2150 Lake Shore Boulevard West
Proposed Mixed-use Development
Toronto, Ontario

Urban Transportation Considerations
Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application Resubmission
Appendix A to Appendix D

Prepared For: FCR (Park Lawn) Corporation
2253213 Ontario Limited

February 2021

APPENDIX A:
Reduced Scale Architectural Plans

TOTALS	Use Type	GFA_sqm	GFA_sqft
	Residential	584,932	6,296,138
	Column 1	63,444	682,905
	Column 2	36,364	391,418
	Column 3	8,230	88,581
	Column 3 (potential)	8,841	95,158
	Grand Total	**701,809**	**7,554,199**

Block	Plot	Use	GFA_sqm	GFA_sqft	Studio	1BDR	1BDR+DEN	2BDR	2BDR+DEN	3BDR	Total
A											
	A1										
		Column 1	318	3,416	0	0	0	0	0	0	0
		Residential	55,800	600,620	36	122	236	108	143	72	717
		Column 2	6,561	70,621	0	0	0	0	0	0	0
	A1 Total		**62,679**	**674,658**	**36**	**122**	**236**	**108**	**143**	**72**	**717**
	A2										
		Residential	27,991	301,287	18	61	119	54	72	35	359
		Column 2	2,093	22,536	0	0	0	0	0	0	0
	A2 Total		**30,084**	**323,823**	**18**	**61**	**119**	**54**	**72**	**35**	**359**
	A3										
		Column 1	18,367	197,699	0	0	0	0	0	0	0
		Column 2	1,565	16,849	0	0	0	0	0	0	0
	A3 Total		**19,932**	**214,548**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	A4										
		Residential	25,667	276,276	17	56	109	49	66	33	330
		Column 2	3,148	33,893	0	0	0	0	0	0	0
	A4 Total		**28,815**	**310,169**	**17**	**56**	**109**	**49**	**66**	**33**	**330**
A Total			**141,511**	**1,523,199**	**71**	**239**	**464**	**211**	**281**	**140**	**1,406**
B											
	B1										
		Residential	31,571	339,817	20	70	134	61	81	40	406
		Column 2	2,226	23,955	0	0	0	0	0	0	0
		Column 3	1,301	14,000	0	0	0	0	0	0	0
	B1 Total		**35,097**	**377,773**	**20**	**70**	**134**	**61**	**81**	**40**	**406**
	B2										
		Residential	73,304	789,040	47	160	311	141	188	94	941
		Column 2	4,411	47,477	0	0	0	0	0	0	0
	B2 Total		**77,715**	**836,516**	**47**	**160**	**311**	**141**	**188**	**94**	**941**
B Total			**112,812**	**1,214,289**	**67**	**230**	**445**	**202**	**269**	**134**	**1,347**
C											
	C										
		Residential	46,820	503,969	29	102	198	90	121	60	600
		Column 2	3,606	38,819	0	0	0	0	0	0	0
	C Total		**50,427**	**542,788**	**29**	**102**	**198**	**90**	**121**	**60**	**600**
C Total			**50,427**	**542,788**	**29**	**102**	**198**	**90**	**121**	**60**	**600**
D											
	D1										
		Column 1	23,683	254,920	0	0	0	0	0	0	0
		Residential	50,310	541,543	32	110	213	97	129	64	645
		Column 2	1,758	18,916	0	0	0	0	0	0	0
	D1 Total		**75,751**	**815,379**	**32**	**110**	**213**	**97**	**129**	**64**	**645**
	D2										
		Column 1	21,076	226,869	0	0	0	0	0	0	0
		Residential	45,890	493,959	29	100	195	89	118	59	590
		Column 2	3,809	40,997	0	0	0	0	0	0	0
	D2 Total		**70,775**	**761,825**	**29**	**100**	**195**	**89**	**118**	**59**	**590**
	D3										
		Residential	125,472	1,350,573	80	273	531	241	321	161	1,607
		Column 2	1,239	13,337	0	0	0	0	0	0	0
		Column 3 (potential)	8,841	95,158	0	0	0	0	0	0	0
		Column 3	890	9,581	0	0	0	0	0	0	0
	D3 Total		**136,442**	**1,468,648**	**80**	**273**	**531**	**241**	**321**	**161**	**1,607**
D Total			**282,968**	**3,045,853**	**141**	**483**	**939**	**427**	**568**	**284**	**2,842**
E											
	E										
		Residential	48,905	526,406	31	106	208	94	126	63	628
		Column 2	3,084	33,203	0	0	0	0	0	0	0
		Column 3	6,039	65,000	0	0	0	0	0	0	0
	E Total		**58,028**	**624,609**	**31**	**106**	**208**	**94**	**126**	**63**	**628**
E Total			**58,028**	**624,609**	**31**	**106**	**208**	**94**	**126**	**63**	**628**
F											
	F										
		Residential	53,200	572,647	34	115	226	102	136	68	681
		Column 2	2,863	30,815	0	0	0	0	0	0	0
	F Total		**56,063**	**603,462**	**34**	**115**	**226**	**102**	**136**	**68**	**681**
F Total			**56,063**	**603,462**	**34**	**115**	**226**	**102**	**136**	**68**	**681**
Grand Total			**701,809**	**7,554,199**	**373**	**1,275**	**2,480**	**1,126**	**1,501**	**749**	**7,504**

UNIT TYPE	Proposed New Targets: Unit Size NSA (sqm)	(sq ft)	% Mix	
STUDIO	40	430	5%	55%
1 BED	50	540	17%	
1 BED + DEN	61	660	33%	
2 BED	70	750	15%	35%
2 BED + DEN	88	950	20%	
3 BED	102	1100	10%	10%

Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 3.0 Statistics Template is submitted with Site Plan Control Applications and stand alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.

For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.

For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.

For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	701,809
Breakdown of project components (m²)	
Residential	584,932
Retail	36,364
Commercial	63,444
Industrial	0
Institutional/Other	17,071
Total number of residential units	7,504

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Automobile Infrastructure	Required	Proposed	Proposed %
Number of Parking Spaces	4,161	4,422	106%
Number of parking spaces dedicated for priority LEV parking	208	208	100%
Number of parking spaces with EVSE	888	888	100%

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (residential)	6,758	6,758	100%
Number of long-term bicycle parking spaces (all other uses)	143	143	100%
Number of long-term bicycle parking (all uses) located on:			
a) first storey of building		4	
b) second storey of building		0	
c) first level below-ground		3,240	
c) second level below-ground		3,657	
e) other levels below-ground		0	

Mid to High Rise Residential and all New Non-Residential Development

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (residential)	754	754	100%
Number of short-term bicycle parking spaces (all other uses)	252	252	100%
Number of male shower and change facilities (non-residential)	6	6	100%
Number of female shower and change facilities (non-residential)	6	6	100%

Tree Planting & Soil Volume	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area ÷ 66 m² x 30 m³)	27,162	27,162	100%

Section 2: For Site Plan Control Applications

Note: Calculations below, however section 2 required for SPA not ZBA.

