

# TORONTO STAFF REPORT

May 20, 2004

To: Toronto South Community Council

From: Director, Community Planning, South District

Subject: Final Report  
Application to Amend the Official Plan and Zoning By-law 438-86  
630 & 650 Mount Pleasant Road  
Panterra Federated Properties Corp., (Page & Steele, Architects)  
03 035130 SMI 22 0Z  
Ward 22 - St. Paul's

Purpose:

This report reviews and recommends approval of an application to amend the Official Plan and the Zoning By-law for an 8-storey building including; partial penthouse floor, with retail at grade and 3 levels of underground parking at 630 - 650 Mount Pleasant Road.

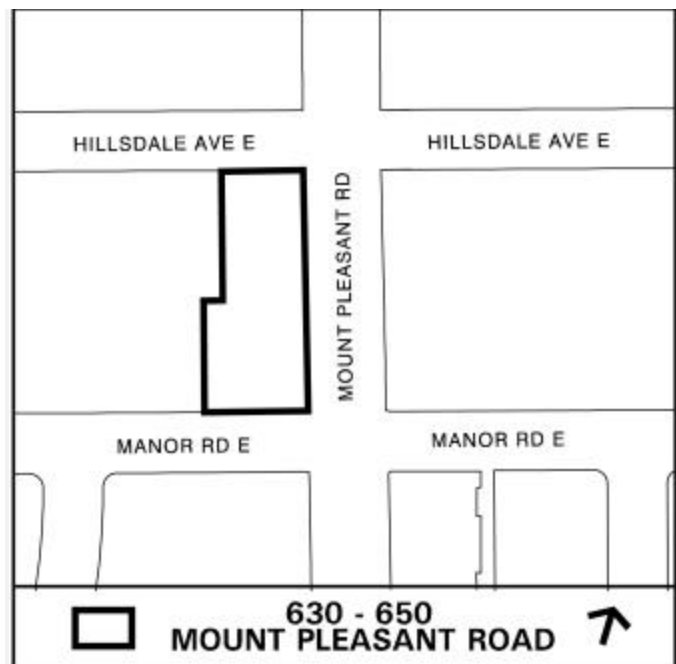
Financial Implications and Impact Statement :

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the former City of Toronto substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 10;
- (2) amend Zoning By-law 438-86 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11;



- (3) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required;
- (4) authorize the City Solicitor to prepare a Section 37 Agreement to secure the off-site improvements identified in this report prior to introducing the necessary Bills to City Council;
- (5) before introducing the necessary Bills to City Council for enactment, require the owner to enter into a Section 37 Agreement in a manner satisfactory to the City Solicitor;
- (6) require that the owner, in accordance with the terms of the Section 37 Agreement, pay \$200,000.00 to the City of Toronto in a form satisfactory to the Chief Financial Officer and Treasurer;
- (7) require the applicant to enter into a Site Plan Agreement under Section 41 of the Planning Act before introducing the necessary Bills to City Council for enactment;
- (8) submit to the Commissioner of Works and Emergency Services approved plans of the development, with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building for the purpose of preparing building envelope plans for site specific exemption by-laws. Such plans should be submitted at least 3 weeks prior to the introduction of a bill in Council;
- (9) submit to the Commissioner of Works and Emergency Services a strata Reference Plan of Survey, in metric units and referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands to form part of the condominium corporation, the lands to be under the jurisdiction of the Toronto Parking Authority and any appurtenant rights-of-way and easements. Such plan should be submitted at least 3 weeks prior to the introduction of a bill in Council;
- (10) submit, prior to the introduction of a bill in Council, documentation to the satisfaction of the Commissioner of Works and Emergency Services that the reciprocal right-of-way between Premises No. 168 Manor Road East and the subject site has been extinguished;
- (11) submit to the Commissioner of Works and Emergency Services, for review and acceptance, prior to the introduction of bills in Council for the rezoning application, a site servicing review to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate;
- (12) submit to the Commissioner of Works and Emergency Services, for review and acceptance, prior to the introduction of bills in Council for the rezoning application, a

street lighting review to determine the adequacy of the existing street lighting and identify any improvements that may be required; and

- (13) the owner shall provide and maintain an irrigation system, for the proposed trees within the public road allowances, including an automatic timer, designed to be water efficient by a certified Landscape Irrigation Auditor (CLIA) and constructed with a back flow preventer to the satisfaction of the Commissioner of Works and Emergency Services, including requirements to maintain in good order and operation.

#### Background :

#### Proposal

An application was submitted on March 26, 2003 by Panterra Federated Properties Ltd. to amend the Official Plan and Zoning By-law to permit the construction of an 8-storey including penthouse, mixed commercial residential building. The site is currently occupied by a 2-storey commercial building and a surface parking lot owned and operated by the Toronto Parking Authority. The applicant is proposing to demolish the existing building and to relocate the Toronto Parking Authority (TPA) lot to the first level of the underground garage of the proposed building. Refer to Attachments 2 - 6 for Site Plan and Elevation details and Attachment 1 for Site Statistics.

#### Site and Surrounding Area

The site is located on the west side of Mount Pleasant Road and occupies the full block between Manor Road and Hillsdale Avenue. The site is in the midst of a mixed commercial/residential strip on Mount Pleasant Avenue. The area is primarily comprised of 2 and 3-storey buildings with service and retail commercial at grade and residential apartments above. To the west of the site is a low-density residential neighbourhood.

#### Official Plan

The subject lands are designated Low Density Mixed Commercial Residential Area in the Yonge-Eglinton Part II Official Plan (refer to Attachment 8). That designation permits a mix of commercial and residential uses at a density of up to 3.0 times the area of the lot.

The Official Plan also classifies this segment of Mount Pleasant Road as, 'Main Streets' and indicates that buildings in this classification will 'generally' have heights of up to 5-storeys. The Plan states that 'Main Streets' provide areas for shopping and housing and should serve as a focus for and define the edges of, low-rise residential neighbourhoods.

At its meeting of November 26, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new plan, in part, with modifications. The Minister's decision has been appealed in its entirety. The Official Plan is now before the Ontario Municipal Board. The first prehearing on the new

Official Plan was held on April 19 and 20. The next prehearing has been scheduled for September 14, 2004.

When the new Official Plan comes into force and effect, it will designate the subject lands 'Mixed Use Areas'. This designation permits a broad range of commercial and residential uses but relies on the Zoning By-law (438-86) to direct the appropriate density for the site.

#### Zoning

The property is zoned MCR T3.0 C2.0 R2.5 and has a height restriction of 16 metres (refer to Attachment 7). This zoning allows a mix of commercial and residential uses with a total density for a mixed use building of up to 3.0 times the lot area provided the commercial component is 2.0 times the lot area or less and provided the residential component does not exceed 2.5 times the area of the lot.

