

TORONTO STAFF REPORT

February 7, 2002

To: Toronto-East York Community Council

From: Director, Community Planning, South District

Subject: Final Report
Site Plan Approval Application
25 Scrivener Square
Thornwood (Scrivener Square) Inc.
Application No. 300106, TO SPC 20000116
Toronto Centre-Rosedale, Ward 27

Purpose:

This report reviews and recommends approval of an application for Site Plan Approval for a thirteen storey apartment building containing 146 residential units at 25 Scrivener Square.

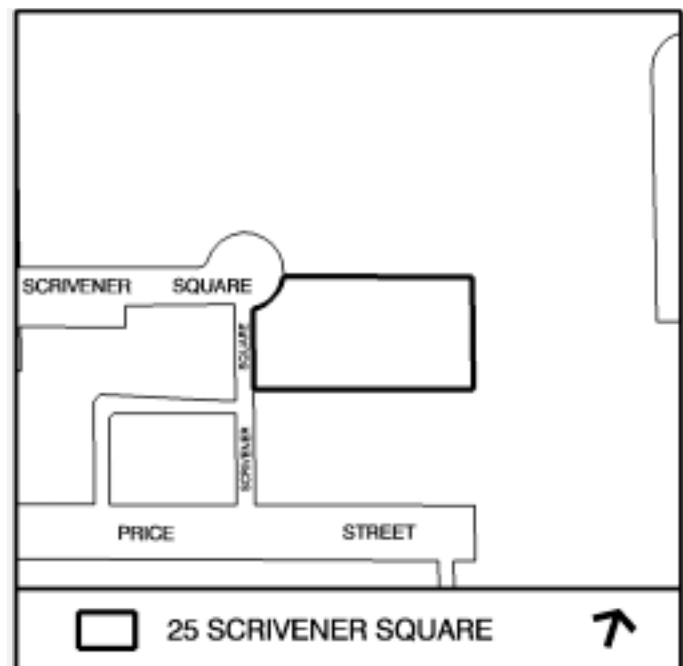
Financial Implications and Impact Statement:

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

Recommendations:

It is recommended:

- (1) that subject to the coming into force of the Committee of Adjustment approval for the required zoning variances, City Council approve the plans and drawings submitted with this application, namely Plans: A1.0 Site Plan and Survey (redlined January 21, 2002), A1.1 Site Plan – Enlarged (redlined January 21, 2002), A2.0a Parkade Level P2 (redlined January 21, 2002), A2.0b Parkade Level P1, A2.1 Ground and Second Floor Plans (redlined January 21, 2002), A2.2



Third and Fourth Floor Plans, A2.3 Fifth and Sixth Floor Plans, A2.4 Seventh and Eighth Floor Plans, A2.5 Ninth and Tenth Floor Plans (redlined January 21, 2002), A2.6 Eleventh and Twelfth Floor Plans, A2.7 Thirteenth Floor Plan and Roof Plan, A3.0 North Elevation, A3.1 South Elevation, A3.2 East and West Elevations, A4.0 Cross Section, A4.1 Cross Section, G1.0 Part Ground Floor Plan (redlined January 21, 2002), G1.1 Parkade Level 1 –Phase I + II (redlined January 21, 2002), G1.2 Site Plan and Survey (redline January 21, 2002), P1.0 Site Plan and Survey-Public Pedestrian Walkway (redlined January 21, 2002), date stamped as received on November 27, 2001, prepared by Richard Young, Young and Wright Architects Inc.; and L1 Layout and Grading Plan, L2 Planting Plan, date stamped as received on January 23, 2002 prepared by DuToit Allsopp Hillier Landscape Architecture Urban Design, Planning; and L3 Details, L4 Details, L5 Water Feature Details, L6 Water Feature Details 2, IR-1 Irrigation Plan, IR-2 Irrigation Details, date stamped as received on November 27, 2001, prepared by DuToit Allsopp Hillier Landscape Architecture, Urban Design, Planning, all as on file with the Commissioner of Urban Development Services;

- (2) that as a condition of City Council approval, the owner enter into a Development Agreement under Section 41 of the Planning Act requiring that:
- (a) the proposed development, including all landscaping of the site, shall be undertaken and maintained substantially in accordance with the drawings referred to above;
 - (b) the owner shall provide and maintain the public pedestrian walkway as shown on Plan P1.0 Site Plan and Survey-Public Pedestrian Walkway, date stamped as received on November 27, 2001 (redlined January 21, 2002), prepared by Richard Young, Young and Wright Architects Inc., and upon completion, such pedestrian walkway shall:
 - (i) remain open and accessible to the public at all times such that the public has the right to use it, provided that such right of public access is revocable only in the case of any person who:
 - (i) unreasonably interferes with the ability of other members of the public or lawful occupants to use such open space;
 - (ii) carries on unlawful activities;
 - (iii) acts in a manner unreasonably inconsistent with the intended use as a publicly accessible open space;
 - (iv) injures or attempts to injure any person, property or property rights;

