facilities is supported by the City of Toronto parking by-law that governs the UTSC campus. The by-law is tied to floor area; specifically it requires 2.15 spaces per 100 gross square metres of building, so each new building, both UTSC's and Centennial's, generate a need for additional parking spaces.

The University of Toronto at Scarborough Master Plan approved in May 2001, anticipated all of these needs, and indicated a substantial new area of parking on the Outer Campus of UTSC as well as revisions to the existing Inner Campus parking area.

In association with rezoning the site for Centennial College, the City of Toronto required that an appropriate area for projected parking needs for UTSC and Centennial also be rezoned. The area identified for rezoning was consistent with that in the Master Plan. Rezoning was formally approved in December 2001.

Since, for the purposes of development approval, the provision of parking is closely tied to construction, the City required a commitment that the expanded parking be in place by September 2003.

Site Plan Preparation and Initial Cost Estimates

The development of site plans for new parking facilities has been closely linked to the preparation of a site plan for the new campus of Centennial College on University of Toronto property at the north-east quadrant of the intersection of Morningside and Ellesmere. Before the City of Toronto would issue building permits for Centennial College or for the Phase 4 Residence and the ARC, the Works Department required a clear demonstration that parking facilities would be provided in accordance with the City's parking by-law for this area. This demonstration involved the preparation of a draft site plan that was consistent with the site plan for Centennial College, and that conformed to the by-law requirements.

The site plan was prepared by the firm of Baird Sampson Neuert in two phases in the spring and summer of 2002; the first phase was for the area south-west of Military Trail, and the second phase was for the area north-east of Military Trail.

The site plans have been submitted to the City of Toronto and in November 2002 are in the final stages of review by City departments. The plans include all the parking spaces, sidewalks, curb cuts, landscaping, storm water management, grading, traffic improvements and other requirements of the City of Toronto. The construction costs of the parking lots were estimated by a cost consultant in November 2002.

The project includes not only parking but also a number of traffic improvements required by the City, such as intersection improvements and the installation of traffic

signals and sidewalks. These traffic improvements are subject to a separate cost sharing arrangement between Centennial College and the University of Toronto, that is included as an appendix to the formal lease (Appendix 5). They are also subject to a formal agreement between the City of Toronto and the University regarding implementation. These traffic improvements were separately identified in the construction cost estimate.

The Project Committee had available the completed site plans and construction cost estimates, for both the parking and the traffic improvements, for its deliberations.

V. STATEMENT OF ACADEMIC AND OTHER PLANS

Two areas of growth on the Scarborough campus are contributing to the need for expanded and reconstructed parking facilities.

First is the University's plan for enrolment growth at UTSC. This plan may see increases in enrolment from 4700 total FTEs in 2000-01 to potentially 7900 FTEs in 2007-08 (a headcount change from 5800 to 9700). At the same time staff and faculty may increase from the 360 FTE of 2000-01 to 575 FTE by 2007-08 to support this growth. The 2001 Master Plan set a framework for accommodating growth both in terms of new construction, the first four new buildings now underway, and in terms of infrastructure, such as parking. This project addresses the expansion associated with Phase I growth.

Second is the creation of a campus for Centennial College on UTSC lands.

UTSC has made a commitment to Centennial College to provide parking spaces, at the College's expense but on University property. UTSC will have full responsibility for operating the parking lots under an agreement that is appended to the lease.

VI. PARKING PROGRAMME

Existing Parking Spaces

For 2002/03 UTSC has 642 parking spaces in the Inner Lots and 1150 spaces in the Outer Lots.

Location		Existing Capacity 2002-03
<hr/>		
Inner Lots		
	Lot A	52
	Lot B	92
	Lot C	246
	Lot D	85
	Lot E (Res Phase 3)	48
	Child Care	4
	Visitor	21
	Ring Road (Res)	48
	Sprung	12
	Tunnel	34
	Total Inner Lots	642
Outer Lots		1150
Total Parking Spaces		1792

For 2002/03 these 1792 spaces are servicing a total student headcount of 6908 (undergraduate plus graduate), 217 faculty and 199 staff – a total of 7324 people. This gives a ratio of 4.08 people per parking space.

Parking Spaces Required

The City of Toronto Parking by-law requires 2.15 spaces per 100 gross square metres of building area. Thus UTSC is required to provide these number of spaces for all of the existing buildings and for those currently under construction. The table below shows that the existing spaces (1792) will be insufficient to meet the requirements of the by-law for the new buildings. Centennial College is also included because from the perspective of the City it contributes to the total parking spaces required by the by-law.

Building	Gross Sq.M.	By-Law Requirement
UTSC		
Existing Buildings*	75136	1615
Under Construction/Design Dev		
ARC	8187	176
Phase IV Residence	8183	176
Student Centre	4352	94
Management	4385	94
Subtotal Construction/Design Dev	25107	540
SUBTOTAL UTSC	100243	2155
CENTENNIAL COLLEGE	21894	471
TOTAL	122137	2626

*Existing buildings do not include 1527 gross sq.m. located in Highland Creek Valley which is governed by a separate by-law and which has its own parking lot.

The design proposed provides for 3003 spaces, 377 above the by-law as calculated above. UTSC prepared an analysis of the student and staff demand for parking permits and included Centennial College's request for access to more than the 471 spaces provided in the by-law. The analysis demonstrated that the proposed design will meet the needs of both institutions, allow for some flexibility and meet the minimum by-law requirements.

Thus, this Report recommends that the Outer Parking Lots be renovated and expanded to contain 2,399 parking spaces. This project will then allow the total parking spaces on UTSC lands, in 2003/04, to match the requirement of 3,003:

Location	#Spots Existing 2002/03	# Spots Planned 2003/04
UTSC Inner Lots*	642	488
UTSC Outer Lots	1150	2399
Centennial Morningside Lot		116
Total	1792	3003

*In 2001 there were 821 spots in the Inner Lots. 199 spots have been lost due to the current construction projects and capacity will be further reduced by 154 spaces with the commencement of the Management Building.

The existing 1150 spaces in the outer lots have to be reconstructed to conform to City standards in terms of drainage and landscaping, and Site Plan approval will not be

granted unless these standards are met. Without Site Plan Approval for parking the City will not issue building and occupancy permits for new buildings at UTSC nor for the Centennial building.

Future Parking Development

To accommodate the maximum planned enrolment growth approximately 28,000 gross square metres of additional academic and residential space may be required. This could add another 600 spaces to the by-law requirement:

Proposed Buildings	Gross Sq.M.	By-Law Requirement
Humanities Extension	4100	88
Classroom/Science	8000	172
Welcome Hall/Classrooom/Arts	6400	138
Other	1400	30
Phase 5 Residence	8000	172
Subtotal	27900	600

There are a number of ways this could be achieved. On completion of the Residence and Management Buildings Lot C, an inner lot, could be reconstructed and expanded to conform to the 2001 Campus Master Plan. This would increase the number of spaces in the Inner Lots by 236. Lot P, northeast of Military Trail, with a potential capacity of 705, is a parking area included in the Master Plan that can be used for parking expansion if required. (Allowance should be made in the design of the current proposal for Lots N and O for this possibility by providing correct lane alignment, and roughing in power and storm drains appropriately). And finally, the 2001 Master Plan proposes a multi-storey parking structure of about 300 spaces on the site of Lots B and D. Though this is desirable from the perspective of proximity to the main buildings, the cost is probably prohibitive for the short term. The costs for any expanded parking facilities will be covered by the parking ancillary and should be included in the long range budget considerations.

The table below shows that Lots C and P could provide another 940 parking spaces if required:

Parking Area	Existing 2002-03 capacity	Proposed Plan 2003-05 capacity	Future Growth
Inner Lots	642	488	724
Outer Lots	1150		
Centennial Morningside (K)		116	116
NW of Military Trail (L)		388	388
NW of Military Trail (M)		492	492
NE of Military Trail (N)		881	881
NE of Military Trail (O)		638	638
NE of Military Trail (P)			705
	1150	2515	3220
Totals	1792	3003	3944

Table 3 : Parking Lot Capacities

The location of the proposed Outer Parking Lots is shown in Appendix 1. The complete inventory of existing and proposed parking areas at UTSC is shown in Appendix 2.

VII. SITE PLAN

A comprehensive site plan for the proposed parking areas has been prepared by the firm Baird Sampson Neuert. This includes a number of traffic and right-of-way improvements that are required by the City as a condition of development approval for the new buildings on the UTSC and Centennial campuses and which are contiguous with the parking lots.

Right of Way Improvements

The City of Toronto requirements for right of way improvements, include intersection upgrades at Military Trail and Morningside to facilitate turning movements and turning lane extensions on Morningside to accommodate the extra traffic generated by UTSC and Centennial developments. The improvements will provide controlled entrance and exits from the parking lots, sidewalk construction to City standards and landscaping on the right of way of all City streets.

It is difficult to separate these right-of-way improvements from the parking developments in a precise way (for instance, the landscaping is continuous, the curbs are continuous, the sidewalks are mostly in the right-of way but also run on University property). However, the City requires that the right of way improvements be identified as a separate project and be submitted to a separate approval process, including the provision of a letter of credit to cover the costs of the right of way improvements.

The costs of right of way improvements are to be shared between the University and Centennial according to a mutually acceptable agreement that distributes them according to location of the improvements, and share of traffic generated. For instance, improvements adjacent to the Centennial site will be the sole responsibility of Centennial, intersection improvements will be divided, and so on. This agreement is attached as Appendix 4. The actual split of construction costs for right of way improvements should be based on the final construction cost estimate (probably at the 90% construction drawing stage), with a proportional adjustment for any variance between the total at this estimate and actual costs of construction. This is necessary because actual construction expenditures will not recognize the detail differences in area and element that have been used to determine the initial cost split.

Site Plans

The right of way improvements and the parking areas are covered in three site plans. One is for the Centennial campus and has received City approval. A second is for the parking on the triangle south-west of Military Trail (Lots L and M). The third is for the area north east of Military Trail (Lots N, O and P). These different site plans have been integrated so that they conform to one another. These plans are in the final stages of review by City departments.

The site plans indicate entrances and exits, a drop-off circle between Lots L and M, grading, storm-water management facilities, lighting and emergency phones, and the location of parking gates. Suitable pedestrian pathways within the parking lots are also shown. These are especially important to ensure safe walking routes from Lots N and P to the UTSC campus and from Lot O to the Centennial Campus.

The site plan was scrutinized by the Project Committee and, in discussion with the consultant, several modifications were made to ensure that the site plan conforms with the operating procedures and with the safety and security standards of the University.

VIII. ENVIRONMENTAL IMPACT AND STRATEGY

The site for the proposed parking areas south-west of Military Trail is on the tableland above an old tributary of Highland Creek, long since disappeared. The slope to the old tributary was the back slope of a sand pit until about 1965, and is regarded by the Conservation Authority as potentially unstable. It is therefore subject to a 10 metre setback from top-of-bank requirement. Particular attention has to be paid to storm-water drainage and to grading. It requires careful landscaping to ensure slope stability.

A notable feature of the 2001 by-law is that it includes an H (holding) category that restricts uses on the north-east side of Military Trail to recreational activities and gravel surface parking lots. The reason for this is that this is an area known to experience problems of methane accumulation and leachate from nearby landfill sites. This H

designation will be removed following the submission of an acceptable remediation plan and approval by City Council. A report describing mitigation and remediation measures that can resolve the environmental issues has been commissioned from DCS – Decommissioning Consulting Services Ltd, and will be available by December 2002. As paved lots are much easier to maintain and will have reduced long-term operating costs the intention is to seek the removal of the Holding designation. Alternate cost estimates for using gravel on Lots N, O and P have been obtained in case the request is denied.

An arborist's report completed in 2001 showed that there are about eight hundred trees on the site of the parking facility, but only about 95 have a caliper size that requires city approval before removal. Of the 95 only one is listed as being in good condition, about 20 as being in fair condition, and the rest are listed as fair/poor or poor or dead. It will be necessary to remove many of these trees to create the new parking lots. Many of them will be replaced with healthy young trees lining Military Trail where they will eventually grow into a sort of allee that will lead from Morningside to the UTSC campus. The area of Lot P, which is not to be constructed in the first phase, is partly occupied by a stand of coniferous trees –mostly stunted and in poor condition. These will remain except where adjacent construction requires their removal until construction at UTSC requires the expansion of the parking lot to meet by-law requirements. It is also intended that in due course the part of the Outer Campus that is not required for parking will either be planted with trees to replace those that have had to be removed for development, or allowed to follow a natural succession to the growth of mature trees. The reforestation area is shown on the UTSC Master Plan 2001 to the north of Lots N, O and P.