#### Site Plan Control

The proposed development is subject to site plan control. An application for site plan approval has been submitted concurrently with the Official Plan and Zoning amendment application.

#### Tree Preservation

There are 4 significant City-owned trees affected by this project. The American Elm at the south-west corner of the site is to be protected. The other 3, which are located on Manor Road and Hillsdale Avenue, are to be removed. The applicant is proposing to replace these trees with 4 new tree plantings on Manor Road and 3 trees on Hillsdale Avenue. All are to be planted in ground (rather than planters).

#### Reasons for the Application

The applicant is proposing a total density of 4.63 times the lot area rather than the maximum of 3, which is permitted by the Official Plan and by the Zoning By-law.

The proposed 24.5 metre height, measured to the top of the penthouse, exceeds the 16.0 metres which is permitted by the Zoning By-law.

At 11,657 square metres, the residential density exceeds the 2.5 times residential coverage permitted by the By-law.

Other areas of non-compliance with the Zoning By-law are identified in the Zoning Review, which is found in Attachment 9, 'Agency Comments'.

## Community Consultation

At the direction of the Toronto South Community Council, a community consultation meeting was held at Manor Road United Church on October 9, 2003. Concerns about the proposal which were expressed at that meeting and in written comments submitted subsequent to that meeting include:

- building density and the number of units;
- building height particularly with respect to overlook of adjacent houses on the west side of the building;
- traffic generated by the proposed building;
- traffic short-cutting through the proposed service lane; and
- laneway lighting impacting adjacent residences.

A second meeting was held in the neighbourhood by the local ward Councillor at the Church of the Transfiguration on March 17, 2004. At that meeting, the applicant presented revised drawings, which addressed the issues, raised at the first community consultation. The applicant also introduced a model of the proposed building, which illustrated the fit of the building on its site and within the neighbourhood context.

## Agency Circulation

The application was circulated to all appropriate agencies and City Departments. Their responses have been used to assist in evaluating the application and to formulate appropriate by-law standards.

## Comments:

### i) Land Use

The existing 2-storey building on the site is currently occupied by, a coffee shop, an antique store, a linens store, a car rental office and a take-out and delivery pizza restaurant. The northern half of the site is a 36 car surface parking lot operated by the TPA. The TPA lot is accessed from Mt Pleasant Road.

The site is located within the Mt Pleasant Commercial area that extends from Millwood Road to Eglinton Avenue. The proposed building is to have ground floor commercial uses and 7 storeys of residential above. The eighth floor is a partial floor accomodating up to 3 penthouse units.

The proposed building will provide areas for shopping and housing. It will serve as a focus for, and define the edge of the low-rise residential neighbourhood to the west as required along designated “Main Streets”.

ii) Height

Building heights in the Mount Pleasant commercial area vary but most buildings are 2 – 3 storeys with retail or service commercial at grade and residential apartments above. Some buildings, such as 700 Mount Pleasant Road (12 storeys), exceed that typical height.

By-law 438-86 permits a building height of up to 16 metres or approximately 5 storeys. The proposed mixed commercial/residential building is 8-storeys (including the partial penthouse floor) or 24.5 metres.

A number of design features soften or reduce the visual impact of the proposed building above the fifth floor (refer to Attachments 3 - 6):

- the building is stepped back at a number floors on all elevations. For example, at the south end of the west face, the building steps back above the fifth, sixth and seventh floors;
- the design incorporates a recessed roofline with dormer windows on the sixth and seventh floors; and
- the habitable spaces on the eighth floor are pulled to the south end of the building where the lot is deeper from east to west.

These design features and techniques also have the effect of increasing the distance separation between upper level units and the houses to the west.

iii) Shadow and Overlook

Staff have reviewed the applicant’s shadow impact study and find that the proposed development maintains reasonable access to sunlight for the existing homes in the area and for the surrounding pedestrian environment.

To ensure protection from an inordinate amount of shadowing and overlook on and into neighbouring houses, Section 12(2) 119 (ii) and (iv) of By-law 438-86 requires that this building be set back 6.1 metres from a lot in an ‘R’ zone and that it be constructed within a 60 degree angular plan which extends from the 10 metre point up from grade on the west building wall. The west elevation shows recessed balconies and terraces on the stepped-back portions of the building above the fourth floor. All are within the angular plane.

The south half of the west elevation of the building fits fully within the 60 degree requirement. The mechanical penthouse, the highest point of the building, has been down-sized from the original proposal and is now also within the angular plane. The sixth and

seventh floor units at the north end of the west face project slightly into the angular plane but not enough to cause a meaningful change to the shadow pattern.

The east elevation of the building is entirely within the 60 degree angular plane drawn from a point 10 metres from the east property line within the Mount Pleasant roadway (as is required by Section 12(2)119(iv)).

iv) Massing

The building is to be constructed at the sidewalk edge on its Mount Pleasant frontage as is encouraged by the Mainstreets policies of the Official Plan. The building would stretch the full width of its Mount Pleasant frontage, from Manor Road to Hillsdale Avenue. This length of building will provide continuous storefronts where they are currently interrupted by the TPA parking lot.

If a building of this height and width was constructed with unarticulated elevations, the building mass would be unduly emphasized. The massing of this building is necessarily broken up by horizontal and vertical design features (refer to Attachments 3 - 6). Some of these features are:

- the building steps back above the fifth, sixth and seventh floors;
- the building is to be constructed of alternating building materials and shadings; and
- the building includes columns of window bays dormers and parapets.

This detailing tends to fade certain portions of the building to the background while accentuating other features of the building.

v) Density and Unit Count

The combined non-residential and residential gross floor area of the proposed building is 4.63 times the lot area or 1.63 times the lot area over the floor area permitted by the Official Plan and by the Zoning By-law.

Most of the building's floor area is dedicated to the proposed 136 residential units. As discussed in previous sections of this report, the building's height and mass have been essentially designed within the permitted angular plan limits to curtail detrimental impact on the surrounding neighbourhood. The potential impact of these units and the grade related retail uses on the local traffic circulation is discussed in Section (vi) of this report.

vi) Parking, Access and Traffic Impact

Existing Parking on Site

The existing 36-space TPA lot is used by local commercial clientele and is accessed via a driveway off of Mount Pleasant Road.

There is also a boulevard parking area on the Manor Road frontage accommodating approximately 8 cars including 2 or 3 tandem spaces. These spaces are used as short-term parking for The Second Cup coffee shop. Drivers using these spaces access them by crossing the sidewalk and egress by backing out across the sidewalk. These spaces pose a safety hazard to pedestrians and would not be replaced with the proposed development.