- (v) obstructs or injures any lawful business or occupation carried on by the building owner or person in lawful possession of the premises; and
 - (vi) commits or attempts to commit any criminal or quasi-criminal offence;
- (ii) be illuminated to a minimum average intensity of 10 lux on the pedestrian walkway surface; and
- (iii) keep said pedestrian walkway free of snow, ice and debris;
- (c) the owner shall provide and maintain a minimum of 211 parking spaces on the site (Block C3) and/or on 25 Scrivener Square (Blocks C1 and C2) to serve the project, including a minimum of 174 parking spaces for the exclusive use of the residents of the project and a minimum of 37 parking spaces for the residential visitors of the project, of which 7 spaces can have substandard dimensions;
- (d) the owner shall designate individually the substandard parking spaces by means of clearly visible signs for use by small cars only;
- (e) at least three parking spaces of those required to be provided by the Zoning By-law shall be located as shown on above referenced Plan No. A2.0b Parkade Level, and shall be clearly designated for exclusive use by people with disabilities, by means of the International Symbol of Accessibility for the Handicapped;
- (f) in the event that the buildings are to operate under separate ownership, the Phase I building will be required to:
 - (i) grant appropriate rights-of-way/easements over the ramp and driveways in favour of the owners of Phase II for vehicular access to the respective parking spaces and the visitor parking spaces; and
 - (ii) grant appropriate rights-of-way/easements in favour of the owners of Phase II, in connection with the temporary arrangements for the transporting of the collection receptacles over the Phase II lands including the shared use of the loading facilities and concrete pad;
- (g) the owner shall provide and maintain 1-Type G loading space with a generally level surface on the site;
- (h) the owner shall construct the Type G 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 vehicle loading with impact factors where they are to be built as supported structures;

- (i) the owner shall construct all driveways and passageways providing access to and egress from the Type G loading space with a minimum width of 3.5 m (4 m where enclosed), a minimum vertical clearance of 4.3 m and minimum inside and outside turning radii of 9 m and 16 m;
- (j) the owner shall provide and maintain a garbage room of at least 25 m² in size and a recycling room of at least 20 m² and install and maintain a stationary compactor in the garbage room or, alternatively, a combined garbage and recycling storage room with a minimum size of 45 m² equipped with a tri-sorter and designed to be used without direct access by residents/tenants;
- (k) the owner shall install and maintain a double door or overhead door of sufficient size to accommodate the movement of container bins between the garbage and recycling storage rooms and the Type G loading space;
- (l) the owner shall provide and maintain a level (±2%) concrete base pad with a minimum floor area of at least 10 m², bordering the front of the loading area where a total of 2 containers can be placed and manoeuvred for safe and efficient collection;
- (m) the owner shall provide and maintain a level service connection between the garbage/recycling room and the Type G loading space for the transportation of container bins;
- (n) the owner shall provide and designate a trained employee to:
 - (i) assist in the loading operations and manoeuvring of the containers on garbage collection days; and
 - (ii) assist the garbage truck driver with the back-up manoeuvring by controlling pedestrian and vehicular traffic, at all times during garbage collection periods, in the event that the existing public lane adjacent to the Type “G” loading space is widened to become a street;
- (o) the owner shall provide and maintain temporary refuse collection for Phase II (25 Scrivener Square) in the Phase I building (20 Scrivener Square) subject to the following conditions until such time as the lane is widened:
 - (i) the collection vehicle cannot be obstructed during collection at the Phase I building (20 Scrivener Square) and the bins shall be wheeled to the Phase II (25 Scrivener Square) storage room immediately upon completion of the collection activity;
 - (ii) the bins are to be equipped with inflatable wheels, the installation of which is to be done by City staff at no expense to the City;

- (iii) the owner shall incur the expense for City staff to remove the inflatable tires required in Recommendation 2 (o)(ii) and replace them with standard bin wheels in the event the public lane is widened to a street or City refuse collection ceases;
 - (iv) the owner shall comply with the Highway Traffic Act with respect to the wheeling of the bins through the public right-of-way;
 - (v) the owner shall provide and maintain an insurance liability policy in the amount of \$2,000,000.00 to the satisfaction of the Finance Division until such time as the temporary arrangements for City refuse collection at the Phase I building (20 Scrivener Square) ceases;
 - (vi) the owner shall provide and designate a trained flagperson to accompany the tractor during the transferring of the bins from the Phase II building (25 Scrivener Square) to the Phase I building (20 Scrivener Square);
 - (vii) the bins are not to be wheeled along the pedestrian sidewalk on Scrivener Square; and
 - (viii) garbage spillage within the Scrivener Square right-of-way during the wheeling of the bins is to be promptly and regularly cleaned from that area;
- (p) the owner shall eliminate any existing vehicular access ramps, no longer required, and restore the public right-of-way to City of Toronto standards, at no cost to the City;
 - (q) the owner shall submit to and have approved by the Commissioner of Works and Emergency Services, prior to the issuance of a building permit, grading and servicing plans showing proposed grades and details of the proposed drainage as well as a Stormwater Management Report; and
 - (r) the owner shall provide and maintain sufficient soil depth and load bearing capacity above the roof slab of the parking garage to permit the installation and mature growth of all proposed planting material;
- (3) that the owner enter into a Collateral Agreement requiring that:
- (a) the owner shall implement, under the supervision of an on site qualified environmental consultant, the Soil and Groundwater Management Plan as stipulated in the report approved by the Medical Officer of Health, and upon completion, submit a report from the on site environmental consultant to the Medical Officer of Health certifying that the remediation has been completed in accordance with the Soil and Groundwater Management Plan;

