

February 04, 2019

Anita MacLeod, Manager & Deputy Secretary Treasurer

Committee of adjustment, Toronto & East York Panel

Attention: **Ryan Santiago**

Re: Committee of Adjustment File **A1049/18TEY**

LEGAL DESCRIPTION LOTS 33 & 34 RP M-2, CITY OF TORONTO

ADDRESS: 9-11 MADISON AVENUE

APPLICANT BOUSFIELDS INC.

I have read the Memorandum and commentary submitted by Avi Bachar PMP, P.ENG. His support for the application is conditional subject to certain conditions with respect to the proposed parking supply in the area being satisfied.

Mr. Bachar states that “the required minimum number of spaces for the proposed use is 19 spaces. The proposal will have 0 spaces’ it does not comply with the bylaw requirement. **This is not acceptable**”

The applicant has attempted to justify the proposed 0 spaces by entering into an off-site parking agreement with its partner Tartu College which is located immediately south of the TPA parking lot. This site currently has 32 parking spaces in its underground garage and 10 surface parking spots on its property.

This is a questionable arrangement. Current access to the underground garage at Tartu college is by key access only for approved administrative staff. Tartu College is also serving the national archives on weekdays and an academic and cultural community with regular events on weekday evenings and weekends. For these events both the 10 surface parking spots as well as most spots at the TPA site are filled. Any load profile of the Tartu College underground parking spots must recognize that once the TPA lot is unavailable and the underground parking is opened to the public, all the spots will be required for Tartu College events. There are no spots available for the events that would be scheduled at the same time next door.

The ten surface parking lots for Tartu College are currently accessed through the TPA parking lot at 9 Madison. With the proposed development of 9 Madison, access to these spots will be walled off and the 10 spots will be stranded. There is a development proposal for an addition to Tartu College which will provide access to 5 of these spots. The development will reconfigure the loading dock off Madison so that there will be access to these remaining 5 spots.

Access to these 5 spots will be restricted by waste removal and delivery schedules.

Mr. Bachar asks some further pertinent questions.

“The public surface parking lot which has 35 parking spaces is proposed to be demolished.

- What is the existing parking demand for the TPA lot?
- How would the loss of these existing parking spaces be accommodated within the vicinity of the subject site?”

These are valid questions. The demand for off site parking in the area has been impacted by the introduction of the dedicated bike lanes on Bloor Street which eliminated 160 Parking spots on Bloor Street. The elimination of these parking spots was not on anyone’s radar. The demand for parking at the TPA lot is much greater now than when the initial determination to declare the property surplus was done in 2011.

We now have a similar situation, which needs to be considered: Proposed and approved development in the area. In their submission Bousfields acknowledges the new 27 storey mixed use building at 300 Bloor Street West and 478 Huron Street. This development eliminates completely the available parking behind the United Church.

We also have an approved development of a 29-storey tower across the road at 316 Bloor Street West with access from Madison Ave. The property has a five-storey base building with no reference to parking.

The intensification of the area implies that the area will not be able to accommodate the loss of parking associated with this development proposal.

The consultant has provided a utilization study undertaken at a proxy site ...958 Broadview Ave. in order to capture “projected peak parking” demand. The parking study by LMM Engineering stated that the peak parking demand occurred on March 27, 2018 on Tuesday between 4:30 and 5:00 p.m. This is misleading. It fails to recognize that the facility is a community resource. 958 Broadview Ave. has 72 useable parking spots. It is filled when there are community events which take place on evenings and week-ends. There are over 60 children enrolled in our Saturday morning program.... all of them brought to 958 Broadview by car from the surrounding GTA. On Tuesday evening there are 9 classrooms utilized for the Estonian School, again, with the majority coming by car from the GTA. Moreover, the facility is event based so that parking loads should be measured when there are events scheduled. This is especially relevant when those events involve our senior’s community. The same traffic load can be anticipated for the facility at 9-11 Madison Ave,

Parking demand must take into consideration the business plans for the facility at 9-11 Madison Ave. It aspires to be an event centred facility that fully utilizes its “Grand Hall” which can accommodate up to 225 people at a sit-down dinner. Its business plan calls for an aggressive marketing of the facility for public events. The target market is not the local community but rather the entire GTA. The success of the facility itself is dependent on parking availability.

Design alternatives:

The site plan endeavours to satisfy the requirement to have a “privately owned Publicly Accessible space (“POPS”). Usually this presupposes that this space is a parkette. It could just as easily be public access “parking”. The POPS was to be a benefit for the community. With a small parkette “the Paul Martel

Park” immediately across the road one must acknowledge that additional off-street parking has a greater priority than another small parkette. It would also be consistent with the political promise made when the bike lanes on Bloor Street were introduced.

By incorporating into the design, a “POPS” component that provides for public access parking we facilitate the redesign of the development for the benefit of both the community and the development itself. Moreover, it will also allow the development to conform to the bylaw requirements for parking.

Functional alternatives to be considered are, short term parking adjacent to Madison Ave., access to the ten parking spots behind Tartu College, and TPA surface parking underneath the proposed Grand Hall.

Summary and Conclusion:

The minimum requirement for 19 parking spaces for the development has not been met by the current development proposal. The proposal to have 0 spaces for the development is not acceptable. By redefining how the development satisfies the need for a “pops” component it would be able to redesign the development to meet the bylaw requirement as well as benefit the surrounding community. The developer should be asked to submit a revised plan that satisfies the bylaw requirements before a variance as requested is allowed.

Vaino Einola P. Eng. (retired),

Director of Operations – Canada Post (retired)

Professor Management Studies Fanshawe College (retired)

Chair – Internal Audit Committee of Estonian House, (retired)

cc. Avi Bachar, PMP, P.Eng , Manager Development Engineering, Toronto and East York

cc: Ashley Walker