#### Proposed Parking

The applicant is proposing a total of 209 parking spaces, in a 3-level underground garage. Seventy of those spaces are to be provided on the first level in a new TPA facility. One hundred and thirty nine spaces are to be provided for the residents of the 136 condominium units of the building.

By-law 438-86 requires a total of 120 parking spaces for the residential use and none for the non-residential component of the building. The By-law requires that 86 of those spaces is allocated to the residential tenants of the building and 34 are to be reserved for their visitors. The applicant is proposing 139 spaces (19 more than required) to be entirely for the use of the residents. The visitors of the residents of the building could park in the 70 TPA spaces. This allocation of spaces has been found acceptable to Works and Emergency Services.

#### Access

A single driveway from Mount Pleasant Road will access the parking garage (refer to Attachment 2). The proposed driveway is in the same approximate location as the existing TPA access drive. Access will be either by south-bound right turn or north-bound left turns. Left turns out of the garage will be prohibited.

A service laneway is proposed for the west side of the site and would extend from Manor Road to Hillsdale Avenue (refer to Attachment 2). The lane would be retained as a private lane and would provide access to the site's loading area for service vehicles and City garbage and recycling pick-up.

The lane would also provide access for resident pick-up and drop-off at peak traffic hours when no 'standing' of vehicles is permitted on Mount Pleasant Road. The lane is to be designed as a hard surfaced open space. It will be constructed of asphalt and accented with paver stones and include landscaped areas and shielded lighting which will be sensitive to the windows of adjacent homes. It will also have gateway columns at either end to re-inforce the perception of private property and thereby discourage motorists from shortcutting through the property.

#### Traffic Impact

The applicants' traffic study has been accepted by Works and Emergency Services. It projects that approximately 60 more morning peak and 80 more afternoon peak-hour 2-way trips will be generated by the proposed building. The applicant undertook a 'gap' study to assess the capacity of the local streets (primarily Mount Pleasant Road) to accommodate the



new traffic volume. The study showed that there will be more than sufficient capacity to accommodate the anticipated traffic increase.

vii) Landscaped Open Space

The proposed development is situated in an established neighbourhood commercial area in a Mixed Commercial/Residential (MCR) zone. Buildings in MCR zones are encouraged to be built to the street to encourage a continuous commercial edge to the pedestrian environment.

The By-law has no specific requirements for landscaped open space in MCR zoned areas. However, the applicant has endeavored to 'green' the building's streetscapes by proposing to plant 3 new trees on its Hillsdale Avenue frontage and 4 in the Manor Road boulevard.

The existing house at 168 Manor Road is not included as part of the lands under application but it is under the same ownership as the subject property. In response to resident concerns regarding privacy in their rear yards, the applicant has proposed to plant an evergreen hedge and 3 trees along the west and north property lines of the property at 168 Manor Road. These plantings will act as a buffer between the proposed building and the residential rear yards to the west.

The applicant is also showing a cedar fence to be constructed along the extent of the property along the west side of the proposed lane.

viii) Section 37 Agreement

The applicant has agreed to provide funding for community benefits as can be requested by the City under Section 37 of the Planning Act.

At the time of issuance of a building permit (excluding excavation and shoring) the applicant will provide \$200,000.00 to the City, above the standard 5% parks contribution, for use in improving community services and facilities within the neighbourhood. Specifically, some of the funds may be used for local greening initiatives including, but not restricted to, streetscape improvements and the enhanced landscaping of publicly owned lands.

Conclusions:

The applicant is proposing a building that exceeds the current planning permissions respecting height and density. This has been found to be acceptable for reasons, which include:

- the proposed density is supportable by existing services. For example, the building is within proximity to public transit on Mount Pleasant Road and within walking distance to a variety of shopping and entertainment opportunities;
- the potential impacts of the proposed building, particularly with respect to shadowing and overlook, have been mitigated by a design which essentially fits the building within the

- angular plane requirements of the Zoning By-law. With respect to traffic impact, the increase in local traffic resulting from construction of the building is not expected to be significant and will be controlled through restrictions on vehicular ingress and egress; and
- sufficient underground parking is to be provided for the residents of the building while the number of commercial spaces will be approximately double the number that exist currently.

Contact:

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Ted Tyndorf  
Director, Community Planning, South District

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List of Attachments:

- Attachment 1: Application Data Sheet
- Attachment 2: Site Plan
- Attachment 3: Elevation 1
- Attachment 4: Elevation 2
- Attachment 5: Elevation 3
- Attachment 6: Elevation 4
- Attachment 7: Zoning
- Attachment 8: Official Plan
- Attachment 9: Agency Comments
- Attachment 10: Draft Official Plan Amendment
- Attachment 11: Draft Zoning By-law Amendment

**Attachment 1: Application Data Sheet**

Application Type      Official Plan Amendment & Rezoning      Application Number:    03 035130 SMI 22 OZ  
Details                      OPA & Rezoning, Standard      Application Date:        March 24, 2003

Municipal Address:      630 MOUNT PLEASANT RD, Toronto ON  
Location Description:    630 MOUNT PLEASANT RD -- BLOCK BOUNDED BY MANOR ROAD AND HILLSDALE AVENUE \*\*GRID S2204  
Project Description:     Residential condominium building with retail at grade - APPLICATION STREAM COMPLEX

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
PANTERRA FEDERATED PROPERTIES CORP. ROSEN SHELDON			TORONTO PARKING AUTHORITY

**PLANNING CONTROLS**

Official Plan Designation:	LDMCRA	Site Specific Provision:	333-02
Zoning:	MCR T3.0 C2.0 R2.5	Historical Status:	
Height Limit (m):	16	Site Plan Control Area:	Y

**PROJECT INFORMATION**

Site Area (sq. m):	2817	Height:    Storeys:	8
Frontage (m):	81.17	Metres:	24.95
Depth (m):	41.04		
Ground Floor GFA (sq. m):	1722.4		<b>Total</b>
Residential GFA (sq. m):	11657.2	Parking Spaces:	211
Non-Residential GFA (sq. m):	1385.1	Loading Docks	1
Total GFA (sq. m):	13042.3		
Lot Coverage Ratio (%):	61.1		
Floor Space Index:	4.63		