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade	TBC in future phases	TBC in future phases	TBC in future phases

UHI Non-roof Hardscape	Required	Proposed	Proposed %
Total non-roof hardscape area (m²)	52,373	52,373	100%
Total non-roof hardscape area treated for Urban Heat Island (minimum 50%) (m²)	26,186 (50%)	26,186	100%
Area of non-roof hardscape treated with: (indicate m²)			
a) high-albedo surface material		TBC in future phases	
b) open-grid pavement		TBC in future phases	
c) shade from tree canopy		TBC in future phases	
d) shade from high-albedo structures		TBC in future phases	
e) shade from energy generation structures		TBC in future phases	
Percentage of required car parking spaces under cover (minimum 75%)(non-residential only)		TBC in future phases	

Green & Cool Roofs	Required	Proposed	Proposed %
Available Roof Space (m²)	18,283	18,283	100%
Available Roof Space provided as Green Roof (m²)	10,969	10,969	100%
Available Roof Space provided as Cool Roof (m²)		TBC in future phases	
Available Roof Space provided as Solar Panels (m²)		TBC in future phases	

Mid to High Rise Residential and all New Non-Residential Development

Water Efficiency	Required	Proposed	Proposed %
Total landscaped site area (m²)	35,300	35,300	100%
Landscaped site area planted with drought-tolerant plants (minimum 50%) (m² and %) (if applicable)	17,650 (50%)	17,650	100%

Tree Planting Areas & Soil Volume	Required	Proposed	Proposed %
Total site area (m²)	113,700	113,700	100%
Total Soil Volume (40% of the site area ÷ 66 m² x 30 m³)	20,673	20,673	100%
Total number of planting areas (minimum of 30m³ soil)	TBC in future phases	TBC in future phases	TBC in future phases
Total number of trees planted	689	TBC in future phases	
Number of surface parking spaces (if applicable)		TBC in future phases	
Number of shade trees located in surface parking area interior (minimum 1 tree for 5 parking spaces)		TBC in future phases	

Native and Pollinator Supportive Species	Required	Proposed	Proposed %
Total number of plants		TBC in future phases	
Total number of native plants and % of total plants (min.50%)		[illegible]	

Bird Friendly Glazing	Required	Proposed	Proposed %
Total area of glazing of all elevations within 12m above grade (including glass balcony railings)		TBC in future phases	
Total area of treated glazing (minimum 85% of total area of glazing within 12m above grade) (m²)		TBC in future phases	
Percentage of glazing within 12m above grade treated with:			
a) Low reflectance opaque materials		TBC in future phases	
b) Visual markers		TBC in future phases	
c) Shading		TBC in future phases	

REV	DATE	DESCRIPTION	CKD
P1	26/09/2019	ISSUED FOR OPA APPLICATION	NS
P2	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS
P3	26/02/2021	ISSUED FOR OPA/ZBA/DPS RESUBMISSION	NS

Allies and Morrison LLP
85 Southwark Street
London SE1 0HX
telephone 020 7921 0100
facsimile 020 7921 0101
email studio@alliesandmorrison.com
A&M JOB No: 17219

2150 LAKE SHORE

Project Statistics

combined OPA/ZBA/DPS resubmission
17219-07_002
SCALE 1 : 2000 @ARCH D

P3
Revision

TOTALS	Use Type	GFA_sqm	GFA_sqft
	Residential	584,932	6,296,138
	Column 1	63,444	682,905
	Column 2	36,364	391,418
	Column 3	8,230	88,581
	Column 3 (potential)	8,841	95,158
	Grand Total	**701,809**	**7,554,199**

Phase	Block	Plot	Use	GFA_sqm	GFA_sqft	Studio	1BDR	1BDR+DEN	2BDR	2BDR+DEN	3BDR	Total
Phase 1												
	C											
		C										
			Residential	46,820	503,969	29	102	198	90	121	60	600
			Column 2	3,606	38,819	0	0	0	0	0	0	0
		C Total		50,427	542,788	29	102	198	90	121	60	600
	C Total			**50,427**	**542,788**	**29**	**102**	**198**	**90**	**121**	**60**	**600**
	D											
		D1										
			Column 1	23,683	254,920	0	0	0	0	0	0	0
			Residential	50,310	541,543	32	110	213	97	129	64	645
			Column 2	1,758	18,916	0	0	0	0	0	0	0
		D1 Total		75,751	815,379	32	110	213	97	129	64	645
	D Total			**75,751**	**815,379**	**32**	**110**	**213**	**97**	**129**	**64**	**645**
Phase 1 Total				**126,177**	**1,358,167**	**61**	**212**	**411**	**187**	**250**	**124**	**1,245**
Phase 2												
	A											
		A1										
			Column 1	318	3,416	0	0	0	0	0	0	0
			Residential	55,800	600,620	36	122	236	108	143	72	717
			Column 2	6,561	70,621	0	0	0	0	0	0	0
		A1 Total		62,679	674,658	36	122	236	108	143	72	717
		A2										
			Residential	27,991	301,287	18	61	119	54	72	35	359
			Column 2	2,093	22,536	0	0	0	0	0	0	0
		A2 Total		30,084	323,823	18	61	119	54	72	35	359
		A3										
			Column 1	18,367	197,699	0	0	0	0	0	0	0
			Column 2	1,565	16,849	0	0	0	0	0	0	0
		A3 Total		19,932	214,548	0	0	0	0	0	0	0
		A4										
			Residential	25,667	276,276	17	56	109	49	66	33	330
			Column 2	3,148	33,893	0	0	0	0	0	0	0
		A4 Total		28,815	310,169	17	56	109	49	66	33	330
	A Total			**141,511**	**1,523,199**	**71**	**239**	**464**	**211**	**281**	**140**	**1,406**
Phase 2 Total				**141,511**	**1,523,199**	**71**	**239**	**464**	**211**	**281**	**140**	**1,406**
Phase 3												
	D											
		D2										
			Column 1	21,076	226,869	0	0	0	0	0	0	0
			Residential	45,890	493,959	29	100	195	89	118	59	590
			Column 2	3,809	40,997	0	0	0	0	0	0	0
		D2 Total		70,775	761,825	29	100	195	89	118	59	590
		D3										
			Residential	125,472	1,350,573	80	273	531	241	321	161	1,607
			Column 2	1,239	13,337	0	0	0	0	0	0	0
			Column 3 (poter	8,841	95,158	0	0	0	0	0	0	0
			Column 3	890	9,581	0	0	0	0	0	0	0
		D3 Total		136,442	1,468,648	80	273	531	241	321	161	1,607
	D Total			**207,218**	**2,230,474**	**109**	**373**	**726**	**330**	**439**	**220**	**2,197**
Phase 3 Total				**207,218**	**2,230,474**	**109**	**373**	**726**	**330**	**439**	**220**	**2,197**
Phase 4												
	B											
		B1										
			Residential	31,571	339,817	20	70	134	61	81	40	406
			Column 2	2,226	23,955	0	0	0	0	0	0	0
			Column 3	1,301	14,000	0	0	0	0	0	0	0
		B1 Total		35,097	377,773	20	70	134	61	81	40	406
		B2										
			Residential	73,304	789,040	47	160	311	141	188	94	941
			Column 2	4,411	47,477	0	0	0	0	0	0	0
		B2 Total		77,715	836,516	47	160	311	141	188	94	941
	B Total			**112,812**	**1,214,289**	**67**	**230**	**445**	**202**	**269**	**134**	**1,347**
Phase 4 Total				**112,812**	**1,214,289**	**67**	**230**	**445**	**202**	**269**	**134**	**1,347**
Phase 5												
	E											
		E										
			Residential	48,905	526,406	31	106	208	94	126	63	628
			Column 2	3,084	33,203	0	0	0	0	0	0	0
			Column 3	6,039	65,000	0	0	0	0	0	0	0
		E Total		58,028	624,609	31	106	208	94	126	63	628
	E Total			**58,028**	**624,609**	**31**	**106**	**208**	**94**	**126**	**63**	**628**
Phase 5 Total				**58,028**	**624,609**	**31**	**106**	**208**	**94**	**126**	**63**	**628**
Phase 6												
	F											
		F										
			Residential	53,200	572,647	34	115	226	102	136	68	681
			Column 2	2,863	30,815	0	0	0	0	0	0	0
		F Total		56,063	603,462	34	115	226	102	136	68	681
	F Total			**56,063**	**603,462**	**34**	**115**	**226**	**102**	**136**	**68**	**681**
Phase 6 Total				**56,063**	**603,462**	**34**	**115**	**226**	**102**	**136**	**68**	**681**
Grand Total				**701,809**	**7,554,199**	**373**	**1,275**	**2,480**	**1,126**	**1,501**	**749**	**7,504**