- (b) the owner shall prepare a Demolition and Excavation Dust Control Plan and submit this plan for approval by the Medical Officer of Health, prior to the issuance of a building permit;
- (c) the owner shall implement the measures in the Demolition and Excavation Dust Control Plan approved by the Medical Officer of Health;
- (d) the owner shall submit to, and have approved by, the Medical Officer of Health, prior to the issuance of a building permit, an Air Quality Assessment;
- (e) the owner shall agree that, prior to substantial completion of the building, a qualified consulting engineer/specialist will certify in writing to the Medical Officer of Health that the recommendations, if any, in the Air Quality Assessment approved by the Medical Officer of Health, have been incorporated in the design of the building and that the building has been constructed in accordance with these requirements;
- (f) the owner shall submit to, and have approved by, the Commissioner of Works and Emergency Services, prior to the issuance of a building permit, a Noise Impact Statement;
- (g) the owner shall agree to have a qualified Architect/Acoustical Consultant certify, in writing, to the Commissioner of Works and Emergency Services that the development has been designed and constructed in accordance with the Noise Impact Statement approved by the Commissioner of Works and Emergency Services;
- (h) the owner shall agree to provide, maintain and operate the noise impact and vibration mitigation measures, facilities and strategies stipulated in the Noise Impact Statement approved by the Commissioner of Works and Emergency Services;
- (i) the owner shall include a clause in the purchase or rental agreements informing prospective purchasers and lessees about the potential for noise, vibrations, electro-magnetic interference and stray currents and that the Toronto Transit Commission accepts no responsibility for any such effects on any building and/or its occupants;
- (j) the owner shall include a clause in the purchase or rental agreements informing prospective purchasers and lessees about the potential for future commuter rail service on the adjacent rail corridor and the potential for noise and vibration intrusions and that Go Transit accepts no responsibility for any such effects;
- (k) the owner shall provide and maintain a minimum number of 45 Affordable Housing Units on the site as defined in By-law 398-2000; and

- (1) the owner shall, prior the issuance of any building permit, provide to the Commissioner of Urban Development Services acceptance in writing from the Toronto Transit Commission of the application and confirmation that the Toronto Transit Commission is satisfied that all conditions specified in their review have been, or will be met;
- (4) that the owner be advised:
- (a) of the need to receive approval of the Commissioner of Works and Emergency Services for any work to be carried out and obtain any necessary construction permit prior to undertaking any work within the public right-of-way;
 - (b) of the City's requirement for payment of a service charge associated with the provisions of City containerized garbage collection;
 - (c) that the stormwater runoff originating from the site should be disposed through infiltration into the ground and that storm connections to the sewer system will only be permitted subject to the review and approval by the Commissioner of Works and Emergency Services of an engineering report detailing that the site or soil conditions are unsuitable, the soil is contaminated or that processes associated with the development on site may contaminate the storm runoff;
 - (d) that the proposal requires conveyance of land for parks purposes, or payment in lieu thereof pursuant to Section 42 of the Planning Act;
 - (e) that 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;
 - (f) that the proposal is subject to Development Charges pursuant to By-law 476-1999, as amended;
 - (g) that the proposal is subject to Education Development Charges, pursuant to the Toronto Catholic School Board By-law 2001 No. 148;
 - (h) of the need to comply with all the requirements of the Station and Shaftesbury Subdivision Agreement; and
 - (i) that the public lane used to access/egress the parking garage is given lower priority for snow clearance.

Background:

Proposal

This application is for Phase II of the Thornwood Residential Condominium development located at the terminus of Scrivener Square. Phase I (25 Scrivener Square) which was subject of Site Plan Application No. 399066, was approved by City Council at its meeting of May 9, 10 and 11, 2000. Phase I, which is currently under construction, will be ten storeys in height, contain 166 residential units and have a residential gross floor area of 19,790 square metres.

The proposal for Phase II (20 Scrivener Square) is to construct a 146 residential unit apartment building having a residential gross floor area of 17,703.02 square metres. The proposed building will be thirteen storeys in height (42.9 metres). It is proposed that the required parking for the project (174 spaces for tenants and 37 spaces for visitors) will be provided in the below grade garage under both Phase I and Phase II. Access to the parking will be from Phase I.

Site and Surrounding Area

The site is located on the south-east terminus of the new public street, named Scrivener Square, which was established as part of the subdivision registered as Plan 66M-2315. The vacant site has an approximate area of 2180 square metres.