**DWELLING UNITS**

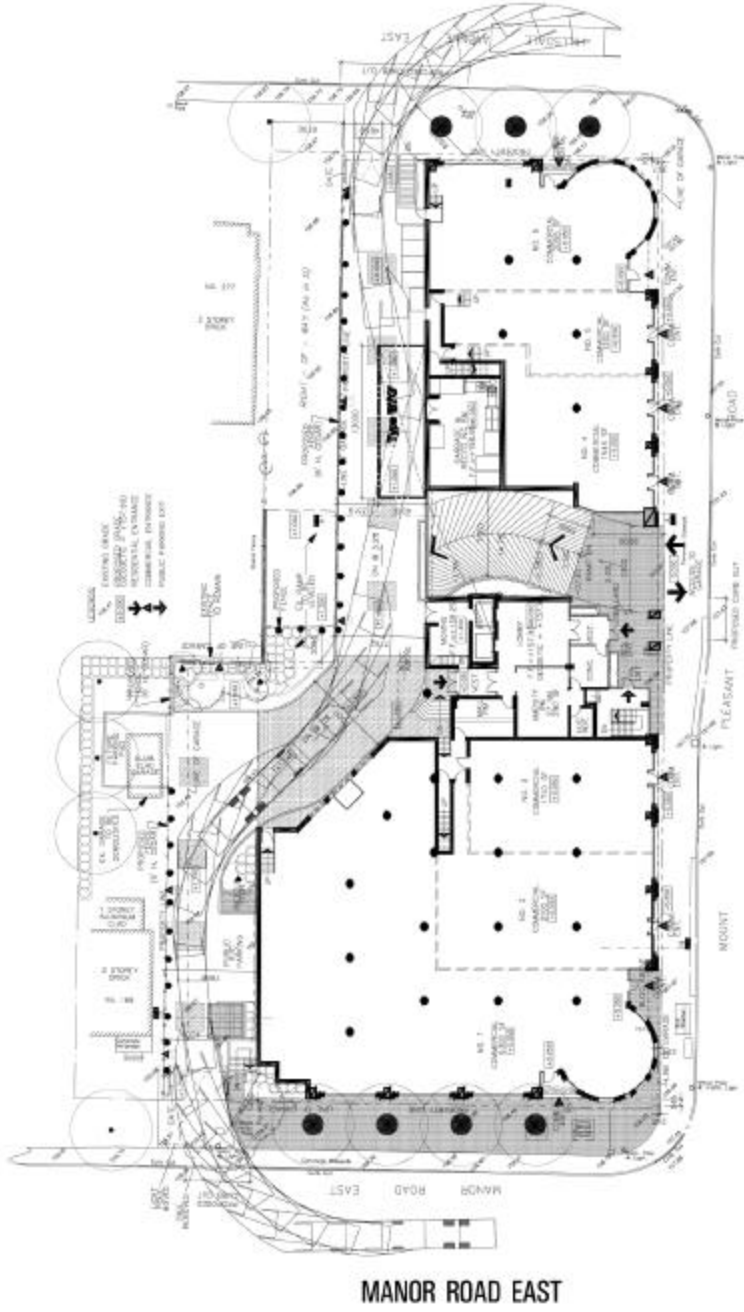
Tenure Type:	, Condo
Rooms:	0
Bachelor:	6
1 Bedroom:	80
2 Bedroom:	50
3 + Bedroom:	0
Total Units:	136

**FLOOR AREA BREAKDOWN**

	<b>Above Grade</b>	<b>Below Grade</b>
Residential GFA (sq. m):	11657.2	0
Retail GFA (sq. m):	1385.1	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Tim Burkholder, Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 392-0412</b>

Attachment 2: Site Plan



MOUNT PLEASANT ROAD

630 - 650 Mount Pleasant Road

File # 03\_035130

Site Plan

Applicant's Submitted Drawing

Not to Scale  
MINORITY



Attachment 3: Elevation 1



**South Elevation**

Applicant's Submitted Drawing

Not to Scale  
MINORITY

**630 - 650 Mount Pleasant Road**

File # 03\_035130

### Attachment 7: Zoning (Map)



**Toronto** Urban Development Services  
**Zoning**

630 - 650 Mt Pleasant Road

File # 03\_035130

R2 Residential District  
MCR Mixed-Use District



Not to Scale  
Zoning By-law 438-86 as amended  
Extracted MQ/DA/YR - DR

## Attachment 9: Agency Comments 1

### 1. Urban Development Services, Building Division, May 19, 2004

Our comments concerning this proposal are as follows:

Description: Build mixed-use building containing retail stores and 136 dwelling units with underground parking.

Zoning Designation: MCR T3.0 C2.0 R2.5

Map: 51K-321

Applicable By-law(s): 438-86, as amended

Plans prepared by: Page and Steele Architects

Plans dated: December 2, 2003  
and April 30,  
2004

Gross Floor Area 13042 m<sup>2</sup>  
(GFA):

Residential GFA: 11657 m<sup>2</sup>

Non-Residential GFA: 1385 m<sup>2</sup>

#### Zoning Review

The list below indicates where the proposal does not comply with the City's Zoning By-law 438-86, as amended, unless otherwise referenced.

1. The proposed building will have a height of 24.95 metres, in lieu of the maximum permitted 16.0 metres. Section 4 (2) a.
2. 34 parking spaces are required to be assigned for the exclusive use of visitors. Note: The minimum size for a parking space is 2.6 x 5.9 metres. Section 12 (2) 118 (iv).
3. The by-law requires one "loading space Type B" and one "loading space Type G". One "loading space Type G" will be provided. (Section 4(6)(b)) and (Section 4(6)(c)).
4. The proposed indoor residential amenity space will not be contained within contiguous multi-purpose rooms and will not contain a kitchen and washroom. (Section 4(12))
5. The proposed use, a mixed-use building, is not permitted in a district zoned R2. (Section 6(1)(a))

6. The by-law requires that the combined non-residential gross floor area and residential gross floor area be not more than 3.0 times the area of the lot: 7593 square metres. The proposed building has 13042 square metres of combined non-residential gross floor area and residential gross floor area. (Section 8(3) PART I 1)
7. The by-law requires that the residential gross floor area be not more than 2.5 times the area of the lot: 6327 square metres. The proposed residential gross floor area of the building is 11657 square metres. (Section 8(3) PART I 3(a))
8. The by-law requires that no building fronts on or gains entrance from the flanking street. The proposed building does not comply. (Section 8(3) PART XI 1)
9. The proposed building will be located 0 metres from a lot in an R District, in lieu of the minimum required 6.1 metres. Section 12(2) 119 (ii).
10. Portions of the proposed building will be located more than 1.5 metres from the lot line facing a public sidewalk. Section 12(2) 119 (iii).
11. The proposed building will penetrate the 60 degree vertical angular plane constructed over the lot from the lot line facing an R District, and from a line 10.0 metres from the lot lines facing a public highway. Section 12 (2) 119 (iv).