UNIT TYPE	Proposed New Targets: Unit Size NSA (sqm)	Unit Size NSA (sq ft)	% Mix	
STUDIO	40	430	5%	55%
1 BED	50	540	17%	
1 BED + DEN	61	660	33%	
2 BED	70	750	15%	35%
2 BED + DEN	88	950	20%	
3 BED	102	1100	10%	10%

REV	DATE	DESCRIPTION	CKD
P1	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS
P2	26/02/2021	ISSUED FOR OPA/ZBA/DPS RESUBMISSION	NS

Allies and Morrison LLP
85 Southwark Street
London SE1 OHX
telephone 020 7921 0100
facsimile 020 7921 0101
email studio@alliesandmorrison.com

A&M JOB No: 17219

2150 LAKE SHORE

Project Statistics By Phase

combined OPA/ZBA/DPS resubmission
17219-07_003

SCALE 1 : 2000 @ARCH D

P2
Revision

Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy.
Where building components are described in the specification as Descriptive Specification - (Contractor Design) elements shown on this drawing pertaining to those components are to be read as "Issued for Design Intent" only.
Allies & Morrison LLP is not responsible for any errors caused by the transmission, translation, software or computer systems. Allies & Morrison LLP is not responsible for, nor shall be liable for, the consequences of any use made of the drawings or models, other than that for which they were produced by Allies & Morrison LLP for the Client

REV	DATE	DESCRIPTION	CKD
P1	26/09/2019	ISSUED FOR OPA APPLICATION	NS
P2	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS
P3	26/02/2021	ISSUED FOR OPA/ZBA/DPS RESUBMISSION	NS

Building heights measured from following established grades:

Phase 1: 86.5 m Canadian Geodetic Datum
Phase 2: 85.8 m Canadian Geodetic Datum
Phase 3: 87.6 m Canadian Geodetic Datum
Phase 4: 82.6 m Canadian Geodetic Datum
Phase 5: 85.5 m Canadian Geodetic Datum
Phase 6: 85.0 m Canadian Geodetic Datum

USES:
- Residential
- Non Resi Column 1
- Potential Non Resi Column 3
- Core
- Non Resi Column 2
- Non Resi Column 3
- Back of House and Ramps

ENTRANCES:
- Residential
- Non Resi Column 1
- Non Resi Column 2
- Potential Non Resi Column 3
- Basement

Allies and Morrison LLP

85 Southwark Street
London SE1 OHX
telephone 020 7921 0100
facsimile 020 7921 0101
email studio@alliesandmorrison.com

A&M JOB No: 17219

2150 LAKE SHORE

Site Plan

combined OPA/ZBA/DPS resubmission
17219-07_083

SCALE 1 : 1000 @ARCH D

P3
Revision

2150 LAKE SHORE

2150 - 2194 LAKE SHORE BOULEVARD WEST
23 PARK LAWN ROAD
TORONTO, ONTARIO

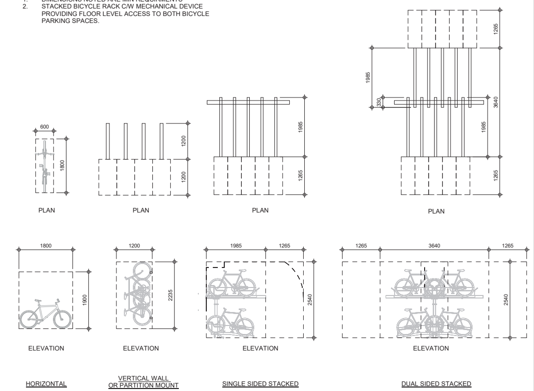
Combined Zoning By-law Amendment Application
Draft Plan of Subdivision Application, and
Official Plan Amendment Resubmission

FCR / CPPB / The Owners ; FCR (Park Lawn) LP
and CPPB Park Lawn Canada Inc. ('the Owners')

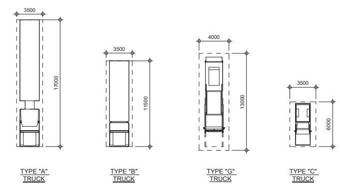
DRAWING LIST - BASEMENT

NOTES:

1. DIMENSIONS NOTED ARE MIN REQUIRMENTS
2. STACKED BICYCLE RACK C/W MECHANICAL DEVICE PROVIDING FLOOR LEVEL ACCESS TO BOTH BICYCLE PARKING SPACES.



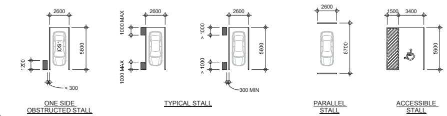
BICYCLE RACK TYPES (3)
1 : 50



NOTES:

MIN LOADING SPACES VERTICAL CLEARANCE ALONG ITS ENTIRE LENGTH
1. 4400mm TYPE "A"
2. 4400mm TYPE "B"
3. 6100mm TYPE "G"
4. 3000mm TYPE "C"

LOADING SPACES (2)
1 : 200



NOTES:

MIN PARKING STALLS VERTICAL CLEARANCE
1. 2000mm TYP PARKING STALL
2. 2100mm ACCESSIBLE STALL

PARKING STALL TYPES (1)
1 : 200

OVERALL CAR PARKING SCHEDULE - BELOW GRADE				
PHASE	RESI-REQUIRED	RESI-PROVIDED	NON RESI-REQUIRED	NON RESI-PROVIDED
1	498	512	258	283
2	562	728	274	274
3	878	878	302	308
4	538	540	120	120
5	251	254	112	135
6	272	287	96	103
TOTALS	2999	3199	1162	1223

NOTES:
1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - FEB 26, 2021 ZBA SUBMISSION.

