



Essex 1 – TSCC #1577
Essex 2 – TSCC #1723
5229/5233 Dundas St. West
Etobicoke, Ontario
M9B 6L9 / M9B 6M1
www.theessex.ca

MARK YOUR
CALENDARS

Dundas / Aukland Development – May Update

ANNUAL

ESSEX

BBQ

SUNDAY

JULY

13

All

Essex

residents
welcome

Just \$2.00
a meal

Your
Newsletter Team:
Anne Bisson,
Cathy Kelly,
Bill McDougall,
Fred Reichl
To offer a suggestion:
Go to
theessex.ca/Contact.htm

In our February 2014 edition, we reported that Essex community Board of Directors representatives planned to participate in a Working Group process, proposed and chaired by Councillor Milczyn. The mandate of the Working Group would be to provide a venue to consider the concerns of Essex residents about the site plan, traffic issues, retail podium, the tower's design and placement. The goal of the Working Group is to arrive at a final proposal that everyone can live with.

On April 7, the first Working Group meeting was convened at The Essex.

The seven issues previously communicated to Essex residents were the focus of these discussions. See www.theessex.ca/Site/newsletters/Newsletter%2052%20Feb%202014%20Bulletin%20v1.pdf for a copy.

At the May 1 Working Group meeting, the developer presented an initial response and rationale.

From our perspective there was some initial progress, however we believe more needs to happen.

Request 1: About overall scale and density - our understanding is that the building form essentially conforms to zoning guidelines, but the developer is requesting significantly higher than permitted density than city zoning guidelines. We oppose exceeding city zoning limits. We are awaiting a formal response to this request.

Request 2: About blocked sight lines - no formal response or discussion as yet. However, we understand the tower design has been adjusted somewhat. It appears to be slimmer than the original proposal when viewed from Essex 2 and slightly farther to the west. We are arguing for more adjustments in tower shape that would improve sight lines for Essex 2. We are

eager to see further progress.

Request 3: Retail scale drives vehicular traffic. Six Points Plaza just across the street attests to that fact with its parking lot filled with hundreds of cars all day every day. We oppose the massive increase in retail scale over what is in place today. We await a formal response.

Request 4: About surface level retail parking - the developer holds that there is adequate and very convenient underground visitor level parking to serve the retail demand. Given the small lot size, surface parking for retail appears unjustified. However, we feel the number of parking spaces seems inadequate given the Six Points Plaza example.

Request 5: About shifting the residential lobby entrance to Aukland - the developer reports that in response to our request, this option has been explored in depth, but there are insurmountable design and operational reasons that make it impractical.

Request 6: Given the above, modifications to the Viking Lane pickup/drop off layby location, size and lobby entrance configuration are being worked that could mitigate traffic congestion concerns. The developer and the city are being urged to study the Parc Nuvo example of a layby on Viking Lane to help minimize the negative aspects and inform the design of the proposed new configuration.

Request 7: The developer agrees that access to Viking Lane can be restricted for almost all large commercial trucks through the use of signage and possibly by an adjustable physical overhead height barrier. A FOB controlled gate is another option being explored.

Kipling Bus Terminal Feasibility Study - Update

Since 2009, Metrolinx has been studying the feasibility of an inter-regional bus terminal at the Kipling Subway and Go Station. The process was interrupted by additional constraints imposed by Hydro One's banning any above ground structures under their power lines. Metrolinx is being pressed to remove the MiWay buses that now terminal at Islington Station. The study is exploring the design

and layout of the bus terminal, including:

- Any related changes to the roads, sidewalks, passenger pick-up and drop-off area (PPUDO),
- The circulation of all modes of transportation,
- Making GO station platform and tunnels compliant with the Accessibility for Ontarians with Disabilities Act (AODA),
- Any parking impacts and

phasing of implementation. Metrolinx, the TTC, MiWay (City of Mississauga Transit), City of Toronto, Build Toronto, and Hydro One have been working collaboratively to come up with the best overall design for the bus terminal and design of the Kipling Station area. Study completion is scheduled for late 2014, followed by a rigorous approval process with a target date of 2019 for an up and running facility.

April 30 Pre-Community Meeting Consultation

On April 30, an Essex Board of Directors representative along with other selected community participants were invited to a consultation meeting to provide preliminary feedback to the plan in preparation for an upcoming public meeting.