#### Other Applicable Legislation and Required Approvals

1. The proposal requires Site Plan approval under Section 41 of the Planning Act.
2. The proposal requires conveyance of land for parks purposes, or payment in lieu thereof pursuant to Section 42 of the Planning Act.
3. The proposal DOES NOT require the approval of Heritage Preservation Services under the Ontario Heritage Act.
4. The issuance of any permit by the Chief Building Official will be conditional upon the proposal's full compliance with all relevant provisions of the Ontario Building Code.
5. The proposal is subject to Development Charges pursuant to By-law 476-1999 as amended. For additional information please refer to the said by-law.
6. The proposal is subject to Education Development Charges, pursuant to the Toronto Catholic District School Board By-law 2001 No. 148. For additional information please refer to the said by-law.





## 2. Works and Emergency Services, March 19, 2004

This is in reference to the above-noted application for the project located on the west side of Mount Pleasant Road, between Manor Road East and Hillsdale Road. The proposal is to construct a mixed-use project comprising 136 residential units and 1,385 square metres of non-residential space. The following conditions and comments are based on plans and drawings date stamped by Urban Development Services on December 2, 2003.

Please advise me if any changes or modifications are required to the conditions identified in this memorandum.

### CONDITIONS

1. The owner be required to:
  - (a) Provide and maintain a minimum of 144 parking spaces to serve the residents of this project;
  - (b) Provide and maintain a physical separation between the resident and non-resident portions of the underground parking garage;
  - (c) Comply with the parking space dimensional requirements and minimum drive aisle requirements of the Zoning By-law, or alternatively, provide and maintain parking space dimensions of 2.6 m in width by 5.2 m in length with a minimum drive aisle width of 7.0 m;
  - (d) Eliminate the first parking space west of the bicycle/storage rooms, located in the southeast corner of the underground parking garage, on each of the P2 and P3 levels;
  - (e) Pay all costs associated with the implementation of the appropriate 'No Left Turn' prohibition at the Mount Pleasant Road site access, necessary to restrict outbound left turns during the weekday AM and PM peak periods;
  - (f) Provide a continuous sidewalk across the Mount Pleasant Road, Manor Road East and Hillsdale Avenue East site access points;
  - (g) Install and maintain convex mirrors at the base of the access ramp and at all right-angle turns within the parking garage, positioned in such a manner as to provide drivers with clear views of oncoming traffic;
  - (h) Identify on the plans the location and dimensions of any ticket machines, traffic arms, kiosks, or alternative measures proposed to control access to/from the public parking portions of the parking garage;

- (i) Pay all costs associated with the relocation of the existing light pole located within the limits of the Manor Road East site access;
- (j) Designate, by means of clearly visible signs, all on-site one-way operations, and the outbound only operations of the Hillsdale Avenue East site access;
- (k) Clearly delineate the pick-up/drop-off area, by means of pavement markings and/or decorative pavers, and designate the area by means of clearly visible signs for pick-up/drop-off activities only;
- (l) Provide and maintain a minimum of 1 shared Type G/Type B loading space on the site to serve this project;
- (m) Construct all driveways and passageways providing access to and egress from the shared Type G/Type B loading space, with a minimum width of 3.5 metres (4.0 m where enclosed), and minimum inside and outside turning radii of 9 metres and 16 metres respectively;
- (n) Construct the shared Type G/Type B loading space and all driveways and passageways providing access thereto to the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures;
- (o) Construct the decorative unit paver surface, to be used within any portion of the Type G loading space, and in any area used to access/egress the loading space, to applicable City standards to withstand truck traffic and indemnify the City against any damage that may be caused to the decorative unit pavers through the regular use of the area by City garbage trucks;
- (p) Provide and maintain direct interior service corridor connections between the loading area and retail unit Nos. 4 through 6;
- (q) Agree that the loading/unloading activities associated with the retail units will be accommodated on-site within the limits of the one-way service driveway at the rear of the site;
- (r) Provide and maintain clearly visible 'No Parking' signs adjacent to the shared Type G/Type B loading space and along the full length of the one-way service driveway located at the rear of the site;
- (s) Eliminate any existing curb cuts on Mount Pleasant Road, Manor Road East, and Hillsdale Avenue East that do not form parts of the new site

access points, and restore the public boulevards to City of Toronto standards, at no cost to the City;

- (t) Provide and maintain a concrete base pad adjacent to the front of the Type G loading space, with a slope not exceeding 2%, and of sufficient size to store a minimum of 3 compactor containers on collection day;
- (u) Provide and maintain, for the residential component, a combined garbage/recycling room with a minimum size of 50 square metres, equipped with a material sorter or stationary compactor. If the combined garbage/recycling room is not equipped with a material sorter, convenient storage space for recycling material must be provided on each floor of the project for collection by building maintenance staff, or alternatively, provide and maintain a garbage room equipped with a stationary compactor and a separate recycling room, having minimum sizes of 30 square metres and 20 square metres, respectively;
- (v) Install and maintain double or overhead doors for the garbage and recycling rooms having a sufficient width to accommodate the movement of container bins between the garbage and recycling rooms and the Type G loading space;
- (w) Provide a trained employee to manoeuvre container bins to and from the front of the garbage truck for loading at all times during City collection periods;
- (x) Provide and maintain separate refuse and recycling storage room(s) for the non-residential component of this project;
- (y) Provide and maintain separate container bins clearly identified with signage as being only for non-residential refuse and recycling;
- (z) Provide space within the development for the construction of any transformer vaults, Hydro and Bell maintenance holes and sewer maintenance holes required in connection with the development;
- (aa) Apply for revised municipal numbering prior to filing an application for a building permit;
- (bb) Submit to the Commissioner of Works and Emergency Services approved plans of the development, with sufficient horizontal and vertical dimensions of the exterior walls of the proposed building for the purpose of preparing building envelope plans for site specific exemption by-laws. Such plans should be submitted at least 3 weeks prior to the introduction of a bill in Council;