In conformity with the Master Plan it is proposed to construct a berm around the parking lot north-east of Military Trail, to screen the parking lot from residential areas about 100 metres to the east. Part of this berm was constructed in 2001 with fill from the Centennial site, but was misaligned and will have to be relocated. There is also some fill contaminated with asphalt and concrete that will have to be removed or used as part of the regrading of the berm.

The remaining area of the Outer Campus is beyond the scope of this report, but certainly part of its context.

It will be necessary to survey the boundary of the University property, especially where it abuts adjacent residential areas, to ensure that there are no encroachments on University lands.

All parking facilities are to be constructed within the terms of the University of Toronto Environmental Protection Policy (Appendix 6). In essence, this stresses the importance of green design and energy efficiency. In this regard there is a concern about constructing a parking lot at all. This concern has to be acknowledged, but the parking facility is required to comply with the parking by-law that is currently in effect, and to provide for the commuter population of the campus that has no easy access to public transit. Nevertheless the long term strategy has to be to encourage more transit use, and larger facilities for buses are being designed as part of the Student Centre Project. The

GO bus system has recently been introduced to the UTSC campus. In the future the possibility of changing the parking by-law to a more rigorous standard, such as two spaces per 100 gross square metres of floor space, will be reviewed.

IX. SPECIAL CONSIDERATIONS

A. Accessibility and Personal Safety

The parking facility will be equipped with emergency phones at clearly identifiable central locations. The committee was informed by the observations of Corporal Moy of the UTSC Campus Police, who has been trained in environmental design for safety and security, about the preferred orientation of parking lanes, lighting and landscaping. His suggestions have been incorporated into Site Plan wherever possible. In the evenings a Ridesafer and a Walksafer service is available to escort individuals to their cars.

B. Campus Planning Issues

The parking facility is essential for the development and expansion of the Scarborough campus. The expected growth will generate considerable extra parking needs because UTSC is mostly a commuter campus. These parking needs were considered, and appropriate parking expansion areas were indicated, in the UTSC Campus Master Plan 2001.

When the planning and development process began in early 2001, most of the area now being considered for parking expansion was zoned for residential uses. An application for rezoning to permit institutional and parking uses was made in May 2001 and was formally approved in December 2001. The new parking by-law is included as Appendix 3.

The parking facility has been laid out in a way that should ensure no walking distance to the main buildings of greater than 10 minutes. There are sidewalks that lead through the parking areas and along Military Trail that ensure an almost direct route to the intersection of Military Trail and Ellesmere, and from there to the buildings on the main campus.

The Master Plan identifies a pedestrian bridge across Ellesmere just west of Military Trail that would provide a direct route from the north-west parking area to the main campus and relieve pedestrian congestion at the Ellesmere and Military Trail intersection. This bridge is included in the capital plans to accommodate enrolment growth for UTSC to 2006-07. Under a special agreement with the City of Toronto it received development approval in the late 1960s.

C. Standards of Construction and Quality

The parking facility should, within the constraints of the budget, be of the highest possible quality in terms of design and materials.

D. Landscape Requirements

Landscaping for the parking facility should be consistent with the proposals of the Master Plan and should be low maintenance. Landscaping costs are included in the project cost estimate. Irrigation should be provided. The site plan has concentrated landscaping along Military Trail to create an allee of trees that will be an extension of the trees that currently line Military Trail at the main campus. As the trees mature Military Trail will become a spectacular, tree-lined drive leading to the UTSC campus

X. RESOURCE IMPLICATIONS

A. Total Project Costs

The firm of Vermeulens (Cost Consultants) was retained to review the schematic drawings of the Parking Lots and Right-of-Way improvements prepared by Baird Sampson Neuert. Since the cost of the ROW improvements is to be shared with Centennial College, Vermeulens were asked to review the draft cost sharing agreement and provide an estimate of the exclusive and shared costs.

The parking lots included in the estimate are Lots “L”, “M”, “N” and “O” comprising in total 2,399 spots. The cost estimate is for fully paved lots, with entrance & exit drives, turnaround, sidewalks, landscaping, lighting, emergency alarms, and transponder activated gates. The cost of methane emission mediation on lots “N” and “O” is not yet known, but the estimate includes an allowance of \$100,000 for this. If permission to pave Lots N and O is not granted by the City then the fallback position is to provide a graveled surface only. The estimated cost for this less desirable solution is about \$1.26 million lower than that shown in Appendix 8a.

It is assumed that the ROW and parking construction will be tendered together. The total estimated cost of the proposed new parking lot construction component including professional fees, and equipment, is expected to total \$8.25M if tendered in April 2003.

The total component cost of the ROW improvements, turning lanes, traffic signals, sidewalks and landscaping on Morningside, Ellicsmc and Military Trail is estimated to be \$1.9M. Of this the UTSC share is estimated at \$1.11 million and the Centennial share is estimated at \$790,000 in line with the draft cost sharing agreement shown in Appendix 4.

The total estimated cost of the combined Parking and ROW work is thus \$10.15M. Further details are shown in Table 1, Appendix 8a, and estimated cash flow is shown in Appendix 8b.

B. Operating Costs

The total annual operating costs in 2003-04, including the mortgage cost, are estimated to be about \$1.34 million for all UTSC parking lots in 2003-04, 488 inner and 2399 outer lots. The average operating cost per parking space is approximately \$464; therefore the average operating cost of running the proposed outer lots in 2003-04 is \$1.11 million.

The parking ancillary at UTSC is governed by the Service Ancillary Review Group (SARG) that requires that the ancillary operate without subsidy, fully covering its annual operating and maintenance expenses, that it contribute to a capital renewal and operating reserve and a new construction reserve at the discretion of management. The parking ancillary budget model for 2003-04 through 2007-08 has been developed in association with this report (see Appendix 10) and will be presented to SARG in February for approval.

C. Secondary Effects

The only secondary effect has to do with the process of construction. The existing outer lots (Lots L and M) will have to be closed during reconstruction. However, by constructing Lot N first, all parking can be transferred to that during the summer of 2003 while Lots L and M are under construction. Lot O can, if necessary, be constructed in Fall 2003 because Centennial College is not scheduled to open until January 2004. More information on phasing of the project can be found in Appendix 11.

XI. FUNDING SOURCES AND CASH FLOW

Right of Way Improvements

The sources of funding for right of way improvements will be Centennial College, contributions where possible from various capital projects at UTSC, and parking revenue.

Centennial College will pay in full its share of right of way costs (currently estimated at \$790,000). The UTSC portion estimated at \$1.11 million will be paid from funds available to UTSC from the Centennial lease and from enrolment growth.

Parking Lots

The current project estimate is \$8.25 million for the proposed expansion and reconstruction of the outer parking lot. The funding model assumes that UTSC bears all

the capital costs and receives all the revenues. The model assumes the following assumptions:

- all lots are asphalted – maximum construction costs
- no capital contribution from Centennial for any spaces
- all capital costs are borne by UTSC
- all revenues from parking, regardless of whether the parkers are UTSC or Centennial, flows to UTSC.

The parking ancillary can cover the cost of the mortgage while meeting all of the Service Ancillary Review Group guidelines. The annual parking reserves will decrease from \$600,000 to approximately \$200,000 in 2003-04 but will end the planning period in 2007-08 with total reserves (capital renewal, operating and new construction) of approximately \$1 million.

This parking model assumes fee increases of 25% in 2003-04 (already approved by SARG) and 2004-05, and 5% increases in the remainder of the planning period. These increases will be required in order to address the new mortgage and other operating expenses. Additional staff will be required: parking enforcement officers who will maintain a high level of monitoring and security in the new parking facility; an additional Ridesafer bus with two full-time drivers that will transport customers to the outer lots; two new grounds employees required to maintain the parking lots and one additional customer service representative to provide service to an increasing number of patrons.

XII. SCHEDULE

The expected project schedule would be as follows:

Business Board Approval	Jan 2003
Site Plan and City approvals to	April 2003
Working Drawings	end March 2003
Tender	April 2003
Contract award	end of April 2003
Planned completion	Aug 2003

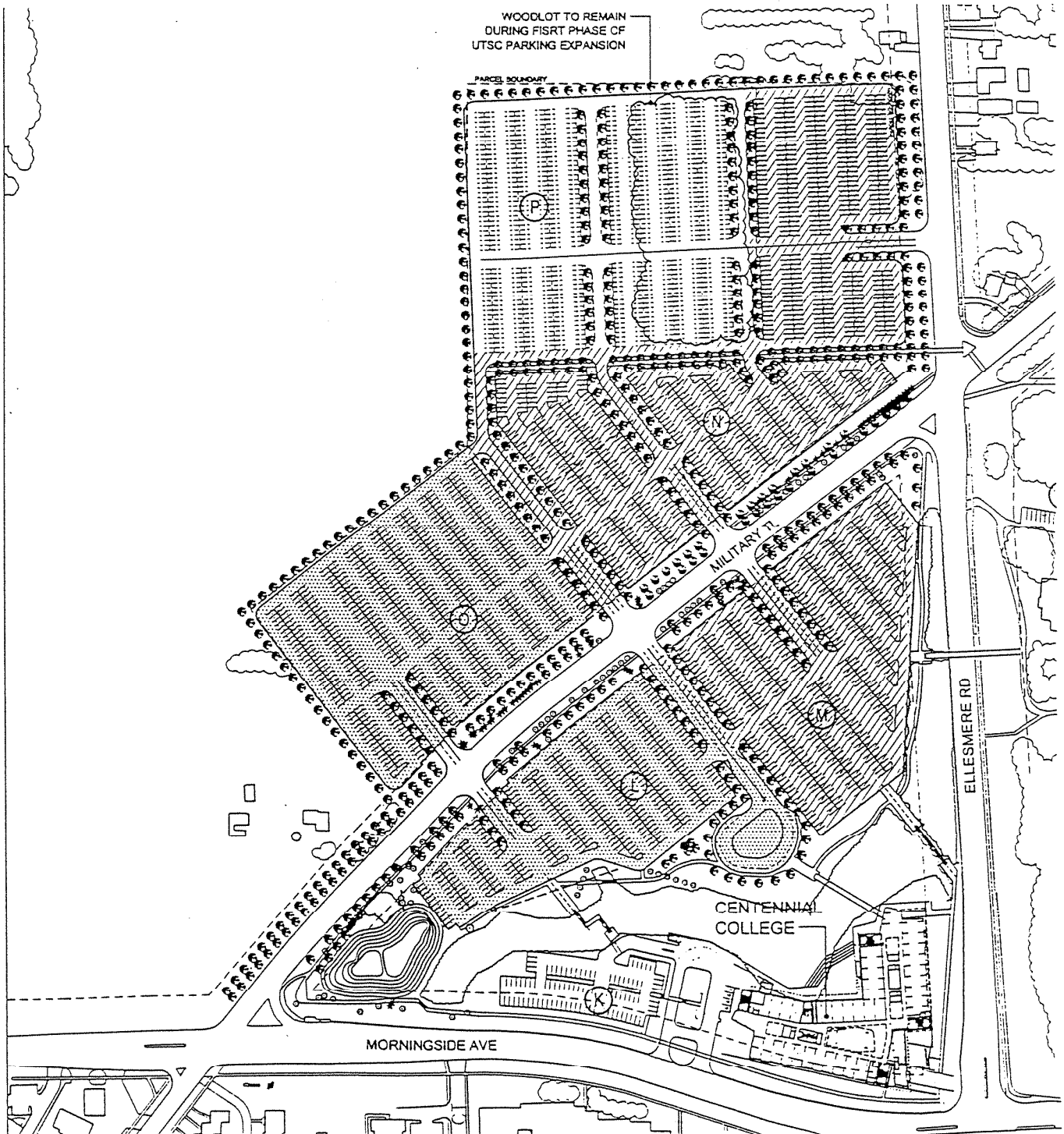
Any delay in required approvals would be expected to have a corresponding impact on the occupancy date. It could also mean delays in the issuance of building permits by the City of Toronto for the various capital projects at UTSC, which push them beyond their projected occupancy dates. This would have very serious consequences in the double cohort year.