Highlights of the proposed plan are:

- The bus terminal itself will be located in the southwest corner of the property across the street from the condo at 101 Subway Crescent and south of the office building at Dundas and Subway Crescent.
- All MiWay buses will enter and leave the terminal via Subway

Crescent.

- The bus terminal will be connected directly to the Go West and to the TTC and GO East Stations by a tunnel.
- The overall parking area will be essentially in the same area as today, but configured to be more efficient.
- In Option 1, all access and egress to parking and passenger/pickup/drop off will be via a new signalled intersection at Dundas and Acorn Avenue.
- In Option 2, the access at Acorn will be supplanted by another access off Auckland Road, similar to today.

Clearly, from a neighbourhood perspective, Option 1 that unloads vehicle traffic from Auckland Road would be the preferred option.

The plan would push all MiWay buses that now travel both ways past the Essex on Dundas St. to instead stay west of Subway Crescent.

All Essex residents are encouraged to attend a public consultation meeting to be held sometime in June after the provincial election. The exact date and location will be posted.

Let them know your reaction to the plan and the options.

Shared Facility Flooring Replacements

The need to replace the heavily used carpet in front of the Party Room prompted the opportunity to look at replacing it with ceramic tile similar to the covering in the Essex 1 and Essex 2 lower lobbies and the corridor between the Viking Lane entrance and corridor to Essex 2. Even though the ceramic tile

option costs more, we believe it is more aesthetically pleasing and will tie in attractively with the finishes mentioned.

Also with its lower upkeep cost and longer life, it is economically attractive over the long term.

In conjunction with the project above, the worn carpet in the Party Room is being replaced as

well with attractive carpet tiles. This carpet tile form will allow us to replace worn or stained spot areas more easily.

Also, the transition strip between the engineered hardwood and the carpet will be improved for better wear performance.

Water Finds Its Way

Maintaining our concrete foundation walls and ceilings of our underground garage to prevent water leakage from outside is an ongoing proposition.

In 2011, an engineering inspection of our underground garage identified no structural issues, but did find many areas where water seepage was occurring that needed to be repaired to prevent any structural issues from developing. Three major areas needed to be repaired or replaced, namely, compression seals, areas around the storm sewers in the above ground visitor parking, and worn areas of the protective membrane.

Last fall, evidence was seen of water penetration into the floor of some Guest Suites from leaks around the ground level exterior perimeter. These baseboard leaks were repaired along with standard mold remediation. However, the permanent fix here involves digging around the foundation at the south east corner of the building and repairing any cracks and then replacing the foundation protective membrane. This repair is planned for this summer at a cost of about \$60,000.

At the same time, a water leak from a crack in the concrete slab above the Guest Suites was detected. The concrete ceiling crack was injected from inside with sealing compound to permanently resolve the leak source at that location. Insulation was replaced and the dry walled drop ceiling of the Guest Suite repaired. The cost was about \$10,000.

The whole area above the Guest Suites is protected from water penetration by a special membrane that covers the concrete slab. It is also then covered by the hard and soft landscaping material, including the gazebo, planter boxes, trees and shrubs, ground suite patios, stonework and the lawn. The suspect area is anywhere from the fence on the east to the edge of the parking area on the west, the edge of the Essex 1 building to the north to the fence to the south.

While the current crack has been sealed from below, there could be one or more other breaches anywhere in the protective membrane that covers the outside of the concrete slab, or the membrane could have stopped adhering to the concrete below, allowing water to flow under it.

Our engineering consultant has assessed the situation and based on extensive experience in these situations has identified two options, both of which would be paid from our Shared Facilities Reserve Fund:

Option a. Full replacement of the outside protective membrane and landscaping in the suspect area now, at a cost of about \$375,000.

Option b. Closely watching for potential future leaks, and when detected, injecting sealants into the concrete crack and repairing any internal ceiling damage, at a cost of about \$10,000 to \$15,000 per future occurrence.

We have chosen option b.

This is the first occurrence from above since the building was built 12 years ago. Advancing the timing of full or partial

replacement is not justified on either an economic or health and safety basis.

Our latest Reserve Fund Study, based on an estimate of normal useful life of the protective membrane, has set aside \$2,000,000 for replacement of the entire membrane of the ground level visitor parking and BBQ area in 2025.