- (cc) Submit to the Commissioner of Works and Emergency Services a strata Reference Plan of Survey, in metric units and referenced to the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands to form part of the condominium corporation, the lands to be under the jurisdiction of the Toronto Parking Authority and any appurtenant rights-of-way and easements. Such plan should be submitted at least 3 weeks prior to the introduction of a bill in Council;
- (dd) Submit, prior to the introduction of a bill in Council, documentation to the satisfaction of the Commissioner of Works and Emergency Services that the reciprocal right-of-way between Premises No. 168 Manor road East and the subject site has been extinguished;
- (ee) Submit to the Commissioner of Works and Emergency Services, for review and acceptance, prior to the introduction of bills in Council for the rezoning application, a site servicing review to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate;
- (ff) Pay for any improvements to the municipal infrastructure in connection with the site servicing review, should it be determined that upgrades are required to the infrastructure to support this development, according to the site servicing review accepted by the Commissioner of Works and Emergency Services;
- (gg) Submit to the Commissioner of Works and Emergency Services, for review and acceptance, prior to the introduction of bills in Council for the rezoning application, a street lighting review to determine the adequacy of the existing street lighting and identify any improvements that may be required;
- (hh) Pay for any improvements to the municipal lighting required to support this development, according to the review accepted by the Commissioner of Works and Emergency Services;
- (ii) Submit, prior to the issuance of a building permit, site servicing plans, a grading and drainage plan, and a storm water management plan to the satisfaction of the Commissioner of Works and Emergency Services;
- (jj) Submit, prior to the issuance of a below grade building permit, all environmental site assessment reports describing the current site conditions and the proposed remedial action plans to the Commissioner of Works and Emergency Services for peer review;

- (kk) Pay all costs associated with the City retaining a third-party peer review consultant and submit, prior to the issuance of a below grade building permit, a certified cheque payable to the City of Toronto in the amount of \$3,000.00, as a deposit towards the cost of the peer review;
  - (ll) Submit, prior to the issuance of an above-grade building permit, a Statement from a Professional Engineer (sealed and dated), for peer review and concurrence, that, based on all necessary supporting environmental documents: 1) The site, including any lands to be conveyed to the City, is suitable for its intended use; and 2) It is unlikely that there is any off-site contamination, resulting from past land uses on the site, that has migrated from the site to the adjacent rights-of-way, that would exceed applicable MOE Guideline objectives or regulations;
  - (mm) Enter into an agreement with the City, prior to the issuance of an above grade building permit, should it be determined that remediation of the adjacent rights-of-way are required, in which the owner, or the party responsible for the contamination, commits to carrying out a remedial work plan acceptable to the City;
  - (nn) Submit, prior to occupancy, a Record of Site Condition (RSC) to the Commissioner of Works and Emergency Services with respect to the statement submitted prior to the issuance of an above-grade building permit;
  - (oo) Provide fire access routes in accordance with the requirements of the Ontario Building Code;
  - (pp) Submit revised drawings with respect to Condition Nos. 1(d), 1(h), 1(j), 1(k), 1(t) and 1(oo) for the review and approval of the Commissioner of Works and Emergency Services.
2. The owner be advised:
- (a) Of the need to contact Traffic Operations Staff at least 6 months prior to occupancy in regard to the implementation of the outbound 'No Left Turn' prohibition, during the weekday AM and PM peak periods at the Mount Pleasant Road site access;
  - (b) That the City will monitor the Mount Pleasant Road site access, and in the event lengthy delays to northbound through traffic on Mount Pleasant Road are observed, inbound left turn prohibitions may be imposed during the AM and/or PM peak periods, as deemed appropriate by the Commissioner of Works and Emergency Services;

- (c) Of the need to make separate applications to the Commissioner of Works and Emergency Services for permits to carry out any works involving the construction in, or occupancy of, the Mount Pleasant Road, Manor Road East and Hillsdale Avenue East public rights-of-way;
- (d) Of the need to submit, in conjunction with an application for a building permit, plans and documentation, detailing how the proposed building will be constructed in accordance with the Ontario Building Code relating to the provisions for fire fighting;
- (e) Of the City's requirement for the payment of a service charge associated with the provision of City containerized garbage collection; and
- (f) Of the requirement to install one bulk water metre for all units at the property line. The location of the metre and all valve is to be shown on the servicing drawings.

#### SIDEWALKS/PUBLIC BOULEVARDS/STREETSCAPING

The applicant should be advised that approval for any work within the Mount Pleasant Road, Manor Road East and Hillsdale Avenue East public rights-of-way must be received from this Department. Although the site access points are acceptable in principle, further changes may be required as a result of the detailed review of the application for work within the public right-of-way. For further information, the applicant should contact the Right-of-Way Management Section, District 1, Construction Activities at (416) 397-4579, prior to construction.

To implement the outbound left turn prohibition at the Mount Pleasant Road site access (noted in Condition No.1 (e) above), the applicant should contact Danny Budimirovic, Acting Manager, Traffic Operations, South District – Central at (416) 392-5209, at least 6 months prior to occupancy.

The use of non-standard tree pit covers is proposed on Manor Road East and Hillsdale Avenue East. The appropriateness of this design will be assessed as part of the application for work in the right-of-way. If the design is deemed acceptable, long term maintenance will be the obligation of the development.

#### STREETLIGHTING

The applicant must retain a qualified lighting consultant to evaluate the adequacy of the existing street lighting to accommodate the proposed land use.

## DRIVEWAY ACCESS AND SITE CIRCULATION

Access to the underground parking garage is provided via a two-way driveway, extending west off of Mount Pleasant Road. In order to assess the location and operations of the proposed site access, an Access Review Study, dated July 22, 2003, and additional supporting information, dated December 4, 2003, were submitted by BA Consulting Group Ltd., on behalf of the applicant. The information, methodologies and assumptions contained within the assessments that were used to forecast trip generation, trip distribution, and intersection/driveway performance are generally acceptable.

In order to determine whether there is sufficient capacity to accommodate inbound and outbound left turns to/from the Mount Pleasant Road site access under future total traffic conditions, the consultant undertook a gap study. Based on the results of this study, the consultant determined that while there is sufficient capacity to accommodate inbound left turns to the site, the demand for outbound left turns from the site will exceed the surveyed capacity for this movement, during both the AM and PM peak periods. The consultant recommends that outbound left turns from the site be prohibited accordingly. All costs associated with the implementation of this turn prohibition will be borne by the applicant.

The Access Review Study concludes that, subject to the above turn restriction at the Mount Pleasant Road site access, site traffic can be accommodated on the area road network without undue impact. Although this Department concurs with the consultant's conclusion, the applicant should be advised that the City will monitor the operations of the Mount Pleasant Road site access. In the event lengthy delays to northbound through traffic on Mount Pleasant Road are observed, the City may restrict inbound left turns into the site during the AM or PM peak periods, as deemed necessary by the Commissioner of Works and Emergency Services.

Access to the underground parking garage is provided via a two-way access ramp. The configuration of the parking garage ramp, and layout of the drive aisles contained within the parking garage, are generally acceptable. However, in order to improve visibility for motorists at the base of the access ramp and within the parking garage in general, convex mirrors should be installed at all right-angle turns within the parking garage.

With respect to the public portions of the underground parking garage, it is unclear from the material submitted whether traffic arms, or an alternative access control measure, will be installed to restrict access to/from the commercial parking portions of the parking garage. The plans must be revised to identify the location and dimensions of any ticket machines, traffic arms, kiosks, or any other access control measures proposed.