XIII. RECOMMENDATIONS

That the Planning and Budget Committee recommend to the Academic Board:

1. THAT the Project Planning Report for the Expanded and Renovated Outer Parking Facility at the University of Toronto at Scarborough be approved in principle.
2. THAT the project scope of constructing and renovating 2399 parking spaces at an estimated cost of \$8.25 million in 2003 dollars, with the funding sources indicated above, be approved.
3. THAT the project scope of constructing right of way improvements at a total estimated cost of \$1.9 million, with the UTSC share being \$1.11 million in 2003 dollars, and the remaining \$790,000 being paid by Centennial College, be approved.

APPENDIX 1 : PLAN OF PROPOSED OUTER PARKING FACILITIES AT UTSC



University of Toronto at Scarborough
Future Parking Facilities

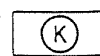
OUTER CAMPUS PARKING LEGEND (SPACES)



300
CENTENNIAL (301)



CENTENNIAL (509) 630
(ENTIRE LOT IN EXCESS
OF 3Y-LAW)



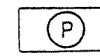
116
CENTENNIAL (301)
[NOT PART OF PROJECT
BUT COUNTED FOR 3Y-
LAW PURPOSES]



491
PHASE 1 UTSC (501)



PHASE 1 UTSC (872)
881



FUTURE UTSC (705)

APPENDIX 2a
INVENTORY OF EXISTING AND PROPOSED PARKING SPACES AT UTSC

	Existing Capacity 2002-03	Expected Capacity 2003-05	Proposed Capacity 2005-	
Inner Lots				
Lot A	52	52	52	Note: Lot C reduced because of construction 2002-05, then rebuilt
Lot B	92	92	92	
Lot C*	246	92	328	
Lot D	85	85	85	
Lot E (Res Phase 3)	48	48	48	
Child Care	4	4	4	
Visitor	21	21	21	
Ring Road (Res)	48	48	48	
Sprung	12	12	12	
Service Tunnel	34	34	34	
Totals Inner Lots	642	488	724	
Outer Lots				
Centennial Lot K		116	116	Part of Centennial Site, not part of this project but part of by-law count
Existing	1150			
NW of Military Trail				
Lot L [Centennial]		388	388	
Lot M [UTSC]		492	492	
Subtotal NW Mil Tr			880	
NE of Military Trail				
Lot N		881	881	
Lot O		638	638	
Subtotal NE Mil Tr			1519	
Total Outer Lots w/out Lot K				
	1150	2399	2399	
Total Outer Lots with Lot K				
		2515	2515	
Lot P				
		705	705	Future lot NE of Military Trail
Totals Outer Lots with Lot P				
	1150	3104	3104	
Grand Total w/out Lot P, with Lot K				
	1792	3003	3239	Required for By-Law calculation
Grand Total with Lot P, w/out Lot K				
	1792	3592	3828	Inner Lots plus all new outer lots

APPENDIX 2b GROSS FLOOR AREAS AND CALCULATION OF PARKING BY-LAW NEEDS

Note : Parking by law requirement is 2.15 spaces per 100 gross square metres of space

Building	Gross Floor Area in metres	Parking Spaces Required	Subtotals Spaces Required
All existing Buildings	75136	1615	
Subtotal Existing			1615
In construction/design			
ARC	8187	176	
Phase 4 Residence	8183	176	
Student Centre	4352	94	
Management	4385	94	
Subtotal u/c			540
SUBTOTAL UTSC EXISTING AND PROPOSED			2155
Proposed UTSC			
Humanities Extension	4100	88	
Classroom/Science	7956	171	
Welcome Hall/Classrooom	6408	138	
Other	1336	29	
Phase 5 Residence	8000	172	
Subtotal			598
SUBTOTAL ALL UTSC TO 2007	128,013		2752
Centennial College	21894	470	
Subtotal Centennial			471
TOTAL UTSC 2007 PLUS CENTENNIAL	149,907		3223
SUBTOTAL UTSC EXISTING AND PROPOSED, plus CENTENNIAL			2626

Immediate by-law requirement

APPENDIX 3 CITY OF TORONTO PARKING BY-LAW AND ZONING FOR UTSC

APPENDIX 3 : City of Toronto Parking By-Law

To amend Scarborough Zoning By-Law No. 10827, as amended,
with respect to the Highland Creek Community.

WHEREAS authority is given to Council by Sections 34, 36 and 41 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

Therefore, the Council of the City of Toronto enacts as follows:

1. Schedule "A" of the Highland Creek Community Zoning By-law is amended by deleting the current zoning and substituting the following, so that the amended zoning shall read as follows on Schedule "1":

I(H) – 258 – 303 – 405

2. Schedule "B", PERFORMANCE STANDARDS CHART, is amended by adding the following Performance Standards:

MISCELLANEOUS

258. A landscape strip adjacent to outdoor surface parking lots shall be provided as follows: 3.0 metres abutting the Morningside Avenue and Ellesmere Road street line and 5.0 metres abutting the Military Trail street line. Notwithstanding the foregoing, parking lots in existence prior to the date of enactment of this By-law may remain as constructed.

FLOOR AREA

303. Maximum gross floor area of each parcel: 1.5 times the area of the parcel.

HEIGHT

405. Maximum 5 storeys, excluding basements and mechanical penthouses.
3. Schedule "C", is amended by expanding the boundaries of Exception No. 26 to include certain lands on the north side of Ellesmere Road, as shown on Schedule "2":

4. Schedule "C", EXCEPTIONS LIST, is amended by deleting the contents of Exception No. 26 and replacing them as follows:

26. On those lands identified as Exception 26 on the accompanying Schedule "C" map, the following provisions shall apply, provided that all other provisions of the By-law, as amended, not inconsistent with this Exception, shall continue to apply:

- (a) Additional permitted use: parking.
- (b) Clause VII, Section 1., Subsection 1.4, Location, shall not apply, except that the parking shall be provided on the lands encompassed by this exception.
- (c) A minimum of 2.15 parking spaces per 100 m² of gross floor area shall be provided.

5. Schedule "C" is amended by adding Exception No. 29 to certain lands on the north side of Ellesmere Road, as shown on Schedule "3":

6. Schedule "C", EXCEPTIONS LIST, is amended by adding the following Exception No. 29:

29. On those lands identified as Exception 29 on the accompanying Schedule "C" map, the following provisions shall apply, provided that all other provisions of the By-law, as amended, not inconsistent with this Exception, shall continue to apply:

29.1 On Part A

29.1.1 Only the following uses are permitted prior to the removal of the Holding Provision (H):

- Institutional Uses to a maximum gross floor area of 24154 square metres.
- Surface parking lots
- Recreational Uses - For the purpose of this Exception, Recreational Uses may only include outdoor playing fields with a permeable surface.

29.2 On Part B

29.2.1 Only the following uses are permitted prior to the removal of the Holding Provision (H):

- Gravel parking lots
- Recreational Uses – For the purpose of this Exception, Recreational Uses may only include outdoor playing fields with a permeable surface.

29.3 The Holding Provisions (H) used in conjunction with the Institutional Uses (I) Zone shall be removed in whole or in part by amending By-law, when Council is satisfied that:

- i) Additional studies are undertaken to evaluate the existing City infrastructure in order to determine the impact that the new development will have on existing municipal services, and identifying the measures required to mitigate such impacts.
- ii) An updated Transportation Study is undertaken which assesses the potential impact of any additional development and identifies appropriate mitigation measures.
- iii) Environmental studies, including Subsurface Investigations, are undertaken to confirm that the soil conditions and other matters relating to environmental quality, can meet the relevant Ministry of the Environment guidelines for the proposed use.
- iv) Storm / Ground Water Management reports are undertaken to determine the impact that the new development will have on the Highland Forest Environmentally Significant Area.
- iv) The necessary financially secured agreements between the applicant and the City have been entered into to provide for any additional capacity required to accommodate the proposed development, as well as to provide for the required dedication and/or improvements to, or reconstruction of roads to support this development.

7. The University lands located on the north side of Ellesmere Road, shown on Schedule "1" are hereby designated as a Site Plan Control Area.

ENACTED AND PASSED this ~ day of ~, A.D. 2001.

CASE OOTES,
Deputy Mayor

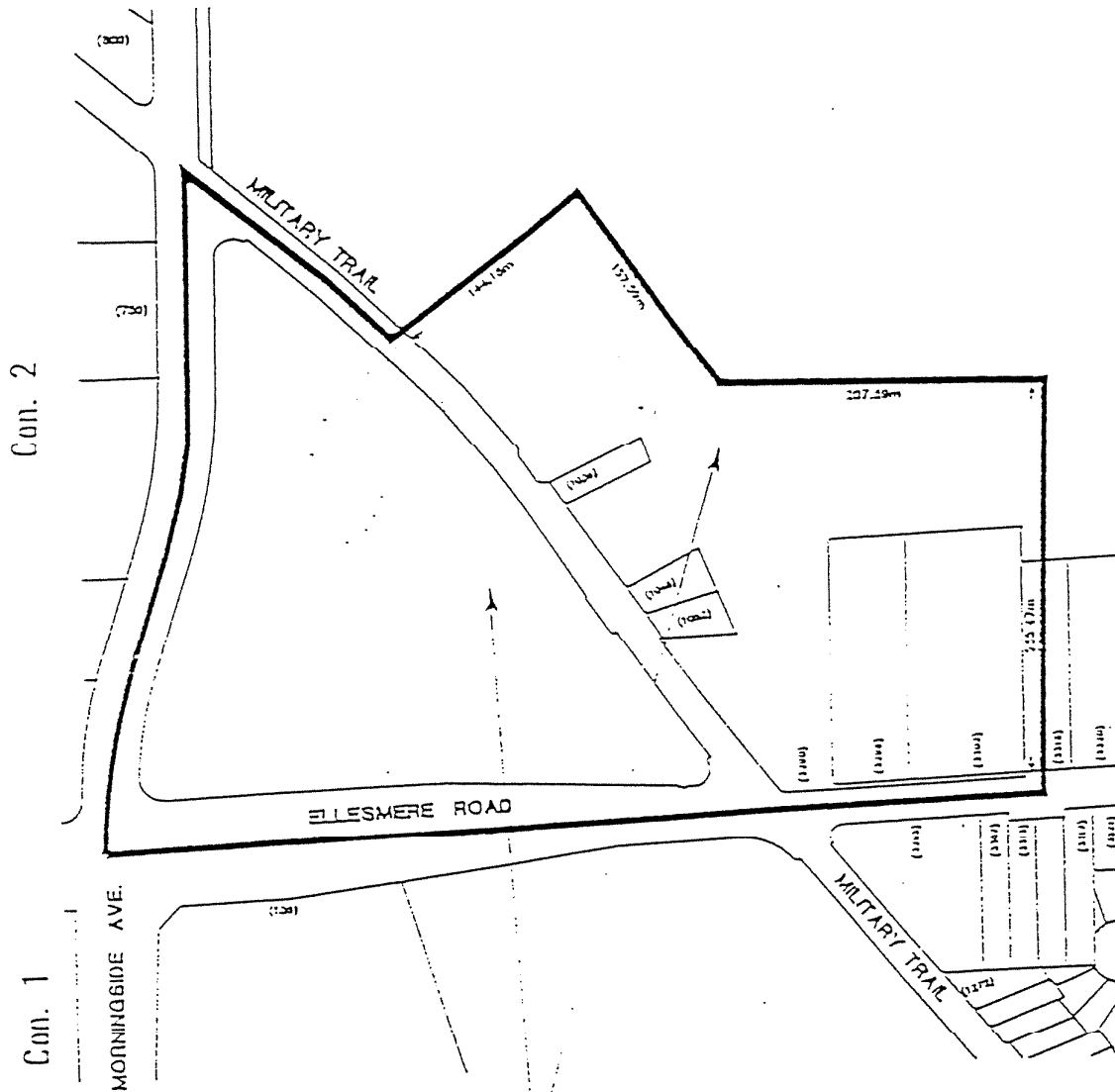
JEFFREY A. ABRAMS,
Acting City Clerk

(Corporate Seal)

Schedule '1'

Lot 11 ←

Lot 10



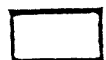
I(H)-258-303-405



Zoning By-Law Amendment

N/E Corner of Ellesmere Rd. & Morningside Ave.