As a precautionary measure, on the advice of our engineering consultant we are replacing all the trees now in the suspect area with alternative shrubbery that does not involve aggressive rooting that is likely the cause of the membrane breach. Estimated cost, about \$25,000. We will seek out other locations on the property where these trees could be transplanted.

When we do proceed with a membrane replacement, it will require removal of all of the surface materials – the trees, shrubs, grass, planter boxes, stonework and asphalt, in order to expose that whole area to the bare concrete, inspection and identification of areas requiring repair.

Then any cracks or other concrete surface issues can be repaired and the protective membrane replaced over that whole area. At the completion of that work, all of the hard landscaping features would be restored to the original design.

As per our policy, the scope of work is being put out to competitive bid for the best price possible and supervised by our engineering consultant to ensure quality work.



BE BALCONY WISE

Please do not throw *anything* off your balcony. It's dangerous!

Be safe! *Nothing* must be hung from balcony railings, walls and ceilings.

Avoid injury!
Never toss cigarette butts off balconies.

Take light-weight objects indoors on windy days.

Don't shake dusty mops and carpets off balconies.

Never sweep, spill or drip water off balconies.

Sweep dust and debris onto dust pans, not off the balcony.

Don't store "stuff" on balconies – only seasonal furniture and planters.

Sound travels!
Let's be considerate of our neighbours.

Relax and enjoy your balcony!
Have a great summer everyone!

Our advertisers – Here To Serve You

For information about placing an ad, email news@theessex.ca

Larissa Klepatch, B.Sc.
Broker

ROYAL LEPAGE

Your Community Realty, Brokerage - Independently Owned & Operated
187 King Street East
Toronto, Ontario M4A 1J5
Bus: 416.637.8000
Cell: 416.844.9449
Fax: 416.361.9969
lklepatch@trebnet.com



RE/MAX

Vision Realty Inc, Brokerage
2210 Markham Road, Unit 1
Toronto, Ontario M1B 5V6
Satellite Office Downtown

Andrea Davidson

416.321.2228

"No other agent has sold more Essex/Nuvo condos"
* stat based on Toronto MLS from 2004 to present

About The Essex

Visit Our Website
www.theessex.ca

For information, to update resident data, book amenities, ask a question, offer a suggestion.

Concierges
(24 hours a day):

Essex 1:
416 239-0685

Essex 2:
416 239-2286

Moves/Deliveries:

Essex 1 and 2:

Mon – Fri:
8 am to 8 pm

Sat – Sun:
9 am to 5 pm

Statutory Holidays:
NO Moves

Recreation Centre

5 am – 12 midnight

Exercise/Aerobics Room
24/7

Call your Concierge to book ALL Moves, Deliveries, Virtual Golf, Billiards, Board, Meeting Room and BBQs

Property Manager:
416 239-9786
Mon. – Fri.
9 am - 5 pm
Summer – Fri.
9 am – 12 pm

Call the Property Manager or go online

For Party Room, & Guest Suites Reservations

More fires start in the kitchen than any other room

Careless cooking is one of the leading causes of fire-related death. So says Toronto Fire Services in their list of Safety Tips @ www.toronto.ca/fire/prevention/too_hot_to_handle.htm

When there is **NO FIRE**, but there is **SMOKE** enough to set off your **SUITE ALARM**, turn off the stove or toaster and turn on your exhaust fans, open a window or balcony door.

DO NOT open your suite door, that could set off the building alarm and an unnecessary **FALSE ALARM** to Toronto Fire Services.

NEW – Book Board and Meeting Rooms with your Building Concierge.

For customer service and efficiency reasons, we have changed Board Room and Meeting Room booking contacts to your building concierge.

See banner to the right for a summary of all booking contacts.



AGM RESULTS - 2014

On May 14, 2014,

Essex 1 (TSCC 1577)

conducted their tenth

Annual General Meeting.

Elections were held to fill

two Board of Directors openings,

occasioned by the completed terms of

Belma Curovic and Stephen Perelgut.

Belma and Stephen were re-elected by

acclamation for three year terms.

On May 21, 2014,

Essex 2 (TSCC 1723)

conducted their eighth

Annual General Meeting.

Elections were held to fill

two Board of Directors openings,

occasioned by the completed terms of

Bill McDougall and Alan Webb.

Bill and Alan were re-elected by

acclamation for three year terms.