LOADING REQUIREMENTS - BELOW GRADE					
USE	MINIMUM NUMBER OF LOADING SPACES				
	TYPE A	TYPE B	TYPE G	TYPE C	TOTAL
RESIDENTIAL (7,504 UNITS)	0	0	8	8	16
RETAIL (31,405 m^2)	1	14	0	0	15
OFFICE (63,444 m^2)	0	6	0	6	12
GROCERY (3,605 m^2)	1	1	0	0	2
TOTAL BEFORE SHARING	2	21	8	14	45
TOTAL AFTER SHARING	0	10	8	7	25
PROVIDED	2	24	8	22	56

NOTES:
1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - FEB 26, 2021 ZBA SUBMISSION.

BICYCLE PARKING REQUIREMENTS					
RESIDENTIAL					
USE	UNITS/GFA	UNITS/GFA	MINIMUM PARKING RATE	MINIMUM PARKING REQUIRED	MINIMUM PARKING PROVIDED
FUTURE RESIDENTIAL (OTHERS)	LONG TERM	7,504	0.90 SPS / UNIT	6,758	6,758
	SHORT TERM		0.10 SPS / UNIT	754	754
	SUB-TOTAL			7,512	7,512
NON-RESIDENTIAL					
RETAIL	LONG TERM	36,363	0.13 SPS / 100sm GFA	53	53
	SHORT TERM		42 + (0.25 SPS / 100sm GFA)	134	134
OFFICE	LONG TERM	63,444	0.13 SPS / 100sm GFA	84	84
	SHORT TERM		13 + (0.15 SPS / 100sm GFA)	109	109
SCHOOL	LONG TERM	8,841	0.06 SPS / 100sm GFA	6	6
	SHORT TERM		4 + (0.06 SPS / 100sm GFA)	9	9
	SUB-TOTAL			395	395
TOTAL LONG TERM				6,901	6,901
TOTAL SHORT TERM				1,006	1,006
TOTAL				7,907	7,907

NOTES:
1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - FEB 26, 2021 ZBA SUBMISSION.
2. (3) STALLS ADDED TO RETAIL AND OFFICE SHORT-TERM COUNTS ARE IN AGGREGATE PER PHASE WHERE APPLICABLE.
3. CAR MARGIN OF DIFFERENCE BETWEEN SITE WIDE COUNT vs. PER PHASE COUNT AS A RESULT IN ROUNDING - REFER TO BA GROUP REPORT.

CAR PARKING REQUIREMENTS							
USE	UNITS/GFA	MINIMUM RATE	MINIMUM PARKING REQUIRED				
			TOTAL BEFORE SHARING	AM	PM	EVENING	NOTES
RESIDENTIAL							
FUTURE RESIDENTIAL (OTHERS)	7,504	0.40 SPS / UNIT	2999	2,999 (100%)	2,999 (100%)	2,999 (100%)	
NON-RESIDENTIAL / RESIDENTIAL VISITOR PARKING							
FUTURE RESIDENTIAL VISITOR (OTHERS)	7,504	0.10 SPS / UNIT	750	75 (10%)	262 (35%)	750 (100%)	
RETAIL	36,363	1.00 SPS / 100sm GFA	363	72 (20%)	363 (100%)	363 (100%)	
OFFICE	63,444	1.00 SPS / 100sm GFA	634	634 (100%)	380 (60%)	0 (0%)	
SCHOOL	8,841	0.50 SPS / 100sm GFA	44	44 (100%)	44 (100%)	8 (20%)	
COMMUNITY	8,230	0.50 SPS / 100sm GFA	41	10 (25%)	41 (100%)	41 (100%)	
TOTAL MINIMUM REQUIREMENTS							
FUTURE RESIDENTIAL (OTHERS)			2999	2999	2999	2999	
NON-RESIDENTIAL			1082	835	1090	1162	
MINIMUM PARKING REQUIREMENT			4081	3834	4089	4161	
TOTAL PARKING REQUIRED			4161				
RESIDENTIAL			3199				
NON-RESIDENTIAL			1223				
TOTAL PARKING PROVIDED			4422				
TOTAL ELECT. VEHICLE SUPPLY EQUIPMENT (EVSE-R) - RESIDENTIAL			642				
TOTAL LOW EMITTING VEHICLE (LEV-R) - RESIDENTIAL			200				
TOTAL ELECT. VEHICLE SUPPLY EQUIPMENT (EVSE) - NON RESIDENTIAL			246				
TOTAL LOW EMITTING VEHICLE (LEV) - NON RESIDENTIAL			8				

NOTES:
1. LOCATION OF EVSE AND LEV PARKING SPACES VARIES FROM PHASE TO PHASE. TYPICALLY BOTH TYPES ARE DISTRIBUTED AT ALL PARKING LEVELS WITHIN EACH PHASE

OBSTRUCTED SPACE MAXIMUMS			
	BY-LAW MAXIMUM		PROVIDED
MAXIMUM ALLOWABLE OBSTRUCTED SPACES (ONE SIDE)	15% (4422 SPACES)	664	61 (0.09 %)

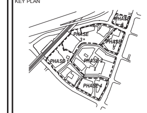
GENERAL NOTES

1. TYPE G LOADING SPACE HAS AN UNENCUMBERED VERTICAL CLEARANCE OF 6.1 METRES, IS LEVEL (+-2%), AND IS CONSTRUCTED OF A MINIMUM OF 200MM REINFORCED CONCRETE.
2. STAGING PAD ABUTTING THE FRONT OF THE TYPE G LOADING SPACE TO BE 8 SQUARE METRES (2MX4M), HAVE AN UNENCUMBERED VERTICAL CLEARANCE OF 6.1 METRES, CONSTRUCTED OF 200MM REINFORCED CONCRETE AND HAVE A GRADE OF NO MORE THAN 2%.
3. ALL ACCESS DRIVEWAYS TO BE USED BY THE TYPE G COLLECTION VEHICLE WILL BE LEVEL (+/-8%), HAVE A MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT, A MINIMUM 4.5 METRES WIDE THROUGHOUT AND 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
4. ANY/ALL OVERHEAD DOORS THE TYPE G COLLECTION VEHICLE WILL BE PASSING THROUGH HAVE A MINIMUM WIDTH OF 4 METRES AND A MINIMUM OVERHEAD CLEARANCE OF 4.4 METRES.
5. METHOD OF RESIDENTIAL WASTE SEPARATION TO BE PROVIDED DURING THE SPA PROCESS. 3 SEPARATE CHUTES IS TYPICAL THE METHOD FOR THE RESIDENTIAL WASTE SEPARATION SHOWN FOR PHASE 1.