File # TF ZBL 2001 0002



Area Affected By This By-Law



Not to Scale

Highland Creek Community By-Law
Enacted 17/01/07
Job No. ZBL20010002-2

Schedule '2'

Lot 11 ~~→←~~

Lot 10

Can. 2

Can. 1

MORNINGSIDE AVE.

Exception No. 26



Zoning By-Law Amendment

N/E Corner of Ellesmere Rd. & Morningside Ave.

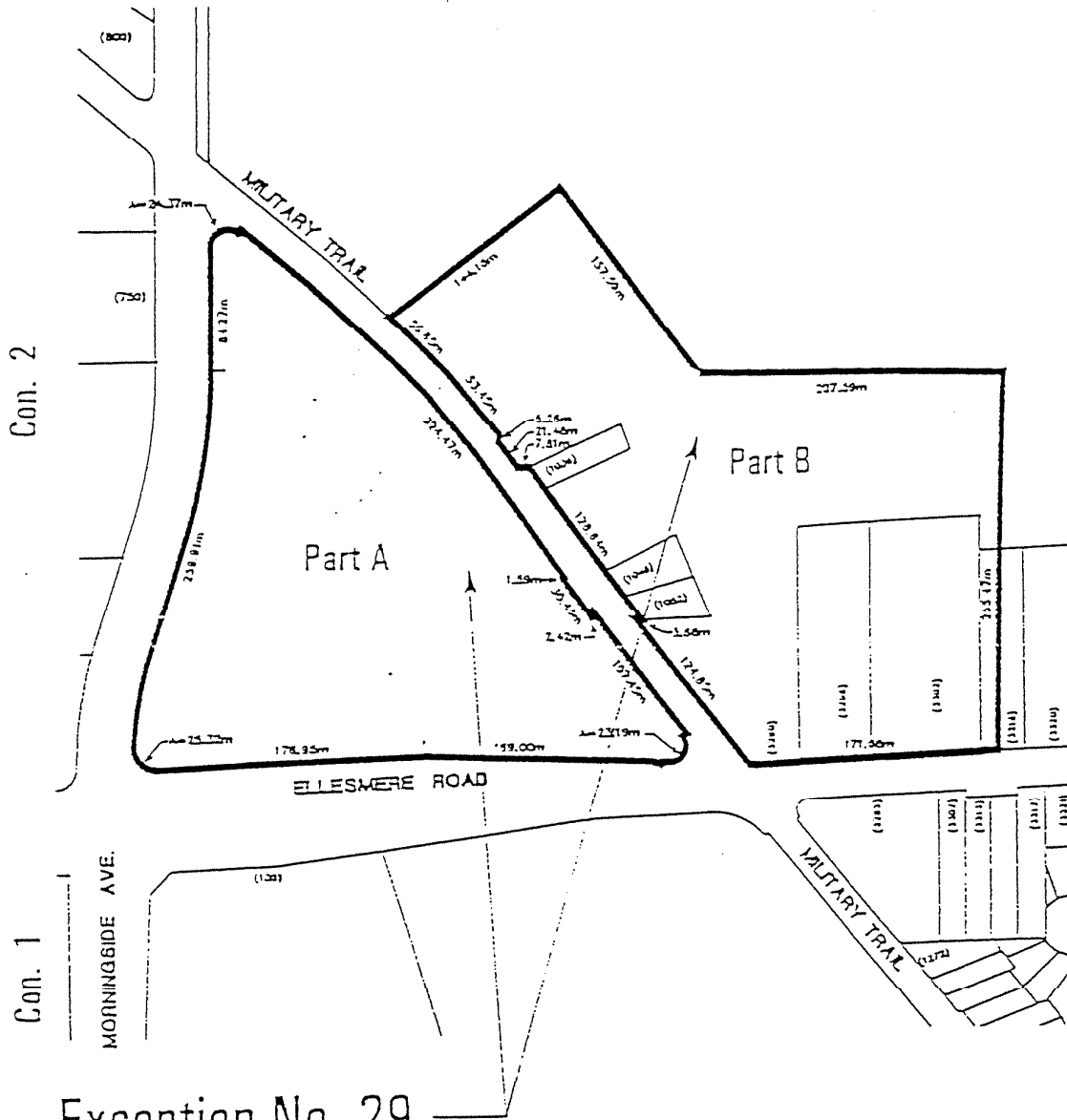
File # TF ZBL 2001 0002

Not to Scale
Highland Creek Community By-law
Extracted 177701 - XP
Job No. 29L00010002-EX

Schedule '3'

Lot 11

Lot 10



Zoning By-Law Amendment

N/E Corner of Ellesmere Rd. & Morningside Ave.

File # TF ZBL 2001 0002



Not to Scale
Highland Creek Community By-law
Extracted 13/7/01 - KP
Job No. ZBL20010002-EX1

**APPENDIX 4 : COST SHARING AGREEMENT BETWEEN CENTENNIAL COLLEGE
AND UNIVERSITY OF TORONTO CONCERNING RIGHT OF WAY (TRAFFIC
IMPROVEMENTS)**

This agreement made as of the 1st day of May, 2002.

B E T W E E N:

**THE GOVERNING COUNCIL OF THE UNIVERSITY OF
TORONTO**

(herein called the "University"),

OF THE FIRST PART,

- and -

**THE BOARD OF GOVERNORS OF CENTENNIAL COLLEGE
OF APPLIED ARTS AND TECHNOLOGY**

(herein called the "College"),

OF THE SECOND PART.

WITNESSES THAT:

1. The University is the owner of those lands in the City of Toronto known on the date of this agreement as the Scarborough Campus of the University of Toronto;
2. The Province of Ontario, under the Super Build Growth Fund for Postsecondary Education program, has provided a grant to the College to fund an educational institute which will be operated by the Tenant and will initially be known as the "Centre for Science and Technology", to be located on the said Scarborough Campus;
3. Pursuant to a lease entered into between the University and the College of even date herewith, the University has agreed to lease to the College and the College has agreed to lease from the University certain lands on the Scarborough Campus having an area of approximately 2.88 hectares (the "Leased Land") for the purpose of constructing and operating thereon the said Centre for Science and Technology (the "Centennial Development");
4. The University is planning certain construction projects on the balance of the Scarborough Campus lands including the Phase 4 Residence, Academic Resource Centre, Student Centre and Management Building (the "University Development");

5. As a condition of approving the Centennial Development and the University Development, the City of Toronto requires the construction of certain improvements (the "Traffic Improvements") within the public roads adjacent to the areas being developed.

NOW THEREFORE, in consideration of the mutual covenants and agreements hereinafter contained, the parties hereto do hereby covenant and agree as follows:

1. **CONSTRUCTION OF TRAFFIC IMPROVEMENTS**

- 1.1 The parties acknowledge and agree that this agreement is intended to set out their respective obligations for the cost of the Traffic Improvements. Although the Traffic Improvements are to be carried out on or within the property of the City of Toronto, it has not yet been determined whether the City or one or both of the parties hereto will have responsibility for carrying out the Traffic Improvements.

2. **COST SHARING**

- 2.1 The College will be responsible for 100% of the costs of the following:
 - (a) the southbound left turn lane (including the associated street widening) onto the Leased Land at mid-block on Morningside Avenue between Military Trail and Ellesmere Road;
 - (b) the sidewalk on the east side of Morningside Avenue between Military Trail and Ellesmere Road;
 - (c) the sidewalk on the north side of Ellesmere Road between Morningside Avenue and Military Trail.
- 2.2 The University will be responsible for 100% of the costs of the following:
 - (a) the extension to the southbound left turn lane onto Military Trail from Morningside Avenue;
 - (b) the sidewalks on the north and the south sides of Military Trail between Morningside Avenue and Ellesmere Road;
 - (c) the landscaping along Military Trail between Morningside Avenue and Ellesmere Road.
- 2.3 The College and the University will share the cost of the following improvements on the basis that the College will pay 37.5% of the costs and the University will pay 62.5% of the costs:
 - (a) east bound left turn lane from Military Trail to Morningside Avenue;

- (b) west bound right turn lane from Military Trail to Morningside Avenue;
- (c) Military Trail improvements consisting mainly of repainting to put in left and right turn lanes;
- (d) installation of a traffic light at mid-block on Military Trail between Morningside Avenue and Ellesmere Road at the main entrance to the shared parking lots;
- (e) Ellesmere Road improvements east of Military Trail consisting of site preparation, sidewalk and landscaping.

The parties acknowledge that the cost sharing referred to in this clause 2.3 is based on the anticipated traffic flows that will be generated by the University and the College respectively.

- 2.4 The College and the University will share the cost of all consultants' fees and permits on the basis that the College will pay 42% of the said costs and the University will pay 58% of the said costs. The parties acknowledge that the cost sharing referred to in this clause 2.4 is based on the share of the total construction costs attributable to each party.
- 2.5 The parties acknowledge that the estimated cost of the Traffic Improvements referred to in clauses 2.1, 2.2 and 2.3 above, excluding all design fees, is \$1,501,297.00. This amount is based on estimates prepared by Vermeulens in October 2002. The estimated share of said costs to be paid by the College is \$626,994.00 and the estimated share of said costs to be paid by the University is \$874,303.00. The cost of permits, insurance and design fees is estimated at \$279,153.00. The estimated share of said costs to be paid by the College is \$117,499.00 and the estimated share of said costs to be paid by the University is \$161,654.00. These shares will be adjusted to reflect actual costs and consultants' fees using the methodology described in clauses 2.1, 2.2, 2.3 and 2.4 when the tender for the main construction contract for the University Development (the "Construction Contract") is awarded, and a further adjustment will be made when the Construction Contract is complete.

3. **PAYMENT OF COSTS**

- 3.1 The College will pay to the University the College's share of the estimated costs referred to in clause 2.5 in three equal instalments with the first instalment to be paid no later than the date of the signing of the Construction Contract and the remaining two instalments to be paid at the 50% and 90% completion stages in respect of the Construction Contract. The stage of construction completion will be evidenced by a certificate for payment given by the payment certifier under the Construction Contract. All payments will be made subject to holdbacks required by the Construction Lien Act of Ontario.

- 3.2 The parties acknowledge that, as the City of Toronto will impose a holdback period of 24 months in its site plan agreement or agreements with the University for the purpose of identifying and rectifying any deficiencies in construction, a final adjustment of the respective costs for which each party is responsible will be made on the expiry of the said holdback period.

4. **LETTER OF CREDIT AS SECURITY**

- 4.1 In the event that the City of Toronto requires a letter of credit or letters of credit as security for part or all of the estimated costs of the Construction Contract, the College will reimburse the University an amount equal to 42% of the costs of said letter(s) of credit which is attributable to the cost of the Traffic Improvements.

5. **GENERAL**

- 5.1 All of the terms and conditions of this agreement will be binding upon the parties hereto and their respective permitted successors and assigns.
- 5.2 The parties hereto disclaim any intention to create a partnership or to constitute either of them the agents of the other.

IN WITNESS WHEREOF the parties hereto have executed this agreement under their respective corporate seals.

**THE GOVERNING COUNCIL OF THE
UNIVERSITY OF TORONTO**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE BOARD OF GOVERNORS OF
CENTENNIAL COLLEGE OF APPLIED
ARTS AND TECHNOLOGY**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

APPENDIX 5 : AGREEMENT WITH CENTENNIAL COLLEGE CONCERNING CAPITAL AND OPERATING COSTS OF PARKING (currently being revised November 2002)

This agreement made as of the 1st day of May, 2002.

B E T W E E N:

THE GOVERNING COUNCIL OF THE UNIVERSITY OF TORONTO

(herein called the "University"),

OF THE FIRST PART,

- and -

THE BOARD OF GOVERNORS OF CENTENNIAL COLLEGE OF APPLIED ARTS AND TECHNOLOGY

(herein called the "College"),

OF THE SECOND PART.

