

Steeles Technology Campus (formerly the Call-Net Centre) Municipal Services, Transportation Planning

Sprint Canada – through its real estate arm, Telefirma – owned an 18 ha (46 acre) parcel of land in the north-east corner of the North York district of the City of Toronto. The site was developed as the corporate headquarters of Sprint Canada in a campus setting with a series of low buildings around a simple courtyard. Towards the end of construction of Phase I of the development, Sprint Canada sold the property to Bentalls, and it was re-named the Steeles Technology Campus.

The buildings address the courtyard and focus services, servicing and loading on an external ring road, thus achieving a major separation of pedestrian and vehicular traffic.

With zoning for just under 3,000,000 sq. ft., the site is being developed in phases. Master planning was completed with an exiting strategy which would allow expansion to take place in a flexible manner with subleasing of some buildings if necessary.

Because of the very tight schedules required and the incremental tendering approach adopted in order to fast-track the development, close coordination was required between the architect, landscape architect, civil and transportation consultant (LEA), and the cost consultants and construction managers.

Site servicing involved the provision of sanitary sewers and a sewer monitoring study for the City, together with the design of water mains for water supply. The stormwater management plan for the site detains 2 year and 100 year flows to



predevelopment levels in a linear stormwater management pond, which also satisfies water quality requirements. Because of the high water table on site, the underground parking garage for 2,400 cars was fitted with a weeping tile system beneath the floors and around the walls. The seepage water is pumped into the stormwater management pond and is expected to provide a more or less permanent supply of water. This water supply has been turned to advantage and several permanent ponds have been created as landscape features around which passive and active recreational activities are being organized.

Digital terrain modeling services were provided by LEA to manage the large volumes of earthworks created by excavation of the underground parking and the stormwater management pond. Working in close cooperation with the landscape architect, the

majority of the surplus excavation was placed into landscape features around the site.

PROJECT SUMMARY

Client:
Telefirma (Sprint Canada)

Location:
City of Toronto, Canada

Services Provided:
Topographic Surveys, Site Servicing, Bridge Engineering, Transportation Planning, Traffic Engineering, and Construction Supervision

With a relatively high parking ratio of about 5 spaces / 1000 sq.ft., the Call-Net Centre will be provided with about 6,000 parking spaces on ultimate build out. 2,400 of these spaces will be in an underground 2-level garage forming a podium for the courtyard, while the remaining spaces will be accommodated in parking structures and on the surface.

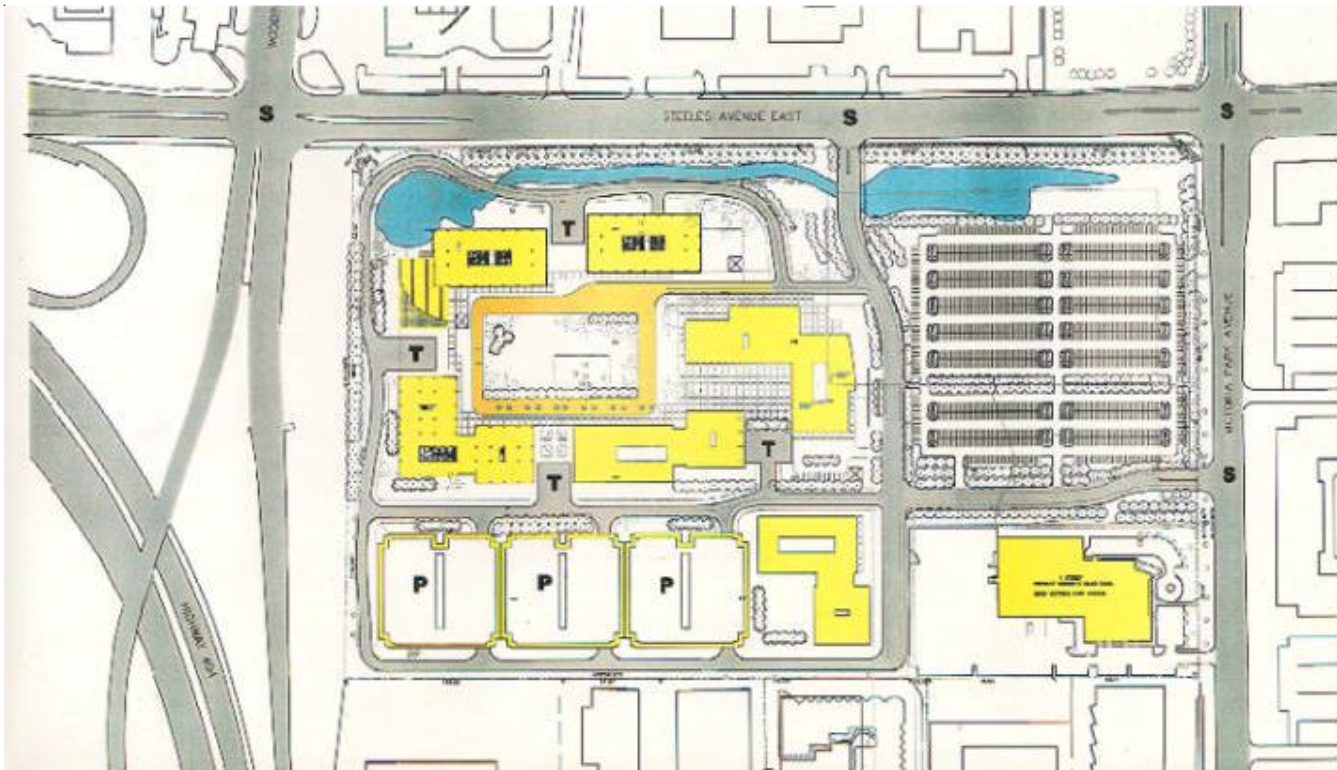
An employee survey had determined that there would be a high level of car ownership with limited opportunities to change

the modal split to encourage higher transit use. Located adjacent to the busiest intersection in the City of Toronto carrying 112,000 vehicles per day, the safe and efficient exiting of traffic from the site was of paramount importance.

The internal site circulation necessary to deliver traffic efficiently to the new signalized accesses on adjacent arterial roads required the provision of a vehicular bridge which was combined with the stormwater

management feature crossing of the main access. This bridge was designed by the structures group of LEA Consulting Ltd.

In order to satisfy the approving authorities, a number of complex signal progression analyses were required to ensure that the new signalized accesses for the site would not compromise the traffic flow along the adjacent major arterials and through Toronto's busiest intersection at Steeles Avenue and Woodbine / Highway 404.



Development Site