To the north of the site, is Phase I (25 Scrivener Square) of the proposed development, which is currently under construction.

To the north-west of the site, at the south-east corner of Yonge Street and Scrivener Square, is the historic train station. The train station is subject to Site Plan Application 399075 for the reuse of the station building for commercial uses.

To the west of the site, are two, four storey, commercial buildings which front onto Price Street and have surface parking at the rear.

To the south of the site is The Toronto Lawn Tennis Club.

To the east of the site is Pricefield Park. Further to the east is the South Rosedale Subdivision which will accommodate 47 semi- and detached houses.

The subway runs under the lane adjacent to the western limit of the site.

Planning Context

The Yonge-Summerhill area was subject to a lengthy planning study resulting in a new Part II Official Plan and Zoning By-law for the area. The Part II Official Plan and Zoning By-law were approved by the Ontario Municipal Board in 1995. (Ontario Municipal Board Order No. 1615 issued November 14, 1997 as amended by Order Nos. 1275, 1456 and 1205)

The site is designated by the Part II Plan as “Summerhill Station Mixed Commercial Residential Area” and falls within Development Area C. The site is zoned CR and defined as Block C3 in the Yonge-Summerhill bylaw. Block C3 permits a residential gross floor area of 14,600 square metres and non-residential gross floor area of 500 square metres provided the total gross floor area does not exceed 15,000 square metres. The height limit of Block C3 is 28.9 metres.

The Part II Plan required that a Master Plan for the Yonge-Summerhill Area be developed in order to co-ordinate the implementation of the Official Plan policies and Urban Design Guidelines incrementally as development proceeds in the Station and Shaftesbury district. The Master Plan for the Yonge- Summerhill area was approved by City Council in 1997.

In the Master Plan, the building on Block C3 is to have a base which is differentiated architecturally from the upper floors to acknowledge the cornice elevation of the train station and the top floors are to be stepped back to express the roof. The proposed building satisfactorily addresses these objectives.

Committee of Adjustment

There have been two Committee of Adjustment applications for this property. The first application was heard by the Committee at its meeting held on May 16, 2001. This application was for permission to construct an 11-storey, 126-unit residential condominium building with variances related to height, density, parking and setbacks. The Committee approved the variances with conditions. No appeals were received.

The applicant has since revised the proposal by adding two additional storeys to the building, which required further variances to the Zoning By-law. The revised application was heard by the Committee at its meeting held on November 19, 2001. Variances related to the height, density and setbacks of the proposed building. The Committee approved the revised application on condition that the owner enter into a Section 45 Agreement with the City to secure a contribution of \$250,000 (\$200,000 in addition to the \$50,000 previously committed) in exchange for additional height and density on 25 Scrivener Square. These monies are to be used for street improvements and traffic calming measures within the Yonge-Summerhill area; park improvements within Pricefield Park; and other community improvements. In addition the owner is required to enter into a Heritage Easement Agreement, for the heritage properties at 1095-1107 Yonge Street, with the City prior to the issuance of a building permit. One appeal to the Committee’s decision was received. The Ontario Municipal Hearing on this matter has been scheduled for March 4, 2002.

In am recommending that City Council’s approval of the Site Plan application be conditional on the decision of the Committee of Adjustment coming into force.

Community Consultation

At its meeting of September 22 and 23, 1997, City Council of the former City of Toronto required that all Site Plan Applications within the Yonge-Summerhill Area be approved by

Council and not be delegated to the Commissioner of Urban Development Services. Council also directed that an advisory committee made up of representatives of local residents associations be established to advise and assist the Commissioner of Urban Development Services in reviewing Site Plan Applications within the Yonge-Summerhill Area.

In response to Council's request a number of meetings were held with the local residents associations to discuss this Site Plan Application. The main issues raised related to the proposed height of the building, parking and traffic.

Agency Circulation

The application was circulated to all appropriate agencies and City Departments. Responses received have been used to assist in evaluating the application.

Comments:

Parking

A total of 148 parking spaces are to be provided on the site (Phase II) in a 2-level underground parking garage. The Zoning By-law requirement for the project is for 211 parking spaces including 174 spaces for the exclusive use of the residents and 37 spaces for the residential visitors. By-law No. 398-2000 permits the required parking spaces to serve this proposal to be provided on site and on the Phase I lands. As a result, a total of 63 parking spaces are required to be provided on the Phase I lands (20 Scrivener Square). Phase I lands contain a total of 328 parking spaces of which the corresponding Development Agreement requires a total of 236 parking spaces consisting of 194 spaces for residents and 42 spaces for residential visitors. As a result, a total of 92 parking spaces are available on the Phase I lands to serve Phase II of the project. Therefore, the proposed on-site parking supply is acceptable.

Access to the underground parking garage is proposed by way of a ramp from the Phase I lands. This is acceptable. However, in the event that the buildings are to operate under separate ownership, the owner of Phase I is required to grant appropriate rights-of-way/easements over the ramp and driveways in favour of the owners of Phase II for vehicular access to the respective parking spaces and the visitor parking spaces.