WITNESSES THAT:

1. The University is the owner of those lands in the City of Toronto known on the date of this agreement as the Scarborough Campus of the University of Toronto;
2. The Province of Ontario, under the Super Build Growth Fund for Postsecondary Education program, has provided a grant to the College to fund an educational institute which will be operated by the Tenant and will initially be known as the "Centre for Science and Technology", to be located on the said Scarborough Campus;
3. Pursuant to a lease (the "Land Lease") entered into between the University and the College of even date herewith, the University has agreed to lease to the College and the College has agreed to lease from the University a part of the said Scarborough Campus for the purpose of constructing and operating thereon the said Centre for Science and Technology;
4. The University has agreed to provide parking on the Parking Agreement Lands (as hereinafter defined) for the College so as to satisfy, at a minimum, the requirements of the City of Toronto in connection with the said Centre for Science and Technology;

NOW THEREFORE, in consideration of mutual covenants and agreements hereinafter contained, the parties hereto do hereby covenant and agree as follows:

ARTICLE 1

INTERPRETATION

1.1 Definitions: In this agreement, unless there is something in the subject matter or context inconsistent therewith:

"Annual Parking Permits" means permits for parking on the Parking Agreement Lands for the academic year, being the period from September 1 in one year to April 30 of the immediately following year;

"City" means The Corporation of the City of Toronto and any successor municipality thereto;

"College" means The Board of Governors of Centennial College of Applied Arts and Technology and its permitted successors and permitted assigns;

"College Passholders" means the holders of Annual Parking Permits purchased from the College for parking on the Parking Agreement lands;

"Commencement Date" means January 1, 2004;

"Lands" means the lands leased to the College pursuant to the Land Lease;

"Mortgage" means the mortgage given by the University to secure the cost of the surface parking facility to be constructed on the Parking Agreement Lands;

"Notice" means any notice or other communication which may or is required to be given pursuant to this Lease, which Notice has been given in accordance with the provisions of Section 9.1;

"Parking Agreement Lands" means the lands shown on Schedule 1 being a part of the lands in the City of Toronto known on the date of this Agreement as the Scarborough Campus lands of the University of Toronto;

"Person" means any individual, partnership, corporation, joint venture, association, joint stock company, trust, unincorporated organization or a

government or an agency or potential subdivision thereof, and "corporation" shall include "company" and *vice versa*;

"University" means The Governing Council of the University of Toronto and its successors and assigns;

1.2 Applicable Law: This agreement shall be governed by and construed in accordance with the laws of the Province of Ontario.

1.3 Schedule: The following Schedule is attached hereto and is incorporated in and is deemed to be an integral part of this agreement:

Schedule 1: Sketch showing Lands and approximate location of Parking Agreement Lands.

ARTICLE 2

TERM OF THIS AGREEMENT

2.1 Term: This agreement will commence on the Commencement Date and will remain in effect until the earlier of the maturity date of the Mortgage (as same may be extended) or the date on which the Mortgage is repaid in full. On the expiry of this agreement, the parties will review the arrangements contemplated by this agreement with a view to extending and/or modifying them if that is appropriate to suit the needs of both parties.

ARTICLE 3

OBJECTIVES AND DISPUTE RESOLUTION

3.1 Objectives: The parties agree that their objectives ("Objectives") in entering into this agreement are as follows:

- (i) to ensure that the College has access to sufficient parking on the Parking Agreement Lands, in reasonable proximity to the Lands, to satisfy, at a minimum, the requirements of the City of Toronto in connection with the Centre for Science and Technology to be constructed by the College on the Lands;
- (ii) to establish the basis on which the cost of Annual Parking Permits for the College will be determined;

3.2 Dispute Resolution Process: The parties agree that in the event of a substantial disagreement or dispute about this agreement the matter in dispute will be referred to the President of the University and the President of the College.

ARTICLE 4

PARKING PERMITS AND PARKING SPACES

4.1 Purchase of Parking Permits by College and Grant of Licence: The College agrees to purchase from the University each year, commencing January 1, 2004 and continuing until the Mortgage is fully paid, a minimum of 1250 Annual Parking Permits for parking on the Parking Agreement Lands. The University hereby grants to the College, for the benefit of the College Passholders, the right in common with all others entitled thereto to park automobiles on those parts of the Parking Agreement Lands designated for parking from time to time, in accordance with the terms and conditions of the Annual Parking Permits, together with the right of access thereto by persons and vehicles over and upon such driveways and vehicular passageways and entrances and exits as may be designated for such purpose by the University from time to time. The College acknowledges that the Mortgage will have an initial term of and will be amortized over 25 years and that the Mortgage may be paid prior to maturity or extended, at the option of the University.

4.2 Minimum Spaces: The University will operate the parking facilities on the Parking Agreement Lands and will be entitled to receive all revenues from the sale of parking permits and daily cash sales for said parking facilities. The University agrees that a minimum of 1000 parking spaces will be maintained on the Parking Agreement Lands for the non-exclusive use of the College Passholders. Although such spaces shall be non-exclusive and not segregated, the University shall maintain adequate parking spaces to satisfy its own requirements so as to ensure that such 1000 parking spaces are generally and reasonably available to the College Passholders.

4.3 Location: The University agrees to maintain the maximum possible number of parking spaces on the lands west of Military Trail permitted by Municipal By-Laws and mutually agreed landscaping, after making allowance for any University and College buildings that might be constructed. Additional parking spaces required to maintain the College's minimum requirement of 1000 spaces may be located on the University lands east of Military Trail in an area mutually acceptable to both the University and College.

In the event the College constructs the future expansion to the Centre for Science and Technology, the parties will negotiate in good faith an appropriate accommodation of additional parking requirements for the College to facilitate operation of the expansion facility.

ARTICLE 5

PARKING PERMIT FEES

5.1 Setting of Permit Fees: Centennial will pay the following fees to the University for the Annual Parking Permits:

- (i) 2003-2004 academic year \$359.00 including taxes for each permit;
- (ii) 2004-2005 academic year \$449.00 including taxes for each permit;
- (iii) thereafter, the cost of the Annual Parking Permits will increase by 5% in each academic year, commencing September 1 of the subject academic year.

5.2 Shortfall: In the event that in any given academic year, Centennial buys less than 1250 Annual Parking Permits from the University, the College will pay to the University the amount of the shortfall, being an amount equal to the difference between 1250 and the actual number of Annual Parking Permits purchased by the College multiplied by the then current fee for an Annual Parking Permit. The amount of said shortfall will be paid prior to March 31 in the academic year in which the shortfall occurs.

5.3 College Permits: In the event that the University oversells Annual Parking Permits (to persons other than the College Passholders) and the College purchases fewer than 1250 Annual Parking Permits from the University in any academic year, the amount of the shortfall payable by the College will be reduced by the value of the permits oversold by the University.

ARTICLE 6

CAPITAL PAYMENT BY THE COLLEGE

6.1 Capital Payment by the College: The College will make a payment of \$500,000.00 to the University prior to execution by the University of the main construction contract for the surface parking facility on the Parking Agreement Lands. The parties acknowledge that this payment represents the College's contribution to the cost of the drop off/pick up circle and other facilities which are solely for the benefit of the College, its staff and students.

6.2 Construction Damage: The College will pay all costs associated with the repair or replacement of existing surface parking facilities on the Parking Agreement Lands which are damaged or disrupted as a result of the College's construction activities.

ARTICLE 7

RELOCATION OF PARKING AREAS

8.1 Relocation by the University: In the event that the University requires the relocation of any of the established surface parking areas shown on Schedule 1 to accommodate its own building plans, the costs of such relocation will be for the University's account.

ARTICLE 8

ASSIGNMENT

8.2 Assignment: In the event that the College assigns its interest in the Land Lease as permitted by the Land Lease, the College shall concurrently assign to the same assignee its interest in this agreement. In the event that the University sells, conveys or otherwise transfers the Parking Agreement Lands or any part thereof on which surface parking areas are located, the University will concurrently assign to the purchaser or transferee its interest in this agreement and will obtain from the purchaser or transferee an agreement in writing with the College pursuant to which said purchaser or transferee covenants to honour and comply with the obligations of the University under this agreement.

8.3 Binding Effect: All of the terms and conditions of this agreement will be binding upon the parties hereto and their respective permitted successors and assigns.

ARTICLE 9

ARBITRATION

9.1 Arbitration: In the event of any dispute between the parties arising under this agreement which cannot be resolved promptly by the parties, either party (herein called the "Initiating Party") may submit the matter in dispute to arbitration, and the following principles shall apply to such arbitration:

- (i) Upon notice from the Initiating Party to the other party (herein called the "Responding Party"), the parties shall meet and attempt to appoint a single arbitrator. If the parties are unable to agree on a single arbitrator then, upon notice given by either party and within five business days of such notice, each party shall name an arbitrator and the two arbitrators so named shall promptly thereafter choose a third. If either party shall fail to name an arbitrator within five business days from such notice, then the second arbitrator shall be appointed by a Judge of the Ontario Court (General Division) pursuant to the *Arbitrations Act* (Ontario) upon application of the other party. If the two arbitrators shall fail within five business days from their appointment to agree upon and appoint the third arbitrator then, upon application of either party, such third arbitrator shall be appointed by a Judge of the Ontario Court (General Division) pursuant to the *Arbitrations Act* (Ontario). The provisions of the *Arbitrations Act* (Ontario) shall apply to any such Court application pursuant to this Subsection 9.1.
- (ii) The arbitrator or arbitrators selected to act hereunder shall be qualified by education and training to pass upon the particular question in dispute. In the absence of objection by notice by either party to the other given by no later than 10 business days after notice of the appointment of each arbitrator has been given, such arbitrator shall be deemed for all purposes to be so qualified.
- (iii) The single arbitrator or the arbitrators so chosen shall proceed immediately to hear and determine the question or questions in dispute. The decision and reasons therefor of the single arbitrator, or if more than one arbitrator, then of the arbitrators, or a majority of them, shall be made within 20 business days after the appointment of the single arbitrator, if that is the case, or the appointment of the third arbitrator, subject to any reasonable delay due to unforeseen circumstances. Notwithstanding the foregoing, in the event that the single arbitrator fails to make a decision within 20 business days after his appointment or if the arbitrators, or a majority of them, fail to make a decision within 20 business days after the appointment of the third arbitrator, then either party may elect to have a

new single arbitrator or arbitrators chosen in like manner as if none had previously been selected.

- (iv) The decision and reasons therefor of the single arbitrator, or the decision and reasons therefor of the arbitrators, or a majority of them, shall be drawn up in writing and signed by the single arbitrator or by the arbitrators, or a majority of them.
- (v) The arbitration of any matter in dispute between the parties shall not be construed as precluding the right of either party to exercise legal recourse if necessary for the determination of the dispute, but once the Initiating Party has given notice that it is submitting the matter to arbitration, no legal recourse with respect to that dispute shall be exercised by either party until a determination by arbitration has been made and the parties have been notified of the decision.
- (vi) The compensation and expenses of the single arbitrator or the arbitrators (unless otherwise determined by the arbitrators at the request of either of the parties hereto) shall be paid in equal proportions by the parties hereto.
- (vii) Neither party hereto shall be deemed to be in default of any matter being arbitrated until five business days after the decision of the arbitrator or arbitrators is delivered to both parties hereto.

ARTICLE 10

MISCELLANEOUS

10.1 Notices: Any notice, demand, request, consent, agreement or approval which may or is required to be given pursuant to this agreement shall be in writing and shall be sufficiently given or made if served personally upon an officer of the party for whom it is intended, or mailed by prepaid registered mail, return receipt requested in the case of:

- (a) the University, addressed to it, at:

Simcoe Hall
27 King's College Circle
Toronto, Ontario M5S 1A1

Attention: Director, Real Estate

With a copy to:

University of Toronto at Scarborough
1265 Military Trail
Toronto, Ontario M1C 1A4

Attention: Chief Administrative Officer

(b) the College, addressed to it, at:

P.O. Box 631, Station "A"
Toronto, Ontario M1K 5E9

Attention: Director, Physical Resources

or to such other address or in care of such other officers as a party may from time to time advise to the other parties by notice in writing. The date of receipt of any such notice, demand, request, consent, agreement or approval if served personally shall be deemed to be the date of delivery thereof or the next Business Day, if the date of delivery is not a Business Day, or if mailed as aforesaid, the date of delivery by postal authority.

10.2 Relationship of Parties: The parties hereto disclaim any intention to create a partnership or to constitute either of them the agents of the other.