Access to the loading space (discussed further below) is provided via a one-way northbound service driveway that extends between Manor Road East and Hillsdale Avenue East, generally located at the rear of the site. The inbound and outbound access points have been configured to accommodate the turning requirements of Type G refuse collection vehicles. Although the access arrangement to/from the loading space is



satisfactory, the Site Plan illustrates a light pole located within the limits of the Manor Road East site access. All costs associated with the relocation of this light pole will be borne by the applicant. As well, the appropriate signage, clearly designating the on-site one-way operations, and the outbound only operations of the Hillsdale Avenue East site access, must be provided.

The proposal includes the provision of a 'passenger-drop-off' area located at the rear of the building. Although there is no objection to the location of the pick-up/drop-off area, the applicant will be required to clearly delineate this area with the appropriate pavement markings and/or decorative pavers, and designate the area, by means of clearly visible signs, for pick-up/drop-off activities only.

## PARKING

A total of 215 parking spaces, including 144 spaces for the exclusive use of residents and 71 spaces to be maintained by the Toronto Parking Authority (TPA) for public parking purposes, are proposed to serve this project. This is inconsistent with the estimated parking demand generated by this project, based in part on the surveyed parking demand of residential condominiums, for a total of 124 parking spaces, including 108 spaces for the use of residents, and 24 spaces for the use of residential visitors.

With the exception of 1 surface parking space located at the rear of the building, the proposed parking supply will be provided within a 3-level underground parking garage. The applicant proposes to accommodate the residential visitor parking demand within the public parking portions of the parking garage. The TPA has indicated that this arrangement is acceptable. As a result, the provision of 144 spaces for the use of residents to serve this project is acceptable.

The dimensions of the public parking spaces located on the first level of the underground parking garage are less than the 2.6 m in width by 5.9 m in length required by the Zoning By-law. It is noted however, that the adjoining underground drive aisles measure 7.0 m in width, which is considerably greater than the required minimum of 5.5 metres. The proposed parking space and drive aisle dimensions are therefore acceptable.

In contrast to the parking spaces and drive aisles located on the P1 level of the parking garage, the P2 and P3 Plans show the resident parking spaces and drive aisles providing access thereto, to comply with the applicable dimensional requirements of the Zoning By-law. Although this is satisfactory, it is noted that access to the first parking space west of the bicycle/locker rooms, located in the southeast corner of the parking garage, on each of the P2 and P3 levels, is obstructed by a concrete entrance and the parking spaces located north thereof. These parking spaces should be eliminated.

## LOADING

The Site Plan illustrates the provision of one shared Type G/Type B loading space, located at the rear of the site, to serve this project. This satisfies the Zoning By-law requirement for a minimum of 1 Type G and 1 Type B loading space and is therefore acceptable. The dimensions of the loading space, including the vertical clearance provided, are also acceptable.

With respect to the loading activity generated by the proposed retail units, it appears that retail Unit Nos. 4 – 6 will have direct interior service corridor connections to the loading area. Connections between the loading area and retail Unit Nos. 1 – 3 have not been provided. Despite the absence of these connections, it appears that any loading activity generated by these retail units could be accommodated at the rear of the building within the limits of the ‘passenger drop-off’ area, where entrances to the rear of the retail units have been provided. This arrangement is satisfactory.

In addition, the owner will be required to provide and maintain the appropriate ‘No Parking’ signs adjacent to the loading area, and to ensure that the loading space is kept free and clear of vehicles and obstructions at all times.

## SOLID WASTE AND RECYCLING

The City will provide the residential component of this project with the bulk lift method of refuse and recyclable materials collection in accordance with the Municipal Code, Chapter 844 (Waste Collection – Residential Properties). This will require the provision of a Type G loading space and adequate storage and collection facilities. The plans should indicate that the container bin storage pad, to be located adjacent to the front of the loading space, and the front of the loading space itself, will be paved in concrete.

The non-residential component is not eligible for City collection and will require the services of a private collection firm. The non-residential component must have separate storage facilities for the refuse and recycling material generated by it. The Type G loading space can be used by both the residential and non-residential components for collections, however, the private collection for the commercial component must be scheduled for those days when there is no residential collection by the City.

It is the policy of City Council to levy a service charge on all new developments, payment of which, is a condition for receiving City containerized garbage and recycling collection. The levy is currently \$34.50 per month, including taxes, multiplied by the number of garbage containers on site. The levy includes the provision and maintenance of City garbage and recycling containers. Should the owner choose to provide private garbage containers, the levy will still be charged and the containers must meet City specifications and be maintained privately at the expense of the building owner. Further information regarding the above can be obtained by contacting the Solid Waste Management Services Division at 338-0957.

## STORM DRAINAGE

It is the policy of City Council to require the infiltration of storm water run-off into the ground for all new buildings, whenever possible. Therefore, storm connections to the City sewer system will only be permitted if it can be demonstrated that infiltrating storm water into the ground is not feasible. It is noted that there is no storm sewer on Mount Pleasant Road. Any storm connection will have to be made to Hillsdale Avenue East. Further information regarding storm drainage can be obtained by contacting Chris Mills at 416-338-1068.

## SANITARY DRAINAGE

The applicant is required to submit a site servicing review, which will estimate the proposed sanitary sewage generated by this development and determine, with any available City information, the adequacy of the existing infrastructure to serve the proposed development. The site servicing review will identify upgrades and infrastructure improvements, where necessary.

## WATER SUPPLY

Similar to the sanitary drainage system, the site servicing review will determine if the existing municipal water supply system is adequate to serve this development, and will identify improvements, where necessary. For further information on locations and installation of water meters, please contact the Operations Section, Water and Wastewater Services Division, telephone 416-392-7734.

## SOIL CONTAMINATION

The applicant must submit to the Commissioner of Works and Emergency Services an environmental site assessment and, if required, a remedial action plan, which will be peer reviewed at the applicant's expense. The applicant has submitted a Supplementary Environmental Investigation and a Geotechnical Investigation, both prepared by McClymont & Rak Engineers, Inc. and dated September 2002. In order to proceed with the peer review, the applicant must submit an additional 3 copies of the studies and a certified cheque payable to the City of Toronto, in the amount of \$3,000.00, as a deposit towards the cost of the peer review. At the end of such review, the City will request additional funds or return the remainder of the deposit depending on the actual cost of the review.

## FENCES

The plan of survey submitted with this application shows a reciprocal right-of-way between Premises No. 168 Manor Road East and the subject site. The plans indicate that a proposed fence will encumber this right-of-way. The owner must provide documentation that the right-of-way has been extinguished.