Loading

The provision of a Type G loading space at grade to serve the project satisfies the estimated loading demand. Vehicles using the Type G loading space will enter the site via the existing public lane and then back up onto the lane. Given the existing width of the public lane which is approximately 6 metres, the proper radii cannot be achieved unless the support columns are spaced further apart. The applicant has proposed an interim garbage collection method, which will involve the transporting of bins from this proposal to the Phase I loading area. The Commissioner Works and Emergency Services has no objection to this arrangement. The existing lane will eventually be widened to become a street connection, Scrivener Square to Price

Street. When this occurs, the proper radii can be achieved to allow bulk-lift vehicles to enter the site in a forward motion and back out onto the new street.

Pedestrian Walkway

Section 21.1 of the Station and Shaftesbury Subdivision Agreement requires the owner to provide a safe pedestrian walkway from the terminus of Scrivener Square to the Pricefield Park. This walkway is to be completed in conjunction with the last development of either Blocks C1, C2 or C3. The agreement also requires that a temporary walkway be provided to the Pricefield Park, when construction activities permit. This walkway was secured in Phase I of the development, however, additional lands are required in Phase II to complete the pedestrian walkway. This application includes an acceptable design for the required walkway. When completed, it is proposed that the walkway will remain open and accessible to the public at all times.

Conclusions:

It is recommended that this application be approved, subject to the Committee of Adjustment's approval becoming final and binding and subject to the applicant satisfying all the conditions recommended by this report.

Contact:

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Beate Bowron
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List of Attachments:

Application Data Sheet
Attachment 1: Site Plan
Attachment 2: North Elevation
Attachment 3: East and West Elevation
Attachment 4: Zoning
Attachment 5: Agency Comments

	Suppl. Submission	06/25/2001
	Suppl. Submission	05/28/2001
	Suppl. Submission	04/05/2001
	Received	11/08/2000
Data Valid: Jan 30, 2002	Planner: Byrne, Gregory	Phone: (416) 392-0881
Area: North	Planning Office: Toronto	

Attachment 5
Agency Comments

1. Urban Development Services, Building Division (February 6, 2002)

Our comments concerning this proposal are as follows:

Description: Construct 13 Storey apartment building (146 dwelling units and 2 guest suites) with two levels of parking below grade

Zoning Designation: CR Map:

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

Plans prepared by: Young and Wright Architect Plans dated: Jan 10, 2002

Residential GFA: 17703.02 m²

Zoning Review

A review of the information submitted indicates the proposal complies with the City's zoning by-laws as varied by the Committee of Adjustment decision of November 19, 2001.

Since the Committee of Adjustment decision (C of A) has been appealed to the Ontario Municipal Board (OMB) this review may be impacted by the decision of the OMB and final approval from this Department must await the Order of the OMB. Furthermore, should the decision of the Committee of Adjustment be upheld, the proponent must demonstrate compliance with the conditions set out in the C of A decision prior to the release of any building permit.

In addition, the proponent must also demonstrate compliance with the relevant conditions of the existing Subdivision Agreement(s) prior to the release of any permit.

Other Applicable Legislation and Required Approvals

1. The proposal requires conveyance of land for parks purposes, or payment in lieu thereof pursuant to Section 42 of the Planning Act.
2. The proposal DOES NOT require the approval of Heritage Preservation Services under the Ontario Heritage Act.
3. 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.
4. The proposal requires the approval of Works & Emergency Services regarding ramp approval and curb cuts.
5. All work within the City's road allowance will require a separate approval by Works & Emergency Services.
6. Information regarding the history of the site may be required to determine the potential presence

of substances of environmental concern.

7. 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.
8. 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, Technical Services (February 6, 2002)

This is in reference to the application by David Butterworth of Young & Wright Architects Inc., on behalf of Thornwood (Scrivener Square) Inc., for the construction of the Thornwood Condominiums Phase 2, situated at the terminus of Scrivener Square, consisting of a 13-storey, 146 unit residential condominium building with 2-levels of underground parking. A total of 148 parking spaces are being proposed within this site for tenant and visitor parking.

The material submitted has been submitted and the following comments and recommendations are provided:

Comments:

Committee of Adjustment Decision

In its decision dated May 15, 2001, the Committee of Adjustment granted a number of variances, among other things, to permit a total of 406 parking spaces, of which 7 on-site spaces will be substandard, to be provided on both Phase I and Phase II lands. Phase I lands contain a total of 328 parking spaces of which the corresponding Development Agreement requires a total of 236 parking spaces consisting of 194 spaces for residents and 42 spaces for residential visitors. As a result, a total of 92 parking spaces are available on the Phase I lands to serve this phase of the project (Phase II).