10.3 Amendment: This agreement will not be amended, including amendment as a result of a review pursuant to Section 3.2 hereof, except by agreement in writing executed by the University and the College.

10.4 Registration: The College may at its cost register this agreement or notice thereof against title to the Parking Agreement Lands, subject to prior approval by the University, acting reasonably, of the contents of the notice or other instrument to be registered.

IN WITNESS WHEREOF the parties hereto have executed this agreement under their respective corporate seals.

**THE GOVERNING COUNCIL OF THE
UNIVERSITY OF TORONTO**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE BOARD OF GOVERNORS OF
CENTENNIAL COLLEGE OF APPLIED
ARTS AND TECHNOLOGY**

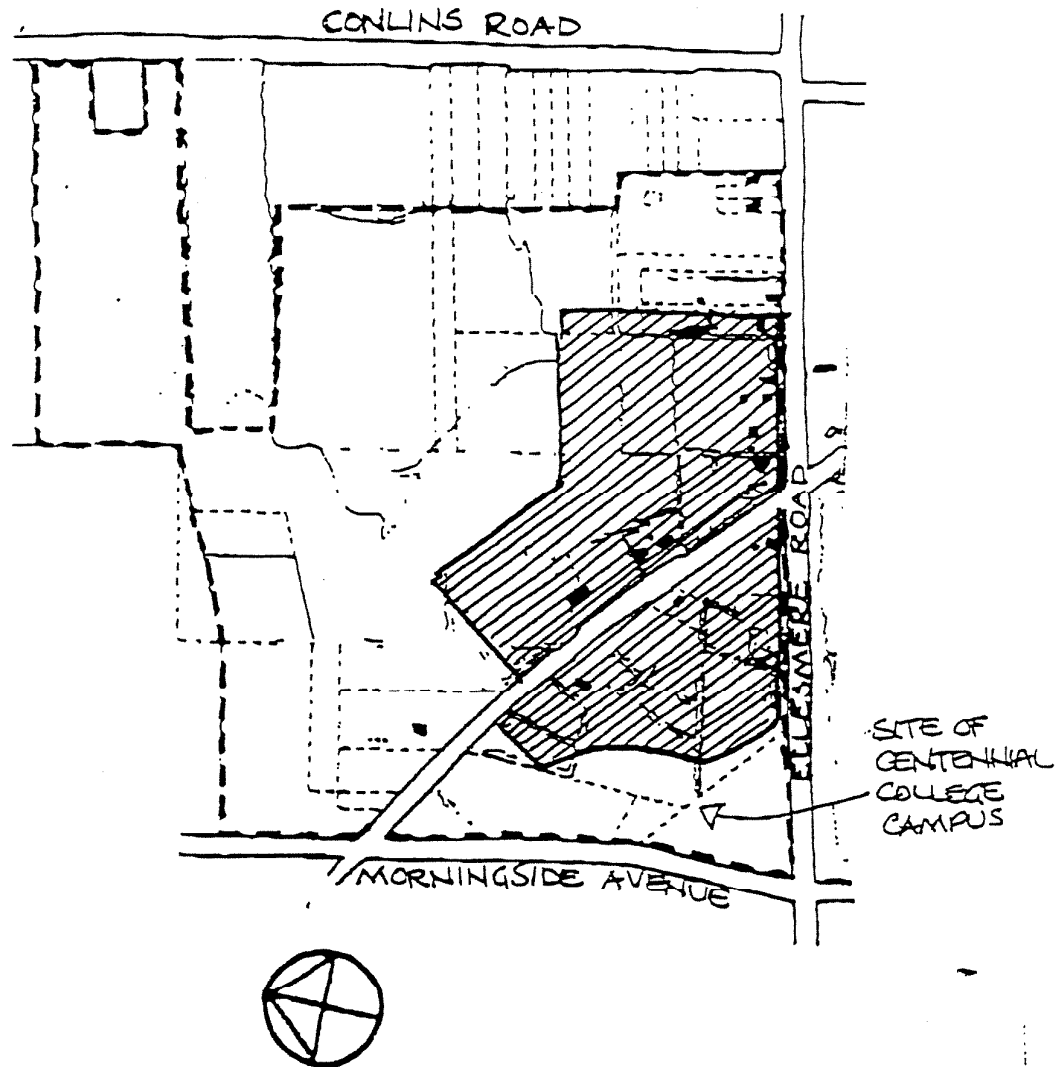
Per: _____
Name:
Title:

Per: _____
Name:
Title:

Parking Agreement between University of Toronto and Centennial College pertaining to
Scarborough Campus Lands (May 2002)

SCHEDULE 1 :

DEFINITION OF PART OF SCARBOROUGH CAMPUS LANDS



--- APPROXIMATE BOUNDARY OF
THE PART OF SCARBOROUGH
CAMPUS LANDS COVERED IN
PARKING AGREEMENT

▨ APPROXIMATE AREA OF PARKING
COVERED IN PARKING AGREEMENT
AND REZONED TO PERMIT PARKING,
DECEMBER 2001 (HIGHLAND CREEK
COMMUNITY BY-LAW # 100827,
AMENDMENT TF 284 2001-0002).



Memorandum

Works & Emergency Services
Barry Gutteridge, Commissioner

Traffic Planning/Right-of-Way
Management, District 4
Transportation Services

Refer to: David J. Twaddle
Tel: 416 396-5662
Fax: 416 396-5641

TO: Richard Kendall, UDS File: R01-002.042

FROM: David J. Twaddle, C.E.T.

DATE: January 16, 2002

RE: **Site Plan Control Application SPC 2001 0029**
The Governing Council of the University of Toronto
Northeast Corner of Morningside Avenue and Ellesmere Road

Further to your request, we have completed our review of the above-noted application and revised site plan drawing no. A.1.01 dated November 6, 2001. We are also in receipt of the functional design drawing no. fd-01 dated November 7, 2001 completed by iTrans Consulting Inc.. We have the following comments.

The required road improvements appear to be satisfactorily illustrated on the iTrans drawing. The applicant must enter into a financially secured servicing agreement to facilitate the construction of the following road improvements as noted in our July 6, 2001 memo to you:

- Improvements to the existing southbound left turn lane at the Morningside Avenue/Military Trail signalized intersection to improve the storage length to a minimum of 116 metres.
- Construction of an eastbound left turn lane at the Morningside Avenue/Military Trail signalized intersection.
- Construction of a westbound right turn lane at the Morningside Avenue/Military Trail signalized intersection.
- Construction of a southbound left turn lane on Morningside Avenue at the proposed driveway
- Construction of a left turn lane at each of the proposed driveways on Military Trail.
- Construction of a new sidewalk on the north side of Ellesmere Road between Morningside Avenue and Military Trail.
- Construction of a new sidewalk on the east side of Morningside Avenue between Ellesmere Road and Military Trail.
- Construction of a new sidewalk on the west side of Military Trail between Morningside Avenue and Ellesmere Road.
- Any construction of bus loading areas as a result of changes to the transit stops in the area.

The servicing agreement will also secure funding for the installation of traffic signals at the centre driveway on Military Trail. These signals will be installed by our Traffic Plant Installation and Maintenance section. The applicant must forward an electronic copy via email of the site plan that illustrates the proposed location of the centre driveway on Military Trail to Rob Decleir at RDeclei@city.toronto.on.ca in the Traffic Plant Installation and Maintenance section. This drawing will be used to establish a cost estimate for traffic signals at this location. It is our understanding that these drawings have not been provided to date.

The revised site plan illustrates a one-way driveway system on Morningside Avenue including the appropriate signage on the Morningside Avenue right-of-way. The signs must be located on private property.

Since the proposal is for a one-way driveway system, we would discourage the use of 8 metre radii for the southerly radius at the northerly driveway and for the northerly radius at the southerly driveway. A radius of 1 metre at these locations would be more appropriate for the above-noted radii given that the turning path will occur almost entirely on the roadway.

A grading plan must be submitted that illustrates the proposed grades at all of the driveways to the proposed site. Guidelines for grading at the driveways are attached.

Streetscaping and Permits

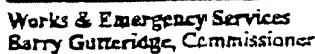
The design of the Morningside Avenue and Ellesmere Road boulevards must meet the City of Toronto streetscape guidelines for pedestrian accommodation, greening and aesthetics. This includes providing or preserving a decorative band of impressed concrete 0.6 metres wide along the back of curb. The guidelines state that trees should be provided every 6 to 8 metres and that the rights-of-way contain shrubs or decorative fencing to provide a visual buffer for the parking lot. If clarification is required on how these standards apply to this site, the applicant can contact Neil Melman at 396-7025.

The applicant must obtain building location, access, and streetscape permits from this Department prior to construction of this project. Other permits associated with construction activities (such as hoarding, piling/shoring etc...) may also be required. The applicant is responsible for obtaining the applicable permits and should be advised to contact the Right-of-Way Management Section at 396-4727 regarding the site specific permit/license requirements and associated financial obligations.

If you have any questions or require clarification, please contact me.

David J. Twaddle, C.E.T.
Acting Manager, Traffic Planning/Right-of-Way Management
Transportation Services, District 4

- c. C. Johnson, UDS
- J. Vallejo, Technical Services, District 4
- A. Filippetti, Transportation, District 4
- R. Decleir, Traffic Plant Installation and Maintenance



Refer to: David J. Twaddle
Tel: 416 396-5662
Fax: 416 396-5641

URBAN PLANNING &
DEVELOPMENT SERVICES

SEP 13 2001

1-0023 Revised

There is a conveyance required along the Military Trail frontage of this site in order to satisfy the 27 metre requirement of the Official Plan. A widening measuring approximately 3.4 metres is required on both sides of Military Trail. The applicant should contact Mr. John House in the Survey and Mapping Section, Technical Services at 416-392-8338 for details before preparing a reference plan. This widening must be illustrated on the proposed site plan.

The revised site plan illustrates a one-way driveway system on Morningside Avenue. The site plan must illustrate the appropriate "one-way" and "do not enter" signage. The driveways must be designed in accordance with standard no. 256 and provide for a width of 6 metres with 8 metre curb radii at the southerly radius of the southerly "entry-only" driveway and at the northerly radius of the northerly "exit-only" driveway.

A grading plan must be submitted that illustrates the proposed grades at all of the driveways to the proposed site. Guidelines for grading at the driveways are attached.

Although the proposed pickup/dropoff area is an improvement over the previous plan, we are still concerned that it is located too close to the driveway and ultimately will impact the traffic flows and pedestrian movements along Morningside Avenue. If possible, the entry doors to the College should be moved further to the east. It is likely that some pick-up/drop-off will occur on Morningside Avenue, which is not acceptable to this Department.

Some of the parking in the visitor parking area is shown at a length of 5.5 metres. It should be noted that the standard parking stall is 2.7 metres in width by 5.7 metres in length.

Streetscaping and Permits

The design of the Morningside Avenue and Ellesmere Road boulevards must meet the City of Toronto streetscape guidelines for pedestrian accommodation, greening and aesthetics. This includes providing or preserving a decorative band of impressed concrete 0.6 metres wide along the back of curb. The guidelines state that trees should be provided every 6 to 8 metres and that the rights-of-way contain shrubs or decorative fencing to provide a visual buffer for the parking lot. If clarification is required on how these standards apply to this site, the applicant can contact Neil Melman at 396-7025.

The applicant must obtain building location, access, and streetscape permits from this Department prior to construction of this project. Other permits associated with construction activities (such as hoarding, piling/shoring etc...) may also be required. The applicant is responsible for obtaining the applicable permits and should be advised to contact the Right-of-Way Management Section at 396-4727 regarding the site specific permit/license requirements and associated financial obligations.

If you have any questions or require clarification, please contact me.



