

To: Barbara Bartosik, Manager and Deputy Secretary-Treasurer
Committee of Adjustment, Etobicoke York Panel

From: Luigi Nicolucci, Manager, Traffic Planning/R-O-W Management

Date: January 3, 2018

Subject: **COMMITTEE OF ADJUSTMENT FILE NO. A0390/17EYK (REVISED)**
WILLIAM DUMA
74 ROYAL YORK ROAD
WARD 6

HEARING DATE: JANUARY 11, 2018

Further to our June 16, 2017 comments to the Committee of Adjustment, the Transportation Services Division reviewed the above-noted *revised* minor variance application from a traffic planning perspective and has the following comments.

The subject site is located at the southwest corner of Lake Crescent and Royal York Road, in the former City of Etobicoke (Ward 6). The applicant proposes to convert the existing electronic retail store into a daycare/nursery school.

Based upon the *current revised* submission for this application, ***no Traffic-related variances were indicated in the Public Hearing Notice for the upcoming January 11, 2018 hearing***, at which the current revised application is scheduled to be heard. The revised October 6, 2017 zoning review also did not indicate any Traffic-related variances.

Previous Submission

The subject application was previously heard at the Committee of Adjustment on June 29, 2017. For this previous submission, the applicant proposed the following traffic-related minor variances (as per the previous Public Hearing Notice for the June 29, 2017 hearing):

Variance No. 6

Section 340-34

The minimum required number of parking spaces is 19.

The altered building will have a total of 4 legally accessible parking spaces.

Variance No. 7

Section 340-31(A), as amended by By-law 497-2007

A minimum of 6 m of access be provided in front of all parking spaces.

A total of 0 m will be provided in front of the legal parking spaces.

According to the previously-submitted site plan, the property provided a total of six parking spaces, four of which are independently accessible. Two spaces are accessed directly from Lake Crescent and four spaces (two of which are in tandem) are accessed from Royal York Road.

According to the previous zoning review, 19 parking spaces were required, whereas 4 legally-accessible parking spaces were provided. According to the previous site plan, 19 staff were to be employed at the proposed daycare, which was intended for a total of 90 children. The applicant proposed a parking shortfall of 15 parking spaces. No evidence was provided in support of this proposed parking variance.

In our initial discussion with the applicant's representative, we indicated that we were concerned with the significant parking deficiency and the lack of an on-site pick-up and drop-off area for parents, as well as the tandem parking spaces, which are not independently accessible.

Lake Crescent operates in a one-way eastbound direction. Parking is prohibited on the south side of Lake Crescent abutting the subject property, and a three hour limit applies to the south side of Lake Crescent, west of the site frontage. Parking is prohibited on the north side of Lake Crescent. The previous proposal could not satisfy most of its parking demand on-site (and cannot use on-street parking to address this demand); according to the site plan, it is anticipated that 19 staff will be employed at the proposed facility.

In a subsequent discussion with the applicant's representative, an inquiry was made as to whether passenger pick-up and drop-off activities could be accommodated on-street. Our Traffic Operations section confirms that no short-term parking for pick-up and drop-off activities will be permitted in front of the Building along Lake Crescent due to the existing parking prohibition, and any such short-term parking in front of the adjacent residential properties west of the site frontage will not be permitted without permission of the affected residents.

Based upon the significant traffic operational issues and the 15-space parking shortfall, this Division recommended refusal of the subject application. The Committee of Adjustment recommended that the application be deferred in its June 29, 2017 hearing to allow the applicant an opportunity to consult with neighbours, Community Planning and Transportation Services.

Revised Submission

Following the previous hearing, the applicant subsequently undertook to revise their submission, along with discussions with Transportation Services.

The current *revised* submission now proposes to provide nine on-site parking spaces for the proposed daycare: seven spaces are proposed to be accessed from a driveway to Lake Crescent and two parking spaces are proposed to be accessed directly from Royal York Road. The revised submission is premised upon the following:

- The proposed daycare facility will operate between 7 a.m and 6 p.m., Monday through Friday;
- There will be a *maximum* of nine (9) on-site staff (including supervisory staff);

- A *minimum* of nine (9) legal on-site parking spaces shall be maintained; and
- The facility will accommodate a *maximum* of 54 children.

As noted above, there were no Traffic-related variances that were cited for the revised submission to be heard for the January 11, 2018 Committee hearing, including no parking supply variances: nine parking spaces are provided for the nine staff members.

In its November 3, 2017 e-mail to Traffic Planning, the proponent included a site plan dated November 2, 2017 that illustrated scheduled staff parking that provided accommodation for on-site pick-up and drop-off activities. This staff parking schedule is *missing* from the site plan that was included in the current revised submission materials (site plan dated September 25, 2017; electronically stamped by the Committee of Adjustment on October 26, 2017).


We require that the site plan included with this application include a staff parking schedule to accommodate on-site pick-up and drop-off activities, which is essentially similar to the November 2, 2017 site plan submitted to Traffic Planning; *however*, we require that the schedule be revised such that the pick-up and drop-off activity take place primarily within the parking lot accessed from Lake Crescent and that the two parking spaces that are accessed from Royal York Road be provided primarily for staff parking; i.e., minimal pick-up/drop-off activity for these two parking spaces.

Based upon the foregoing, we have no objections to the current application subject to the following:

1. The site plan be revised to explicitly indicate that there will be a *maximum* of nine (9) on-site staff (including supervisory staff);
2. The site plan be revised to explicitly indicate that a *minimum* of nine (9) legal on-site parking spaces shall be maintained;
3. The site plan be revised to explicitly indicate that the facility will accommodate a *maximum* of 54 children;
4. The site plan be revised to explicitly include, to the satisfaction of this Division, a staff parking schedule to accommodate on-site pick-up and drop-off activities, which is essentially similar to the November 2, 2017 site plan submitted to Traffic Planning, except that the schedule be revised such that the on-site pick-up and drop-off activity take place primarily within the parking lot accessed from Lake Crescent and that the two parking spaces that are accessed from Royal York Road be provided primarily for staff parking; i.e., minimal pick-up/drop-off activity for these two parking spaces;
5. The site plan be revised to explicitly indicate that signage shall be installed for each of the nine on-site parking spaces identifying the times during which each space shall be available for pick-up and drop-off activities, as per the staff parking schedule described in the condition above;
6. The site plan must be revised to accurately illustrate the municipal sidewalk and street curb. The site

plan currently illustrates the street corner as a sharp corner, not a radius; this must be revised;

7. The site plan must be revised to include a notation on the drawing stating: "The proposed new driveways shall be constructed to the applicable City of Toronto Design Standard(s)";
8. The site plan must be revised to include a notation on the drawing stating: "The applicant must provide a Municipal Road Damage Deposit (MRDD) for the proposed driveway construction within the municipal boulevard." The applicant must contact Ms. Joanne Vecchiarelli of our Right-of-Way Management Section at 416-338-1045 in this regard;
9. The site plan must be revised to include a notation on the drawing stating: "The applicant must obtain all required permits to construct the proposed driveways from the Right-of-Way Management Section of Transportation Services (i.e. curb cut permits, etc.)"; and
10. The above-mentioned revisions shall be illustrated to the satisfaction of Transportation Services.



for

Luigi Nicolucci
Manager, Traffic Planning/R-O-W Management
Transportation Services Division

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cc: C. of A.
M. Hargot (Traffic Operations)
K. Akins (Traffic Operations)