

**1540 Bloor Street West – Rezoning and Site Plan Applications – Request for Direction Report – Supplemental Report**

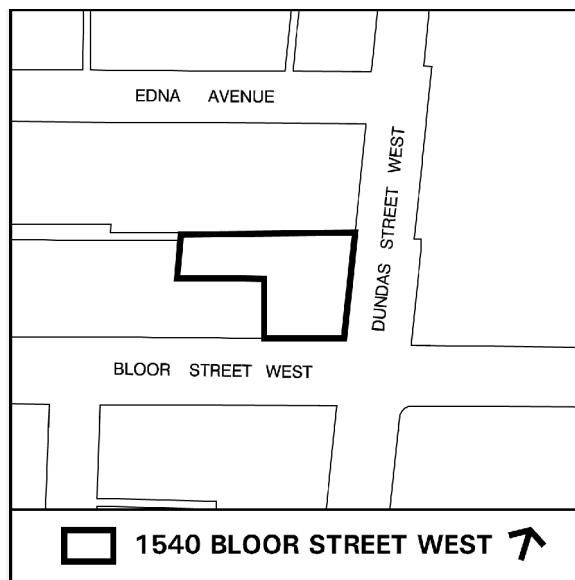
<b>Date:</b>	November 4, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 14 – Parkdale-High Park
<b>Reference Number:</b>	07 238234 STE 14 OZ (Rezoning) and 07 238225 STE 14 SA (Site Plan Control)

**SUMMARY**

The October 20, 2009 report, “1540 Bloor Street West – Rezoning and Site Plan Applications – Request for Directions Report” recommended refusal of the proposed 27-storey residential condominium with retail at grade.

At the time of writing of the report, final comments from Technical Services staff for the revised 27-storey residential condominium submission received on August 14, 2009 were not provided to City Planning staff. On November 4, 2009, City Planning received a revised memo from Technical Services outlining their concerns related to parking requirements, traffic impact assessment, driveway access and site circulation, loading, and solid waste.

This report provides an overview of Technical Services’ comments based on the revised August 14, 2009 resubmission and outlines the outstanding issues provided by staff.



## RECOMMENDATIONS

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### **The City Planning Division recommends that:**

1. City Council direct the City Solicitor to include the Technical Services issues described in this report as part of the staff position at the Ontario Municipal Board (OMB) hearing of the owner's appeal.

### **Financial Impact**

The recommendations in this report have no financial impact.

## COMMENTS

The following comments should be considered in addition to the comments included in the October 20, 2009 report, "1540 Bloor Street West – Rezoning and Site Plan Applications – Request for Directions Report".

### **Parking**

A minimum of 110 on-site parking spaces (97 residential spaces, 10 visitor spaces, and 3 car-share spaces) are being provided within an underground parking garage. Given the intended unit count and unit mix for the proposed development, the proposed parking supply is less than the minimum Zoning By-law requirement for MCR Districts, which consists of 169 spaces and includes 154 residential spaces and 15 visitor spaces. More importantly, the proposed parking supply is less than the estimate of the parking demand that will be generated by the project consisting of 217 spaces (202 residential spaces and 15 visitor spaces.) This parking demand is based on the following ratios:

Bachelor Units	0.3 spaces per unit
1-Bedroom Units	0.7 spaces per unit
2-Bedroom Units	1.0 spaces per unit
3+ Bedroom Units	1.2 spaces per unit
Visitor Spaces	0.6 spaces per unit

Parking for the proposed development must be provided in accordance with the above-noted parking demand ratios. However, Transportation Services staff is willing to consider the application of lower parking standards for this development provided that acceptable site-specific documentation is submitted which demonstrates that the proposed parking supply will adequately accommodate the associated parking demand. In the absence of this documentation, it is recommended that the above-referenced parking ratios be incorporated into the Site Specific By-law for the approved development.

Transportation Services staff have reviewed the applicant's proposal to provide three car-share parking spaces and found it to be generally acceptable. Under such an arrangement, a reduction of 10 residential parking spaces for each car-share parking space is typically granted. Accounting for this reduction, along with the above-noted parking ratios, a total

of 190 parking spaces would be required consisting of 172 residential parking spaces, 15 visitor parking spaces and 3 car-share parking spaces.

### **Traffic Impact Assessment**

Transportation Services staff noted in their March 3, 2009 letter to the applicant's transportation consultant that the acceptance of the traffic impacts for this development is subject to revising the drawings to incorporate appropriate design modifications to the building (e.g. corner splay, gate controls, signs etc.) to help improve interaction between pedestrians and vehicles at the site access driveway, and all measures required to help ensure that the proposed access arrangement will effectively operate as intended. The submission of acceptable documentation is also required, which describes in detail, all measures that are proposed to help ensure that the access arrangement will effectively operate as intended. The above requirements are still outstanding as they have not been addressed by the transportation consultant.

### **Driveway Access and Site Circulation**

Vehicular access to the site will be provided by an entrance driveway from within the public lane and an entrance driveway on Dundas Street West. Access restrictions will need to be implemented at these entrance driveways, as noted above.

According to Transportation Services staff, the locations of the proposed entrance driveways of this development, and their intended access arrangement, are generally acceptable. However, as discussed above, this is subject to outstanding access issues noted in the Traffic Impact Assessment section of this report being addressed to the satisfaction of Transportation Services.

The proposed entrance driveway on Dundas Street West must be designed to be in accordance with City of Toronto Standard No. T-310.050-1 and as such, the submitted drawings must be revised to comply with this requirement. Furthermore, all existing curb cuts which do not form part of the new access arrangement for this project must be closed and restored to the satisfaction of General Manager of Transportation Services.

### **Loading and Solid Waste**

The submitted drawings show the provision of 1 "Type B" and 1 "Type G" loading spaces for this development. This satisfies the applicable loading supply requirements of the Zoning By-law, which is acceptable.

Direct access to the proposed loading spaces will be provided from an internal drive aisle which runs along the north side of the building. This is generally acceptable, provided that all outstanding access related issues noted in the Traffic Impact Assessment section of this report are addressed to the satisfaction of Transportation Services.

Given their location and orientation, acceptable truck swept path drawings must be provided which illustrate that typical design vehicles can adequately access the loading spaces and enter/exit the site in a forward motion. These drawings must take into account

situations where one of the loading spaces is occupied by another vehicle inclusive of the City's solid waste refuse collection vehicle.

The Type G loading space is situated adjacent to a Type B loading space which is problematic. The Vehicle Turning Assessment submitted with the application and assessed by MM Group (dated June 15, 2007), shows that the City's solid waste refuse collection vehicle can only enter and exit the site if the Type B loading space is not occupied. Restricting the use of the Type B loading space to alternate days from that of City collection does not resolve this conflict in that the City's collection vehicle would already have entered the site to verify if that space is occupied. At that point the City's solid waste refuse collection vehicle can only exit the site by backing out onto Dundas Street West, which is not acceptable.

## **CONTACT**

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## **SIGNATURE**

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Raymond David, Director  
Community Planning, Toronto and East York District

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