David J. Twaddle, C.E.T.
Transportation Engineer/Coordinator
Transportation Services, District 4

Attachment

- c. C. Johnson, UDS
- J. Vallejo, Technical Services, District 4
- A. Filippetti, Transportation, District 4
- R. Decleir, Traffic Plant Installation and Maintenance

APPENDIX 7 ENVIRONMENTAL POLICY AND ARBORIST'S REPORT

University of Toronto Environmental Protection Policy

Environmental Protection Guidelines

Preamble

The University of Toronto is committed to being a positive and creative force in the protection and enhancement of the local and global environment, through its teaching, research and administrative operations. Recognizing that some of its activities, because of their scale and scope, have significant effects on the environment, the University as an institution, and all members of its community, have the responsibility to society to act in ways consistent with the following principles and objectives:

Fundamental Principles

- minimization of negative impacts on the environment
- conservation and wise use of natural resources
- respect for biodiversity

Specific Objectives

In adopting these fundamental principles, the University will be guided by ethical attitudes towards natural spaces, and will take all reasonable steps to meet the following objectives:

- minimize energy use, through efficient management and practice
- minimize water use, through efficient management and practice
- minimize waste generation through reduction, reuse and recycling
- minimize polluting effluent and emissions into air, land and water
- minimize noise and odour pollution
- minimize and where possible eliminate use of chemicals, including outdoor salt, pesticides,
- herbicides and cleaning agents
- include biodiversity and environmental concerns in planning and landscape decisions
- meet and where possible exceed environmental standards, regulations and guidelines



SHADY LANE

SHADY LANE

Expert Tree Care Inc.

17468 Warden Avenue Newmarket, Ontario L3Y 4W1

Toronto (905) 773 5906 facsimile (905) 830 0571

Section 2 Arborist Report

www.shadylanetreecare.com

Municipal address of property: Centennial College Military Trail -Scarborough Phase I

Completed by: Lewis Arnold, ISA Certified Arborist # ON-0312

Date of Inspection: February 15, 2001

** some measurements taken at more than 1.4m from grade due to snow banks*

Tree #	Species	D.B.H.** (cm)	Condition*** (good, fair, poor)	Tree Categories					Comments
				1	2	3	4	5	
1	Green Ash	35	Fair	X					Galls in tree
4	Silver Maple	47	Fair/Poor	X					Double leader
5	Silver Maple	55	Poor	X					Double leader, deadwood
6	Silver Maple	59	Fair	X					Double leader
14	White Spruce	39.5	Poor	X					
16	White Pine	35	Fair/Poor	X					Leaning, one sided crown
17	Silver Maple	93*	Dead	X					Measured at 1m above grade, dead
20	White Pine	35.5	Good/Fair	X					
25	Silver Maple	71	Poor	X					Large dead, wounds in trunk, unsafe
32	Siberian Elm	40	Fair	X					Declining health, poor structure
34	Siberian Elm	32	Fair	X					Declining health, poor structure
35	Siberian Elm	39	Fair	X					Declining health, poor structure
47	White Pine	42	Poor	X					Cavities in trunk
56	Siberian Elm	Multi	Fair	X					Poor structure, 35.5, 29, 23, 24, 16, & 28 cm (stem diameters)
82	Ash	35	Poor						Dangerous tree
85	White Spruce	42.5	Poor	X					Declining health
86	White Spruce	30.5	Poor	X					Declining health
88	White Spruce	33	Poor	X					Declining health
89	White Spruce	38.5	Poor	X					Declining health
90	White Spruce	46	Poor	X					Declining health
93	White Spruce	33	Poor	X					Declining health
94	White Spruce	35	Poor	X					Declining health
97	Silver Maple	35.5, 27.5	Poor	X					Double stemmed, large wound @ base
98	Silver Maple	42	Fair	X					
99	Silver Maple	78.5	Fair/Poor	X					
101	Mulberry	36	Poor	X					Decay at base
102	White Spruce	37	Poor	X					
103	White Spruce	33	Poor	X					
108	Silver Maple	78*	Fair	X					Measured at 1m above grade, poor crown structure
109	Silver Maple	51, 45, 26*	Fair	X					3 stemmed



Tree #	Species	D.B.H.** (cm)	Condition*** (good, fair, poor)	Tree Categories					Comments
				1	2	3	4	5	
110	Silver Maple	22.5, 42, 29	Poor	X					3 stemmed
112	Norway Spruce	47.5	Fair	X					
113	White Spruce	34	Poor	X					Declining health
114	White Spruce	37	Fair/Poor	X					One sided, declining health
115	White Spruce	33	Poor	X					Declining health
116	White Spruce	33.5	Poor	X					Declining health
118	White Spruce	49	Poor	X					Declining health
121	White Spruce	30	Poor	X					Declining health,
123	White Spruce	42	Poor	X					Declining health
124	White Spruce	30	Poor	X					Declining health
126	White Spruce	32	Poor	X					Declining health
128	White Spruce	34	Poor	X					Declining health
131	White Spruce	32	Poor	X					Declining health
133	White Spruce	47	Poor	X					Declining health
134	White Spruce	32	Poor	X					Declining health
136	White Spruce	32	Poor	X					Declining health
137	White Spruce	47	Poor	X					Declining health
139	White Spruce	37	Poor	X					Declining health
141	White Spruce	36.5	Poor	X					Declining health
142	White Spruce	31	Poor	X					Declining health
143	White Elm	37.5, 23.5	Fair	X					Multi-stemmed
144	Manitoba Maple	32	Fair/Poor	X					
148	White Spruce	32	Poor	X					
151	White Spruce	30	Poor	X					
153	Black Locust	39, 25, 25	Fair/Poor	X					Poor structure, growing into fence, deadwood in crown
154	Black Locust	28, 36.5, 40	Fair/Poor	X					Poor structure, growing into fence, deadwood in crown
155	Manitoba Maple	49.5, 49, 31	Fair	X					Multi-stemmed, poor structure
156	Manitoba Maple	39.5	Fair	X					Grows out house footing leaning over
157	Manitoba Maple	90	Fair	X					Poor structure
159	Sugar Maple	37	Good	X					
162	Red Pine	36	Poor	X					
167	Walnut	31	Fair/Poor	X					Crown all on 1 side
170	White Spruce	37.5	Fair/Poor	X					
171	White Spruce	31	Fair/Poor	X					
173	Hemlock	37	Dead	X					Tree is dead
175	White Spruce	33.5	Poor	X					Declining health
179	White Spruce	31	Poor	X					Declining health



Tree #	Species	D.B.H.** (cm)	Condition*** (good, fair, poor)	Tree Categories					Comments
				1	2	3	4	5	
182	White Spruce	33	Fair	X					Declining health
184	White Spruce	31	Poor	X					Declining health
185	White Spruce	36.5	Fair/Poor	X					Declining health
186	Mulberry	48	Fair	X					Poor structure
192	Silver Maple	37	Fair/Poor	X					
193	White Spruce	32	Poor	X					
194	Scots Pine	40	Fair	X					
195	Scots Pine	38	Fair	X					
196	Red Pine	32	Fair/Poor	X					
197	Poplar	32	Poor	X					
199	Poplar	34	Poor	X					
200	Poplar	31	Poor	X					Missing tags numbered 201-300
305	Poplar	41	Poor	X					90% dead
310	Scots Pine	45	Fair	X					
317	Poplar	32 & 22	Fair	X					
318	Poplar	37	Fair	X					
361	Siberian Elm	33.5	Fair	X					
376	Poplar	158*	Poor	X					Poor structure, cavity on south side, structurally unsafe
398	Poplar	33.5	Fair	X					
399	Poplar	32	Fair	X					
429	Manitoba Maple	33, 22.5, 19.5	Poor	X					Poor structure, multi stemmed
789	Norway Maple	8	Poor					X	City tree, poor structure
790	Norway Maple	11	Poor					X	City tree
791	Norway Maple	8.5	Dead					X	Dead
792	Norway Maple	4	Dead					X	Dead
793	Norway Maple	4	Poor					X	
794	Norway Maple	3.5	Poor					X	Damage at base
795	Norway Maple	4.5	Poor					X	Damage at base
796	Norway Maple	7	Fair/poor					X	City tree
797	Norway Maple	6	Poor					X	Damage at base
798	Norway Maple	4	Poor					X	Damage at base
799	Norway Maple	5	Poor					X	Damage at base
800	Norway Maple	5	Poor					X	Damage at base
801	Norway Maple	5	Poor					X	Damage at base
802	Sugar Maple	5.5	Poor					X	Damage at base
803	Norway Maple	5.5	Poor					X	Damage at base
804	Sugar Maple	6.5	Poor					X	Damage at base
805	Norway Maple	6	Fair/Poor					X	Damage at base
806	Sugar Maple	5.5	Poor					X	City tree
807	Norway Maple	4	Dead					X	City tree



Tree #	Species	D.B.H.** (cm)	Condition*** (good, fair, poor)	Tree Categories					Comments
				1	2	3	4	5	
808	Sugar Maple	5	Fair/Poor					X	City tree
809	Sugar Maple	7	Fair/Poor					X	City tree
810	Sugar Maple	4	Poor					X	Damage at base
811	Sugar Maple	3	Poor					X	Damage at base
812	Norway Maple	3	Poor					X	Damage at base

- * The location of all trees must be accurately indicated by number on the site plan for the proposed development
- ** A diameter tape must be used to take all diameter measurements at 1.4 metres above ground level. All measurements must be accurate.
- *** The Urban Forestry Section should be notified of any dead or hazardous trees on city-owned property by calling 396-4865.

Detail of Measures taken to ensure preservation

Inaccurate information and/or information omitted may result in a delay in the processing of your development application.

If it is determined that you require a permit to injure or destroy a tree on private property, you will be advised and additional information will be required at that time.

I verify that the information provided above is true, accurate and has been provided to the best of my ability.

Name of Certified/Registered Consulting
Arborist or Registered Professional Forester

Signature of Certified/Registered Consulting
Arborist or Registered Professional Forester

Date
March 22/01

Lewis Arnold

APPENDIX 8a : TOTAL PROJECT COST ESTIMATE**Project Title: UTSC Parking and Right of Way Improvements.****TABLE 1: Total Project Cost Estimate**

Items	Parking 2399 spots in total	Right of Way improvements	Total Project Cost estimate		
Construction Cost Note A	5,796,000	1,334,000	7,130,000		
Construction Contingency	579,600	133,400	713,000		
Applicable GST	147,276	33,897	181,173		
Total Construction Costs, incl taxes	6,522,876	1,501,297	\$8,024,173		
Site Services, new	inc	inc	inc		
Infrastructure Upgrades in Sector	na	na	na		
Secondary Effects	na	na	na		
Demolition	na	inc	inc		
Landscaping	inc	inc	inc		
Permits & Insurance Note B	6,000	41,400	47,400		
Professional Fees Note C	1,173,600	279,200	1,452,800		
Computer Wiring & Telephone Terminations	na	na	na		
Moving & Staging	na	na	na		
Equipment Note D	356,300	na	356,300		
Miscellaneous Costs [signage, security..]	65,500	50,000	115,500		
Donor Recognition	na	na	na		
Finance Costs see cashflow	125,724	28,103	153,827		
Total Project Cost Estimate GST included	8,250,000	1,900,000	10,150,000		

prepared 19 Nov 2002

jcb

Notes:

A from Vermeulens 14 Nov 2002, 2399 spots, 127,470 GSM.
includes escalation to April 2003

B Includes 3% fee on ROW, wrap-up liability insurance.

C Architects, Engineers, Project Management, Misc.

D Transponder equipment. Budget provided by UTSC.

APPENDIX 8b : CASH FLOW ANALYSIS

Approval in Jan 2003.