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL
ONTARIO ASSOCIATION OF ARCHITECTS
DOMENIC A. VIRDO
LICENCE 6314

NORTH ARROW

DRAWING TITLE
DRAWING LIST, PROJECT STATISTICS & LEGENDS

DRAWN	CHECKED
RMC	GM
SCALE	DATE
AS NOTED	05/04/20

GRAPHIC SCALE

PROJECT NO. *1712*

DRAWING NO. **Ax0-001** REVISION NO. **B**

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

N

DRAWING TITLE

OVERALL FLOOR PLAN LEVEL P1

DRAWN	CHECKED
IR/GV	GM
SCALE 1 : 600	DATE 12/10/19

GRAPHIC SCALE: 0 1 10 20 40m — SCALE IN METERS

PROJECT NO. *1712*

DRAWING NO. ***Ax2-091*** REVISION NO. ***B***

NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

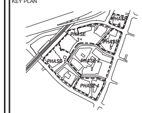
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

N

DRAWING TITLE

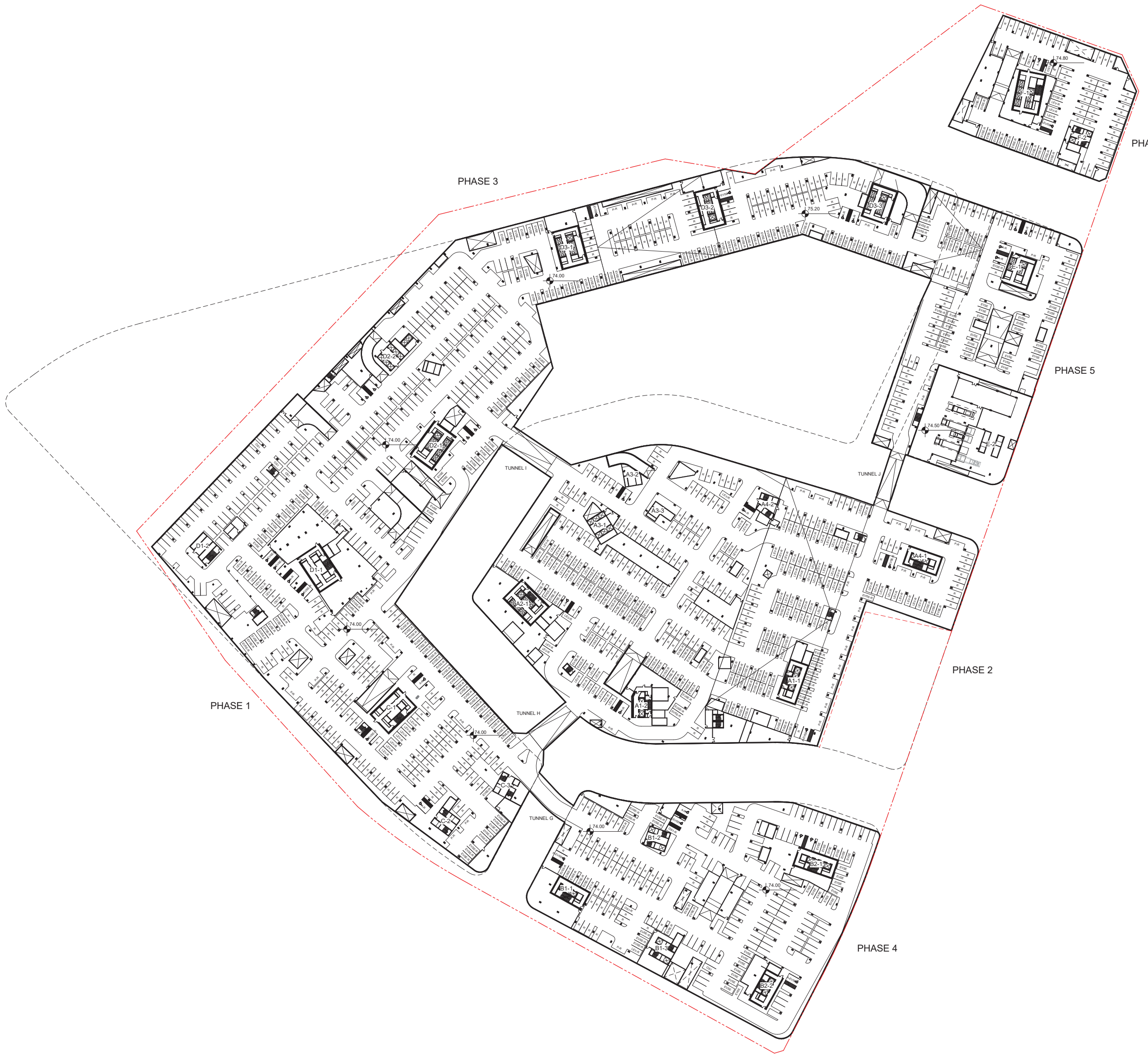
OVERALL FLOOR PLAN LEVEL P2

DRAWN	CHECKED
IR/GV	GM
SCALE	DATE
1 : 600	11/12/19

GRAPHIC SCALE: 0 1 10 20 40m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ax2-092** REVISION NO. **B**



NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

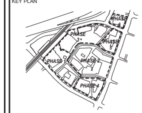
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