Parking Access

A total of 148 parking spaces are provided on the subject site (Phase II) in a 2-level underground parking garage. The Zoning By-law requirement for the expanded project is for 211 parking spaces including 174 spaces for the exclusive use of the residents and 37 spaces for the residential visitors. By-law No. 398-2000 permits the required parking spaces to serve this proposal to be provided on site (Block C3) or on the Phase I lands (Blocks C1 and C2). As a result, a total of 63 parking spaces are required to be provided on the Phase I lands (20 Scrivener Square) in order to satisfy the Zoning By-law requirement. As indicated above, 92 parking spaces are available on the Phase I lands for this purpose. A total of 38 visitor parking spaces are being provided. Therefore, the proposed on-site parking supply is acceptable.

The dimensions and general layout of the parking spaces and driveway aisles of the parking garage are generally satisfactory. The Committee of Adjustment in its decision noted above, also approved 7 substandard spaces, although it appears that the revised plans now only indicate that 4 spaces will be substandard in size. These spaces should be designed for use by small cars only. A physical separation within the underground parking garage has been provided in the Phase I underground garage, securing parking spaces for the exclusive use of the residents of both phases.

Access to the underground parking garage is proposed by way of a ramp from the Phase I lands. This is acceptable, however, in the event that the buildings are to operate under separate ownership, the owner of Phase I is required to grant appropriate rights-of-way/easements over the ramp and driveways in favour of the owners of Phase II for vehicular access to the respective parking spaces and the visitor parking spaces.

Loading

The provision of a Type G loading space at grade to serve the project, satisfies the estimated loading demand and the Zoning By-law requirement for 1 Type G loading space. Bulk-lift vehicles using the Type G loading space will enter the site via the existing public lane and then back up onto the lane. Given the existing width of the public lane which is approximately 6 m, the proper radii cannot be achieved unless the support columns are spaced further apart. It appears that an alternative garbage collection method is proposed, which will involve the transporting of bins from this proposal to the Phase I loading area. There is no objection to this as discussed later provided that space is available adjacent to the Phase I Type G loading space for the storage of additional bins. The existing lane will eventually be widened to become a street connection; Scrivener Square to Price Street. When this occurs, the proper radii can be achieved to allow bulk-lift vehicles to enter the site in a forward motion and back out onto the new street. A fully trained employee will be required to assist the garbage truck driver with the back-up manoeuvre by controlling pedestrian and vehicular traffic.

Proposed Stopping-Up and Closing of a Portion of Scrivener Square

The owner has submitted an application to this Department to stop-up and close a portion of Scrivener Square at the street terminus. The closing application will be dealt with under separate cover.

Refuse Collection

Solid Waste Management Services will provide bulk lift compacted garbage collection services to this residential development, in accordance with the provisions of the Municipal Code, Chapter 309, Solid Waste, subject to the provision of a loading space and the handling and storage facilities, as follows:

- A garbage room equipped with a stationary compactor with a minimum size of 25 m² floor area, designed to be used without direct access by residents/tenants and a recycling materials storage room with a minimum size of 20 m² or, alternatively, a combined storage room of 45 m²;
- Double doors or an overhead door with a minimum width of 2.2 m;
- A level service corridor 2.5 m wide leading to the loading facility from each storage room;

- A level ($\pm 2\%$) concrete pad with a minimum size of 10 m² where a total of 2 bins can be placed and manoeuvred on collection day;
- A Type G loading space located on the site and designed such that garbage trucks using the loading space are able to enter and exit in a forward motion;
- Driveways and passageways providing access to and egress from the Type G loading space must be constructed with a minimum width 3.5 m (4 m where enclosed), a minimum vertical clearance of 4.3 m and minimum inside and outside turning radii of 9 m and 16 m;
- The loading space, driveways and passageways providing access thereto must be designed to the requirements of the Ontario Building Code, including allowance for the City of Toronto bulk lift and rear bin vehicle loading with impact factors where they are to be built as supported structures.

The applicant's drawing show that instead of separate garbage and recycling storage rooms, a combined 52 m² storage room, equipped with a tri-sorter, compactor and a 2.2 m wide door, is being provided which is acceptable.

As noted earlier, the proper radii cannot be achieved at this time due to the present site constraints. Without this, City refuse collection would be impossible; however taking into consideration the future requirement for the widening of this lane which will result in the appropriate radii being provided, the applicant is proposing, on a temporary basis, to transfer the refuse internally via the underground garage to the Phase I (20 Scrivener Square) concrete pad for City collection. An elevator will be installed within the combined storage room to transfer the bins from that area to the garage level. On collection day, the bins will be transported by a tractor through the underground garages of Phase I and II, exiting onto Scrivener Square via the ramp, across to the adjacent driveway leading to the refuse collection pick-up area at premises No. 20 Scrivener Square (Phase I). This an acceptable temporary arrangement until such time as the lane/street is widened, at which point refuse collection will revert to the Phase II building, provided that:

- The bins are not wheeled along the sidewalk on Scrivener Square. The tractor must utilize the roadway and the adjacent driveway ramp to gain access to the loading area in the Phase I lands;
- Garbage spillage within the Scrivener Square right-of-way during the wheeling of the bins is to be promptly and regularly cleaned from the area;
- The bins are to be equipped with inflatable wheels which are to be installed by City staff at no expense to the City;
- The applicant will be responsible for the cost of City staff to reinstate the inflatable wheels with standard ones, once the temporary arrangements have ceased;

- The wheeling of the bins through the right-of-way must comply with the Highway Traffic Act and in this regard, brake and signal lights must be installed. As well, no more than one bin is to be towed at a time. The towing of two or more bins will require that they be equipped with brakes and receptacles be secured to the tractor by two separate means of attachment (i.e. hitch plus a chain);
- A trained flaperson must accompany the tractor during the transferring activity for pedestrian/vehicle safety;
- Liability Insurance in the amount of \$2,000,000 is to be provided until such time as the temporary arrangement is ceased;

Further, the placement of additional bins to an off-site location (Phase I building), will generally require that the size of the concrete pad be increased to accommodate the additional bins; however since this is a temporary arrangement, rather than incur the expense of enlarging the pad to accommodate 2 additional receptacle bins, this requirement is being waived. A trained staff person is to always be present during collection times to ensure that the collection vehicle is not obstructed during collection. Immediately upon completion of the collection activity, the bins must be wheeled back to the Phase II building.

The applicant must also notify the residents of the Phase I building of the temporary refuse collection arrangements as well as those of the Phase II building. At this time, it is understood that Phase I and II condominium buildings will be under the same ownership. However, should it change before the termination of the temporary arrangements, the applicant will be required to secure appropriate rights-of-way/easements in favour of the owners of the Phase II building (25 Scrivener Square), for the shared-use of the loading facilities and concrete pad.

Municipal Services

The existing City water distribution system and sewer system with regard to sanitary sewage on the adjacent streets are adequate to accommodate the site.

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. Further information regarding storm drainage can be obtained by contacting the Engineering Branch (telephone No. 338-5542).

A Stormwater Management Report prepared by Underhill Associates Ltd., dated June 26, 2001 has been received and is currently under review. The applicant will be advised of our comments, at a later date, under separate cover.

The applicant must submit, prior to the issuance of a building permit, grading and servicing plans showing proposed grades and drainage details, for Departmental review and approval.

Work Within the Public Right-of-Way

Approval for any work to be carried out within the public right-of-way must be received from this Department. For further information, the applicant should contact the Right-of-Way Management Division, District 1, Construction Activities at 392-7877.

Recommendations:

As a result of the foregoing, it is recommended:

1. That the owner be required, as a condition of approval of the plans and drawings for the project to:
 - (a) Provide and maintain a minimum of 211 parking spaces on the site (Block C3) or on Blocks C1 and C2 to serve the project, including a minimum of 174 parking spaces for the exclusive use of the residents of the project and a minimum of 37 parking spaces for the residential visitors of the project, of which 7 spaces can have substandard dimensions;
 - (b) Designate individually the substandard parking spaces by means of clearly visible signs for use by small cars only;
 - (c) In the event that the buildings are to operate under separate ownership Phase I building will be required to:
 - (i) Grant appropriate rights-of-way/easements over the ramp and driveways in favour of the owners of Phase II for vehicular access to the respective parking spaces and the visitor parking spaces;
 - (ii) Grant appropriate rights-of-way/easements in favour of the owners of Phase II, in connection with the temporary arrangements for the transporting of the collection receptacles over the Phase II lands including the shared use of the loading facilities and concrete pad;
 - (d) Provide and maintain 1-Type G loading space with a generally level surface on the site;
 - (e) Construct the Type G 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 vehicle loading with impact factors where they are to be built as supported structures;
 - (f) Construct all driveways and passageways providing access to and egress from the Type G loading space with a minimum width of 3.5 m (4 m where enclosed), a minimum vertical clearance of 4.3 m and minimum inside and outside turning radii of 9 m and 16 m;

- (g) Provide and maintain garbage room of at least 25 m² in size and a recycling room of at least 20 m² and install and maintain a stationary compactor in the garbage room OR, alternatively, a combined garbage and recycling storage room with minimum size of 45 m² equipped with a tri-sorter and designed to be used without direct access by residents/tenants;
- (h) Install and maintain a double or overhead doors of sufficient size to accommodate the movement of container bins between the garbage and recycling storage rooms and the Type G loading space;
- (i) Provide and maintain a level (±2%) concrete base pad with a minimum floor area of at least 10 m², bordering the front of the loading area where a total 2 containers can be placed and manoeuvred for safe and efficient collection;
- (j) Provide and maintain a level service connection between the garbage/recycling room and the Type G loading space for the transportation of container bins;
- (k) Provide and designate a trained employee to:
 - (i) Assist in the loading operations and manoeuvring of the containers on garbage collection days;
 - (ii) Assist the garbage truck driver with the back-up manoeuvring by controlling pedestrian and vehicular traffic, at all times during garbage collection periods, in the event that the existing public lane adjacent to the Type “G” loading space is widened to become a street;
- (l) Provide and maintain temporary refuse collection for Phase II (25 Scrivener Square) in the Phase I building (20 Scrivener Square) subject to the following conditions until such time as the lane is widened:
 - (i) Ensure that the collection vehicle is not obstructed during collection at the Phase I building (20 Scrivener Square) and wheel the bins to the Phase II (25 Scrivener Square) storage room immediately upon completion of the collection activity;
 - (ii) The bins are to be equipped with inflatable wheels, the installation of which is to be done by City staff at no expense to the City;
 - (iii) Incur the expense for City staff to remove the inflatable tires required in Recommendation No. 1(m)(ii) and replace them with standard bin wheels in the event the public lane is widened to a street or City refuse collection ceases;