Cash flow by quarter

Quarter	nov-jan	feb-apr	may-jul	aug-oct	1-Nov	
	2002/3	2003	2003	2003	2002	totals
Approval						
Design						
Construction						

Funding (in \$'000):

1 before & during proj. (Centennial)

2 LT Finance

subtotal

136	327	327	0	790
	0	0	9,360	9,360
136	327	327	9,360	10,150

Expenditure (in \$'000):

proff fees & permits.

construction

equip, misc,

subtotal

1,137	182	181	0	1,500
	4,012	4,012		8,024
		472	0	472
1,137	4,194	4,665	0	9,996

net cash flow

open bal

change

int exp @

close bal

6.0%

-1,001	-3,867	-4,338	9,360	
0	-1,009	-4,919	-9,360	
-1,001	-3,867	-4,338	9,360	
-8	-43	-103	0	
-1,009	-4,919	-9,360	0	

-154 est. project
intr. expense.**Notes:**

1 Centennial to pay in advance

2 per UTSC funding plan.

prepared jlb 19 11 2002

APPENDIX 9 OPERATING COST ANALYSIS

UNIVERSITY OF TORONTO AT SCARBOROUGH
PARKING SERVICES
STATEMENT OF OPERATING RESULTS 2001-02 TO 2007-08

	2001-02 ACTUAL	2002-03 ORIGINAL BUDGET	2002-03 FORECAST ACTUAL	2002-03 VARIANCE (\$)	2002-03 VARIANCE (%)	1 2003-04 BUDGET	2 2004-05 BUDGET	3 2005-06 BUDGET	4 2006-07 BUDGET	5 2007-08 BUDGET
REVENUE:										
Parking permits	\$ 654,721	\$ 737,908	\$ 710,163	\$ (27,745)	-4%	\$ 1,136,805	\$ 1,692,993	\$ 1,815,117	\$ 1,917,127	\$ 2,025,622
Cash fees	230,213	232,672	192,106	(40,565)	-17%	202,054	217,198	219,289	221,418	223,589
Investment income	6,237	8,658	9,134	476	5%	6,235	17,120	39,417	64,203	91,691
Other income	1,095	0	31,050	31,050	100%					
TOTAL REVENUES	\$ 932,266	\$ 979,237	\$ 942,453	\$ (36,784)	-4%	\$ 1,345,094	\$ 1,927,311	\$ 2,073,823	\$ 2,202,748	\$ 2,340,903
EXPENSES:										
Direct										
Salaries, wages & benefits	\$ 214,844	\$ 194,555	\$ 213,859	\$ (19,304)	-10%	\$ 323,051	\$ 384,578	\$ 394,546	\$ 404,338	\$ 413,814
Grounds Winter (O/H)	51,514	42,884	42,884	0	0%	53,516	59,389	60,279	61,184	62,101
Security expense	52,794	55,493	55,493	(0)	0%	75,714	76,850	78,002	79,172	80,360
Supplies	17,386	19,633	40,187	(20,554)	-105%	22,031	29,048	29,426	30,010	30,407
Capital renewal - Equipment & furnishings	88,880	107,588	102,797	4,791	4%	156,807	177,669	184,277	185,746	192,210
Capital renewal - Annual maintenance	(23,910)	46,446	47,500	(1,054)	-2%	84,896	102,203	95,618	112,585	99,351
Capital renewal - Major maintenance	89,306	234,500	182,750	51,750	22%	65,000				
Mortgage Principal & Interest					0%	482,104	723,157	723,157	723,157	723,157
Utilities	7,626	7,943	7,943	0	0%	11,953	16,663	16,996	17,536	17,683
Other expenses	21,767	18,134	25,062	(6,928)	-38%	28,215	30,156	30,680	31,213	31,965
Sub-total	\$ 520,207	\$ 727,175	\$ 718,475	\$ 8,701	1%	\$ 1,303,288	\$ 1,599,713	\$ 1,612,979	\$ 1,644,742	\$ 1,651,048
Indirect										
General facilities and overhead	\$ 6,884	\$ 8,659	\$ 8,660	\$ (1)		\$ 13,534	\$ 13,804	\$ 14,081	\$ 14,352	\$ 14,649
College overhead	8,831	11,116	11,116	0		21,805	22,241	22,686	23,139	23,602
Central overhead	2,886	2,966	2,964	2		4,542	4,633	4,726	4,820	4,917
Sub-total	\$ 18,601	\$ 22,741	\$ 22,740	\$ 1	0%	\$ 39,881	\$ 40,678	\$ 41,492	\$ 42,322	\$ 43,168
TOTAL EXPENSES	\$ 538,808	\$ 749,916	\$ 741,215	\$ 8,702	1%	\$ 1,343,169	\$ 1,640,391	\$ 1,654,471	\$ 1,687,063	\$ 1,694,216
NET INCOME BEFORE COMMITMENTS & TRANSFERS	\$ 393,458	\$ 229,321	\$ 201,239	\$ (28,082)		\$ 1,925	\$ 286,920	\$ 419,352	\$ 515,685	\$ 646,687
(INCR./DECR. IN COMMITMENT TO CAPITAL RENEWAL)	(130,000)	(75,000)	-	75,000		222,000	-	-	-	-
(INCR./DECR. IN COMMITMENT TO CONSTRUCTION RESERVE)	-	-	(50,000)	(50,000)		(25,912)	(34,013)	(34,364)	(34,718)	(35,066)
(INCR./DECR. IN COMMITMENT TO OPERATING RESERVE)	-	-	-	-		198,013	252,907	384,987	480,967	611,621
NET INCOME AFTER COMMITMENTS	\$ 233,458	\$ 154,321	\$ 151,239	\$ (3,082)	-2%	\$ 198,013	\$ 252,907	\$ 384,987	\$ 480,967	\$ 611,621

20/11/02

APPENDIX 10: BUDGET MODEL

Schedule 2

UNIVERSITY OF TORONTO AT SCARBOROUGH

PARKING SERVICES

STATEMENT OF COMMITMENTS AND CUMULATIVE SURPLUS, 2001-02 TO 2007-08

	2001-02 ACTUAL	2002-03 BUDGET	2002-03 FORECAST	2003-04 BUDGET	2004-05 BUDGET	2005-06 BUDGET	2006-07 BUDGET	2007-08 BUDGET	2008-09 BUDGET	2009-10 BUDGET	2010-11 BUDGET	2011-12 BUDGET	2012-13 BUDGET
COMMITMENTS TO CAPITAL RENEWAL													
Planned expenditures:													
Equipment and furnishings	27,040	35,832	33,222	45,865	46,782	47,717	48,672	46,645	50,638	51,651	52,684	53,738	54,812
Equipment repair & maintenance	51,857	70,133	68,493	90,284	131,236	138,660	134,755	136,155	141,938	144,777	147,672	150,566	153,638
Depreciation	5,830	1,624	1,082	1,274	1,299	1,325	1,352	1,379	1,406	1,434	1,463	1,492	1,522
Replacement of non-depreciable equipment	84,727	107,588	102,797	137,422	179,317	187,702	184,778	193,982	193,982	197,862	201,819	205,865	209,973
Annual maintenance	(23,910)	46,448	47,500	69,050	76,031	71,132	63,764	73,909	75,388	76,895	78,433	80,002	81,602
Major maintenance & improvements	89,306	234,500	182,750	65,000	0	0	0	0	150,000	150,000	150,000	150,000	200,000
Total actual planned expenditures	150,123	388,534	333,047	271,472	255,348	258,834	268,533	266,088	419,370	424,757	430,252	435,857	491,574
Capital renewal allowance	280,123	463,534	333,047	337,872	321,748	325,234	334,933	330,488	469,370	474,757	480,252	485,857	541,574
(average of planned expenditures for five years)													
Increase/(decrease) in commitments to capital renewal (sch. 1)	130,000	75,000	0	66,400	66,400	66,400	66,400	66,400	50,000	50,000	50,000	50,000	50,000
Transfers (to)/from new construction reserve	42,000	172,000	(172,000)	0	66,400	132,800	199,200	265,600	332,000	382,000	432,000	482,000	532,000
Capital Renewal Reserve - Opening Balance	172,000	247,000	0	66,400	132,800	199,200	265,600	331,000	382,000	432,000	482,000	532,000	582,000
COMMITMENTS TO CONSTRUCTION RESERVE													
New construction reserve, opening balance	-	-	60,000	232,000	-	-	-	-	-	90,000	190,000	290,000	390,000
Transfers (to)/from capital renewal reserve	-	-	172,000	-	-	-	-	-	-	-	-	-	-
Transfers (to)/from other reserved	-	-	-	(232,000)	-	-	-	-	90,000	100,000	100,000	100,000	100,000
Increase/(decrease) in new construction reserve (sch. 1)	-	-	-	-	-	-	-	-	-	-	-	-	-
downpayment on mortgage	-	-	232,000	-	-	-	-	-	90,000	190,000	290,000	390,000	490,000
New construction reserve - Closing Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
OPERATING RESERVE (50% Operating Costs)													
Operating Reserve Opening Balance	269,150	271,710	357,608	362,983	532,659	726,005	732,737	739,845	747,339	759,339	771,339	783,339	795,339
Transfers (to)/from other reserves (a)	88,458	4,321	5,375	26,676	36,345	6,732	7,109	7,493	12,000	12,000	12,000	12,000	12,000
Increase/(decrease) in operating reserve (sch. 1)	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Reserve - Closing Balance	357,608	276,031	362,983	532,659	726,005	732,737	739,845	747,339	759,339	771,339	783,339	795,339	807,339
UNAPPROPRIATED SURPLUS/(DEFICIT):													
Net operating results after commitments (sch. 1)	0	0	150,000	126,708	80,133	215,575	306,543	408,119	202,880	214,333	240,453	269,680	251,982
Transfers -	0	0	0	(143,000)	(157,000)	0	0	0	0	0	0	0	0
(To)/from other reserves (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
(To)/from other ancillary operations	0	0	0	0	0	0	0	0	0	0	0	0	0
(To)/from operating fund	0	0	(150,000)	(170,000)	(175,000)	(180,000)	(185,000)	(190,000)	(200,000)	(205,000)	(210,000)	(215,000)	(220,000)
(To)/from restricted fund	0	0	0	0	0	0	0	0	0	0	0	0	0
Net change in surplus for the year	0	0	(0)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)
Opening balance	0	0	(0)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)
Unappropriated surplus/(deficit), closing balance	0	0	(0)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)	(186,292)
TOTAL FUND BALANCE	529,608	523,031	594,983	412,767	420,645	529,352	724,403	1,017,415	1,172,295	1,344,228	1,536,680	1,753,370	1,947,352

University of Toronto at Scarborough
Renovation and expansion to existing parking facilities

Standard Criteria

Analysis of revenue generating parking spaces

	Before Project	After Project
<u>Inner Lots</u>	810	810
less: lost spaces re:building construction		
Residence		(157)
Management		(236)
Total Inner	810	417
<u>Outer Lots</u>		
Existing	981	981
add: extra spaces due to renovation		169
add: new construction		
Centennial		1,000
UTSC		249
Total Outer Lots	981	2,399
Total Parking Spaces	1,791	2,816

Mortgage Terms

Rate	8%
Amortization - Years	25
Compounding (monthly)	12

Capital Renewal to start in year

Existing	1
New	1

Operating reserve to start in year

Existing	1
New	1

<u>Breakeven Year</u>	<u>Annual</u>	<u>Cumulative</u>
New Operation only	4	7
Existing Operation only	3	1
Total Operation	3	1

Project Cost Allocation and Funding Sources

	Renovation of Existing Outer Lots	Construction of Additional Outer Lots	Total
Project Costs			
Construction Costs	3,937,493	4,276,460	8,213,953
Funding Sources			
<u>Internal</u>			
UTSC Parking Ancillary Contribution	232,000		232,000
Academic Resource Center		184,000	184,000
	232,000	184,000	416,000
<u>External</u>			
Mortgage	3,705,493	4,092,460	7,797,953
Total Funding	3,937,493	4,276,460	8,213,953

Present value of annual cashflows not including cost of financing, for 25 years	6,541,428	5,092,662	11,634,091
Internal Rate of Return	13.99%	10.23%	12.15%

Appendix 1

UTSC Parking Expansion Proposal - December 2002 Submission

Sensitivity Analysis if Project Costs Increase and Funding Shortfall Occurs

	Model 1	Model 2	Model 3
	<u>UTSC Submission</u>	<u>Medium Case</u>	<u>Worst Case</u>
Project Cost Overrun of 10%	0	0	820,000
Ancillary Contribution Shortfall	0	232,000	232,000
ARC Contribution Shortfall	0	184,000	184,000
 <u>Annual Parking Rates (2003/04)</u>			
Inner Lot	515.63	515.63	515.63
Outer Lot	359.38	359.38	359.38
 <u>Annual Breakeven Year</u>			
Combined Operations	3	4	5
New Operations	4	5	9
Existing Operations	3	3	4
 <u>Cumulative Breakeven Year</u>			
Combined Operations	1	1	1
New Operations	7	8	8
Existing Operations	1	1	1
 <u>Internal Rate of Returns</u>			
Combined Operations	12.15%	11.56%	10.53%
New Operations	10.23%	9.77%	8.79%
Existing Operations	13.99%	13.27%	12.17%
 NPV - Combined Operations (Cashflows before financing costs and net of capital cost)	11,634,091	11,634,091	11,634,091