DRAWING TITLE

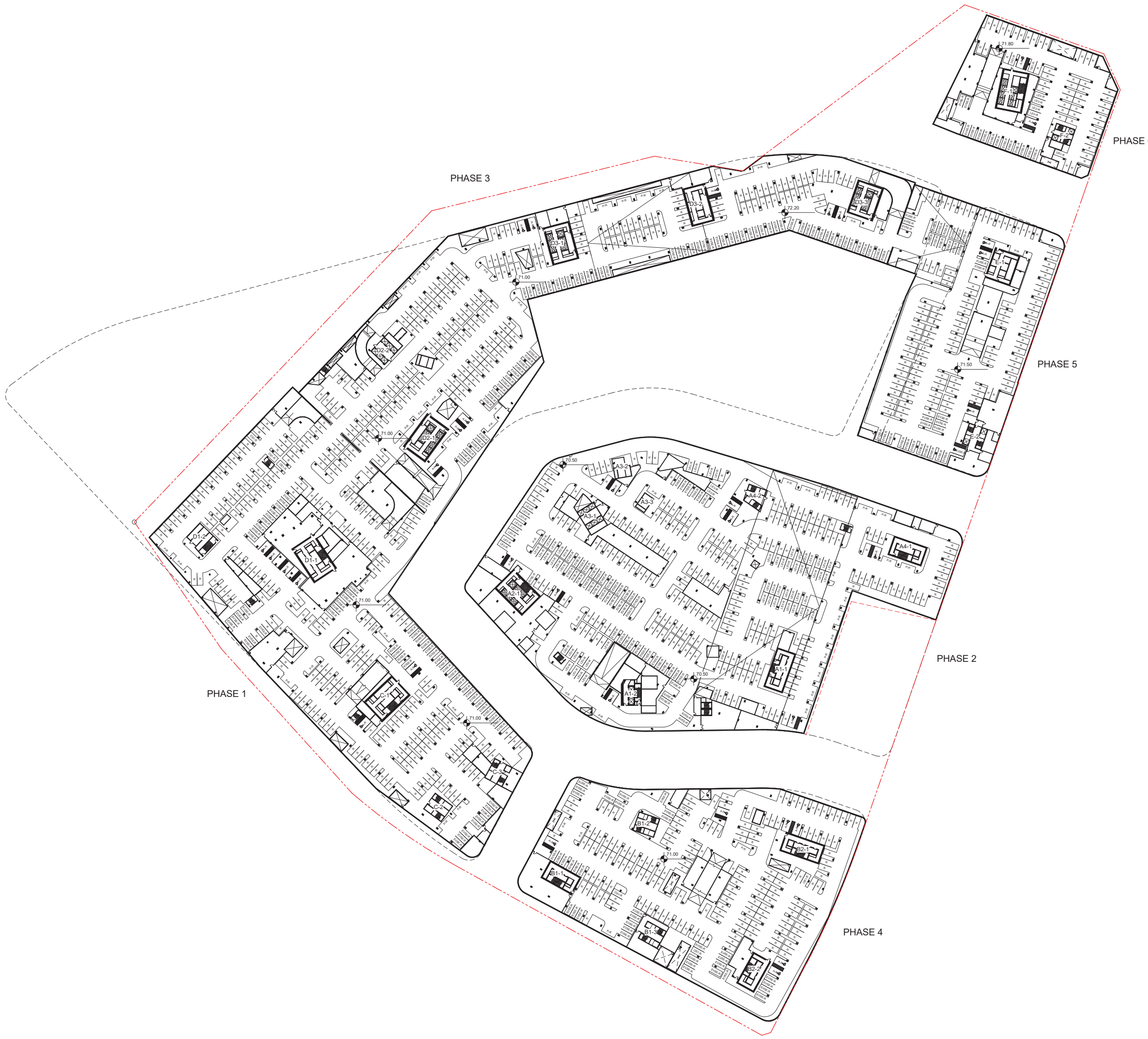
OVERALL FLOOR PLAN LEVEL P3

DRAWN	CHECKED
IR/GV	GM
SCALE	DATE
1 : 600	12/04/19

GRAPHIC SCALE: 0 1 10 20 40m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ax2-093** REVISION NO. **B**



NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

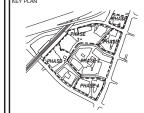
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

N

DRAWING TITLE

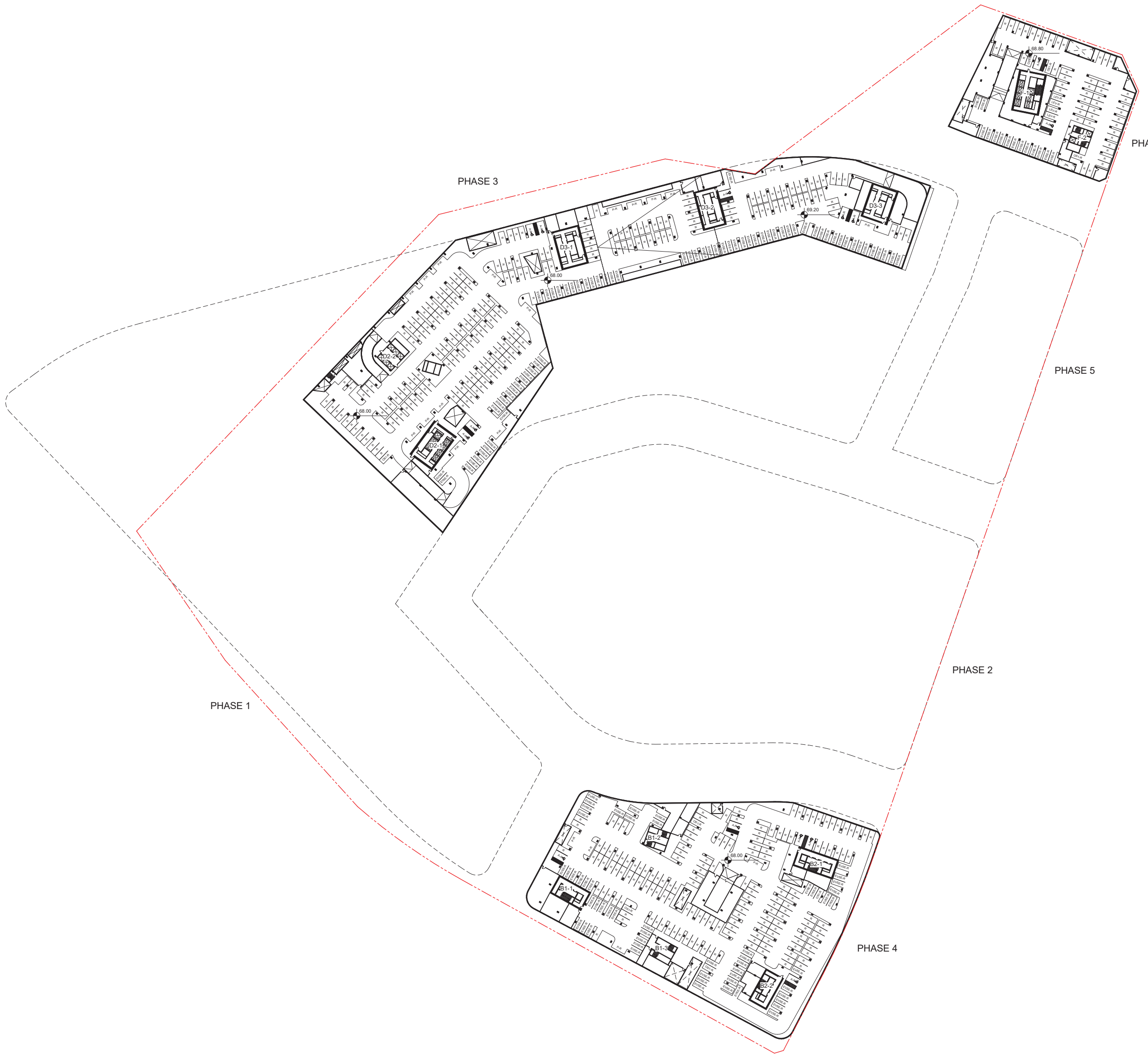
OVERALL FLOOR PLAN LEVEL P4

DRAWN	CHECKED
IR/GV	GM
SCALE	DATE
1 : 600	12/04/19

GRAPHIC SCALE: 0 1 10 20 40m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ax2-094** REVISION NO. **B**



NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

DRAWING TITLE

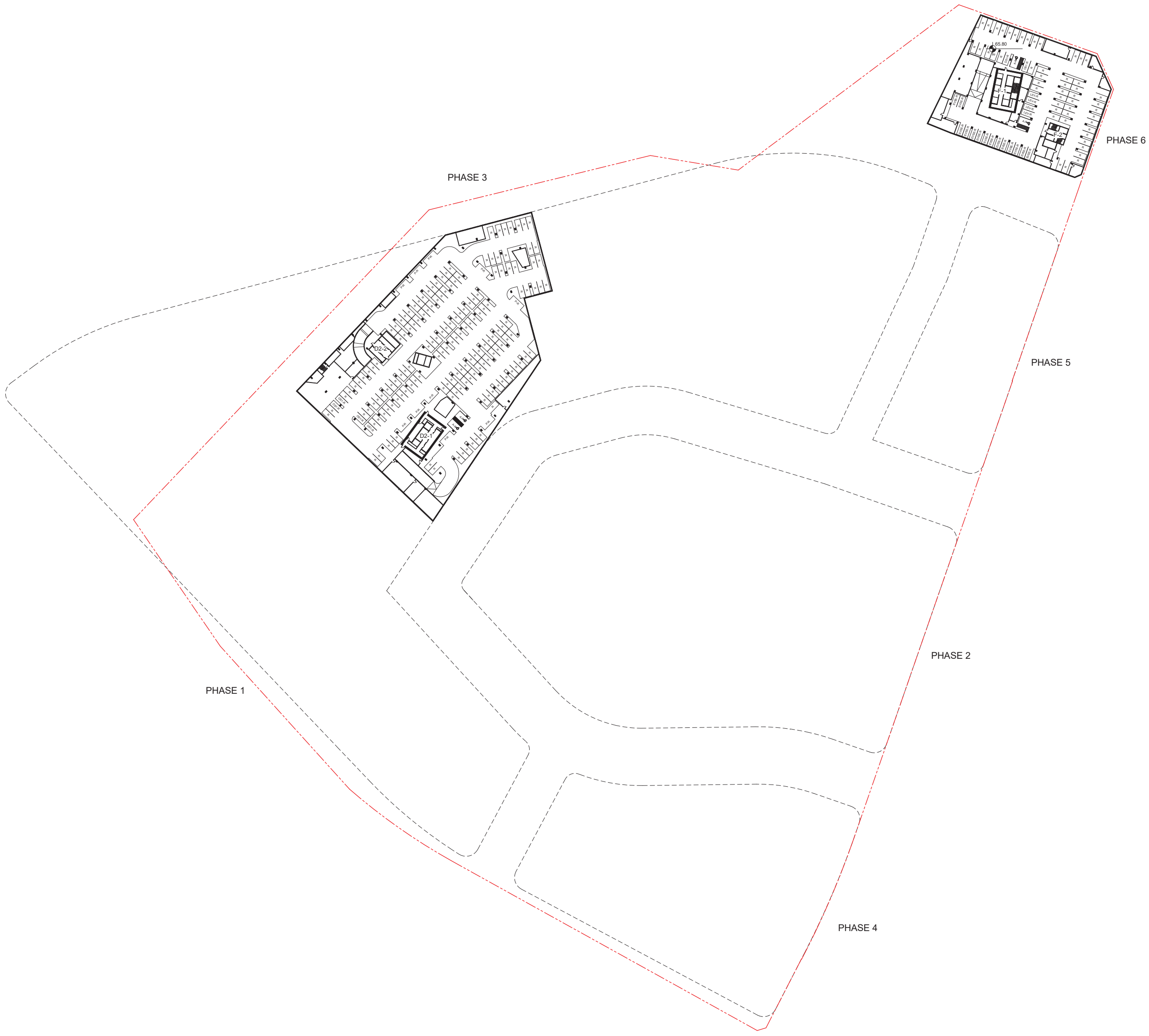
OVERALL FLOOR PLAN LEVEL P5

DRAWN	CHECKED
IR	GM
SCALE 1 : 600	DATE 12/04/19

GRAPHIC SCALE — SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ax2-095** REVISION NO. **B**



NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

N

DRAWING TITLE

OVERALL FLOOR PLAN LEVEL P6

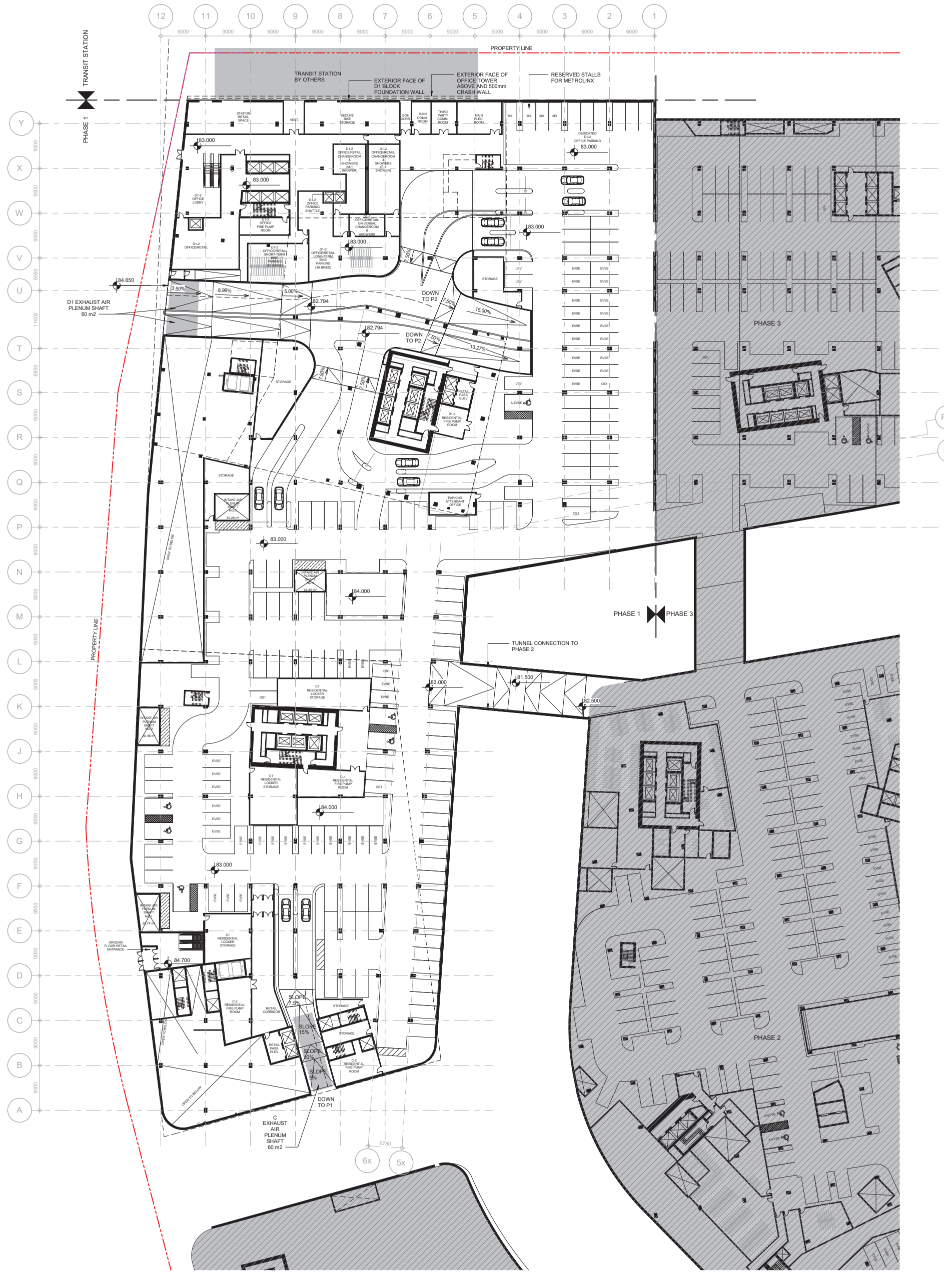
DRAWN	CHECKED
IR	GM
SCALE 1 : 600	DATE 12/04/19