- (iv) Comply with the Highway Traffic Act with respect to the wheeling of the bins through the public right-of-way;
- (v) Provide and maintain an insurance liability policy in the amount of \$2,000,000.00 to the satisfaction of Finance Division until such time as the temporary arrangements for City refuse collection at the Phase I building (20 Scrivener Square) ceases;
- (vi) Provide and designate a trained flagperson to accompany the tractor during the transferring of the bins from the Phase II building (25 Scrivener Square) to the Phase I building (20 Scrivener Square);
- (vii) The bins are not to be wheeled along the pedestrian sidewalk on Scrivener Square;
- (viii) Garbage spillage within the Scrivener Square right-of-way during the wheeling of the bins is to be promptly and regularly cleaned from that area;
- (m) Eliminate any existing vehicular access ramps, no longer required, and restore the public right-of-way to City of Toronto standards, at no cost to the City; and
- (n) Submit to and have approved, by the Commissioner of Works and Emergency Services, prior to the issuance of a building permit, grading and servicing plans showing proposed grades and details of the proposed drainage as well as a Stormwater Management Report.

2. That the owner be advised to:

- (a) Of the need to receive approval of the Commissioner of Works and Emergency Services for any work to be carried out and obtain any necessary construction permit prior to undertaking any work within the public right-of-way;
- (b) Of the City's requirement for payment of a service charge associated with the provisions of City containerized garbage collection; and
- (c) That the stormwater runoff originating from the site should be disposed through infiltration into the ground and that storm connections to the sewer system will only be permitted subject to the review and approval by the Commissioner of Works and Emergency Services of an engineering report detailing that the site or soil conditions are unsuitable, the soil is contaminated or that processes associated with the development on site may contaminate the storm runoff; and
- (d) That the public lane used to access and egress the parking and loading spaces are given lower priority for snow clearance.

3. Economic Development, Culture & Tourism, Policy & Development (December 11, 2001)

This is in response to the site plan circulation dated November 27, 2001. The public pedestrian walkway from Scrivener Square (as shown on drawing P1.0 Site Plan and Survey -- Public Pedestrian Walkway) must align within the current 6-8 meters of parkland, which Thornwood has commenced to restore within the park to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.

4. Toronto Transit Commission (January 10, 2002)

The subject site is within 60m of the Yonge subway right-of-way. Therefore, this development application will require more detailed review by TTC to determine its potential impact, if any, on the TTC structures, operations, or facilities. The City should not enter into any site plan agreement with, or provide any building permit to, the applicant until the TTC has provided written acceptance of the application, and we are satisfied that all conditions specified in the TTC's review have been, or will be met, by the applicant. Our review of proposals this close to our subway entails detailed and, sometimes, complex and time-consuming engineering, geotechnical, and structural analyses. In order to allow us to do this work without undue delay to the development, the applicant should contact us immediately so that we can get started. Our contact person for this project is Charles Wheeler, Manager of TTC Property Development, who can be reached at 416-393-6536. The applicant may be required to provide technical information during the detailed design phase to facilitate the TTC's review. The attached guide entitled, TTC Submission Requirements for New Developments Adjacent or Connecting to TTC Structures or Rights-of Way provides more detail on the TTC's technical submission requirements, and should be forwarded to the applicant to help expedite the process. Referring to this guide, this project has been identified as a "Level 2" project.

As this site is adjacent to the Yonge subway, please inform the applicant that noise, vibration, electro-magnetic interference (EMI), and stray current may be transmitted by our transit operations into the proposed buildings. The Commission will not accept responsibility for such effects on any building(s) and/or its occupants. Therefore, the applicant is advised to apply attenuation measures so that the levels of noise, vibration, EMI, and stray current in the proposed development will be at the lowest levels technically feasible. The applicant is advised to inform prospective purchasers or lessees, through a clause in the purchase or rental agreement, of the potential for noise, vibration, EMI and stray current, and that the TTC accepts no responsibility for any such effects.

Finally, the applicant is proposing to provide 487 parking spaces for phase 1 and 2 while only 448 are required under the current zoning. Given that the site is located so conveniently close to the Summerhill subway station, we suggest that the applicant be required to limit parking to 448 spaces to encourage the greatest possible transit usage from this site.