## FIRE SERVICES

The site plan application must address the following with respect to hydrant locations and Fire Access Route requirements of the Ontario Building Code:

- i) Fire access routes are to be located within 3 to 15 metres of every building face having access openings (for unsprinklered buildings); and
- ii) Fire hydrant to be located no more than 45 metres from a fire department siamese connection;

For further information in this regard, please contact the Fire Prevention Division (telephone 416-338-9354).

**Attachment 10: Draft Official Plan Amendment**

**DRAFT OFFICIAL PLAN AMENDMENT**

**CITY OF TORONTO**

**BY-LAW NO. -2004**

**To adopt an amendment to the Official Plan for the former City of Toronto respecting lands municipally known in the year 2004 as Nos. 630 & 650 Mount Pleasant Rd.**

The Council for the City of Toronto HEREBY ENACTS as follows:

1. The text and map annexed hereto as Schedule "A" are hereby adopted as an amendment to the Official Plan for the former City of Toronto.
2. This is Official Plan Amendment No.

ENACTED AND PASSED this        day of        , A.D. 2003.

Deputy Mayor

City Clerk

(Corporate Seal)

## SCHEDULE "A"

1. Section 18 of the former City of Toronto Official Plan is hereby amended by adding the following Section 18 and the attached Map 18 .

"18                   Lands municipally known in the year 2004 as Nos. 630 and 650 Mount Pleasant Road.

Notwithstanding any of the provisions of this Plan, City Council may pass by-laws applicable to the lands delineated by heavy lines on Map 18 , to permit the erection and use of an *mixed use building* and *accessory parking garage* and *commercial parking garage* provided:

- (1) the maximum combined *residential gross floor area* and *non-residential gross floor area* on the *lot* does not exceed 13,042 square metres;
- (2) pursuant to Section 37 of the *Planning Act*, such by-law requires the owner of the lands to provide the City of Toronto, in return for the residential density and height permission thereby granted, the following facilities, services and matters:
  - A. provides a payment of \$200,000.00 to the City for use in improving neighbourhood community facilities prior to the issuance of the first building permit for the development of the lands (excluding excavation and shoring), or any portion thereof, to be secured by way of a certified cheque payable to the City of Toronto;
  - B. shall provide and maintain those services, facilities and matters collateral to those secured by site plan approval pursuant to Section 41 of the *Planning Act*.
- (3) the owner of the lands is required to enter into an agreement with the City pursuant to Section 37 of the *Planning Act*, to secure the provision of the said facilities, services and matters required to be provided by subsection (2) and with conditions providing for: indexed escalation of financial contribution, no credit for development charges or parks contributions under the *Planning Act*, indemnity, termination and unwinding, and registration and priority of agreement;
- (4) for the purpose of this Official Plan Amendment, each word or expression, which is italicized herein, shall have the same meaning as each such word or expression as defined in By-law 438-86, as amended.

**Attachment 11: Draft Zoning By-law Amendment**

**DRAFT ZONING BY-LAW**

**CITY OF TORONTO**

**BY-LAW NO. - 2004**

**To amend By-law No. 438-86 of the former City of Toronto, as amended with respect to lands known municipally in the year 2004 as Nos. 630 and 650 Mount Pleasant Road.**

The Council of the City of Toronto HEREBY ENACTS as follows:

1. None of the provisions of Section 2(1) with respect to the definitions of *height* and Sections 4(2)(a), 4(6)(b), 4(6)(c), 4(12), 6(1)(a), 8(3)I1, 8(3)I3(a), 8(3)XI1, 12(2)118(iv), 12(2)119(ii), 12(2)119(iii) and 12(2)119(iv) of By-law No. 438-86, being “A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection and use of a *mixed use building* and *accessory parking garage* and *commercial parking garage*, provided:
  - (1) the *lot* on which the proposed building is to be located comprises the lands outlined by heavy lines on Plan 1, attached to and forming part of this By-law;
  - (2) no portion of the building above the finished ground level is located otherwise than wholly within the areas delineated by heavy lines as shown on Plan 2, with the exception of:
    - (i) cornices, balustrades, canopies, underground garage ramps and associated ramp structures, stairs, stair enclosures, mullions, ornamental elements, landscape features, eaves, guard-rails, retaining walls, patios, decks, surface driveways and wheel chair ramps which may extend beyond the heavy lines shown on Plan 2;
  - (3) the *height* of any buildings shall not exceed those *heights*, in metres above *grade*, following the symbol “H” shown on Plan 2;
  - (4) the combined *non-residential gross floor area* of the building erected on the *lot* shall not exceed 13,042 square metres;
  - (5) the *residential gross floor area* of the building erected on the *lot* shall not

exceed 11,657 square metres and contain not more than 136 *dwelling units*;

- (6) the owner of the building to be erected shall provide and maintain a minimum of 139 *parking spaces* on the *lot* in an underground parking facility for the exclusive use of the residents and provide a minimum of 70 commercial parking spaces to be operated and maintained by the Toronto Parking Authority;
- (7) the owner of the building to be erected on the *lot* shall provide and maintain 1 *loading space Type G*;
- (8) *residential amenity space* shall be provided and maintained as follows:
  - (i) 27 square metres of indoor *residential amenity space* shall be provided in a multi-purpose room on the ground floor;
  - (ii) 45 square metres of indoor *residential amenity space* shall be provided in a multi-purpose room on the second floor;
  - (iii) 54 square metres of indoor *residential amenity space* shall be provided in multi-purpose rooms on each of the third, fourth and fifth floors; and
  - (iv) 98.8 square metres of indoor *residential amenity space* shall be provided in a non-contiguous multi-purpose room containing a washroom and a kitchen and in a second room containing a gym, both on the eighth floor penthouse level;
- (9) the height and density of the development herein before set out is permitted subject to compliance with the conditions of this By-law and the provision by the owner of the *lot* of the following facilities, services and matters to the City of Toronto:
  - (A) provides a payment of \$200,000.00 to the City for use in improving neighbourhood community facilities prior to the issuance of the first building permit for the development of the lands (excluding excavation and shoring), or any portion thereof, to be secured by way of a certified cheque payable to the City of Toronto;
  - (B) shall provide and maintain those services, facilities and matters collateral to those secured by site plan approval pursuant to Section 41 of the *Planning Act*.



2. With the exception of any defined terms to the extent modified by this By-law and provisions noted herein, all other provisions and defined terms of By-law No. 438-86 of the former City of Toronto, as amended, continue to apply.

ENACTED AND PASSED this      day of                      , A.D. 2004.

Deputy Mayor  
(Corporate Seal)

City Clerk