GRAPHIC SCALE — SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ax2-096** REVISION NO. **B**

36" x 48" Arch E -SHEET SIZE



Block C Gross Construction Area		
Name	Level	Area
PHASE 1	LEVEL P1 BASEMENT	13954 m²
PHASE 1	LEVEL P2 BASEMENT	15435 m²
PHASE 1	LEVEL P3 BASEMENT	15689 m²
PHASE 1	LEVEL P4 BASEMENT	15738 m²
Total: 4		60816 m²

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1

TYPE	PROVIDED
ACCESSIBLE	5
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	1
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	40
LOW EMITTING VEHICLE (LEV)	3
OBSTRUCTED STALL ONE SIDE (OS1)	5
PARALLEL	5
TYPICAL	100
TOTAL NON-RESIDENTIAL	159

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1

TYPE	PROVIDED
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

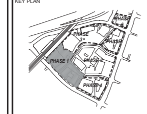
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7
DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE 6314

NORTH ARROW

N

DRAWING TITLE

PHASE 1 FLOOR PLAN LEVEL P1

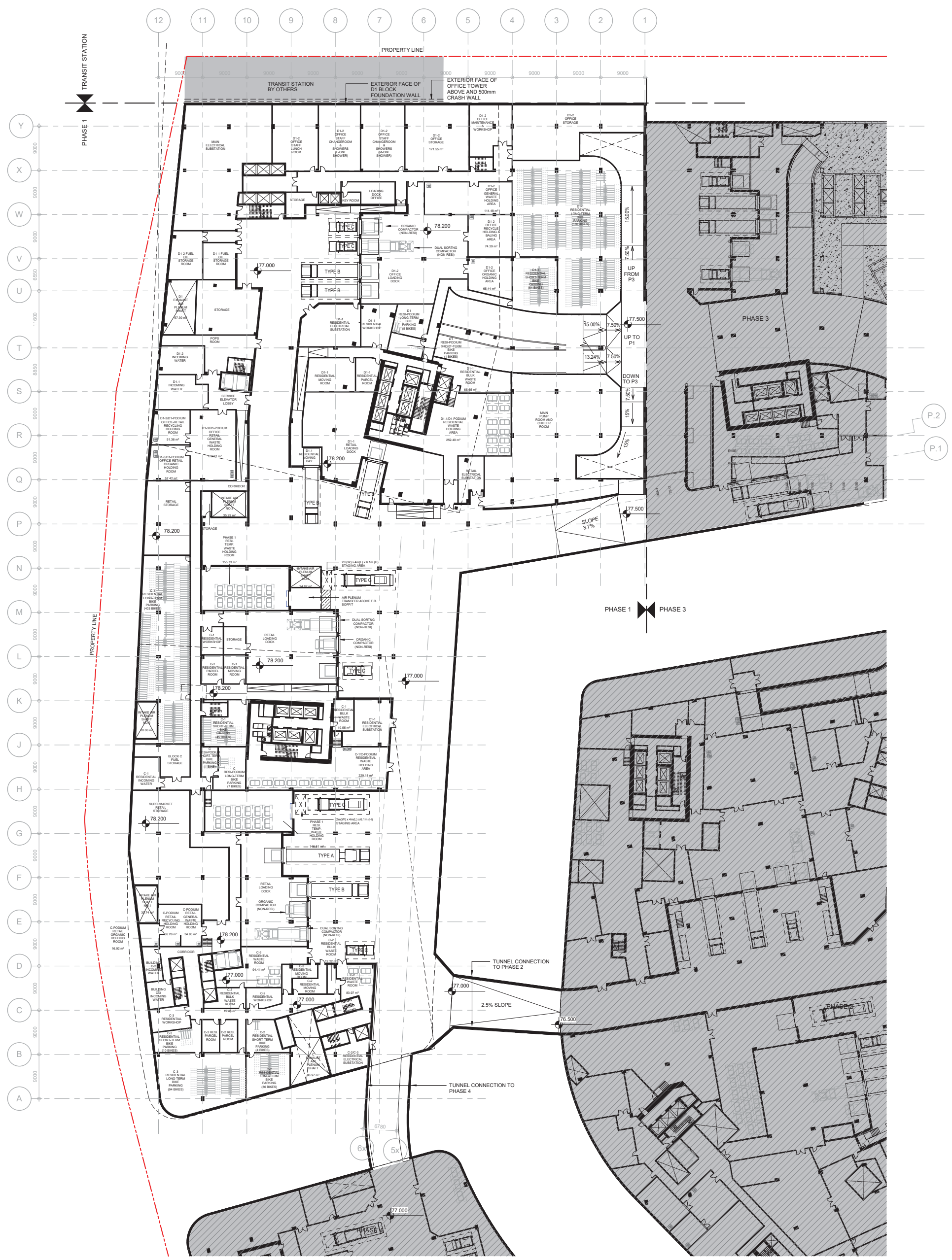
DRAWN	CHECKED
IR	GM
SCALE	DATE
1 : 300	12/11/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-091-CD**   REVISION NO. **B**

FILE NAME: C:\Revit Local Files\...\CC-AAA-BLOCK C-BG_RMed\FD2WIT.rvt
PLOT DATE: 2/25/2021 2:13:34 PM



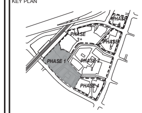
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL — ONTARIO ASSOCIATION OF ARCHITECTS, DOMENICO A. VIRDO, LICENCE 6314

NORTH ARROW — N

DRAWING TITLE
PHASE 1 FLOOR PLAN LEVEL P2

DRAWN	CHECKED
IR	GM
SCALE: 1 : 300	DATE: 12/11/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-092-CD** REVISION NO. **B**

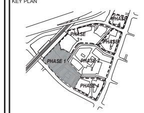
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL — ONTARIO ASSOCIATION OF ARCHITECTS, DOMENICO A. VIRDO, LICENCE 6314

NORTH ARROW

DRAWING TITLE

PHASE 1
FLOOR PLAN
LEVEL P3

DRAWN: IR	CHECKED: GM
SCALE: 1 : 300	DATE: 12/11/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. *1712*

DRAWING NO. **Ap2-093-CD**

REVISION NO. **B**

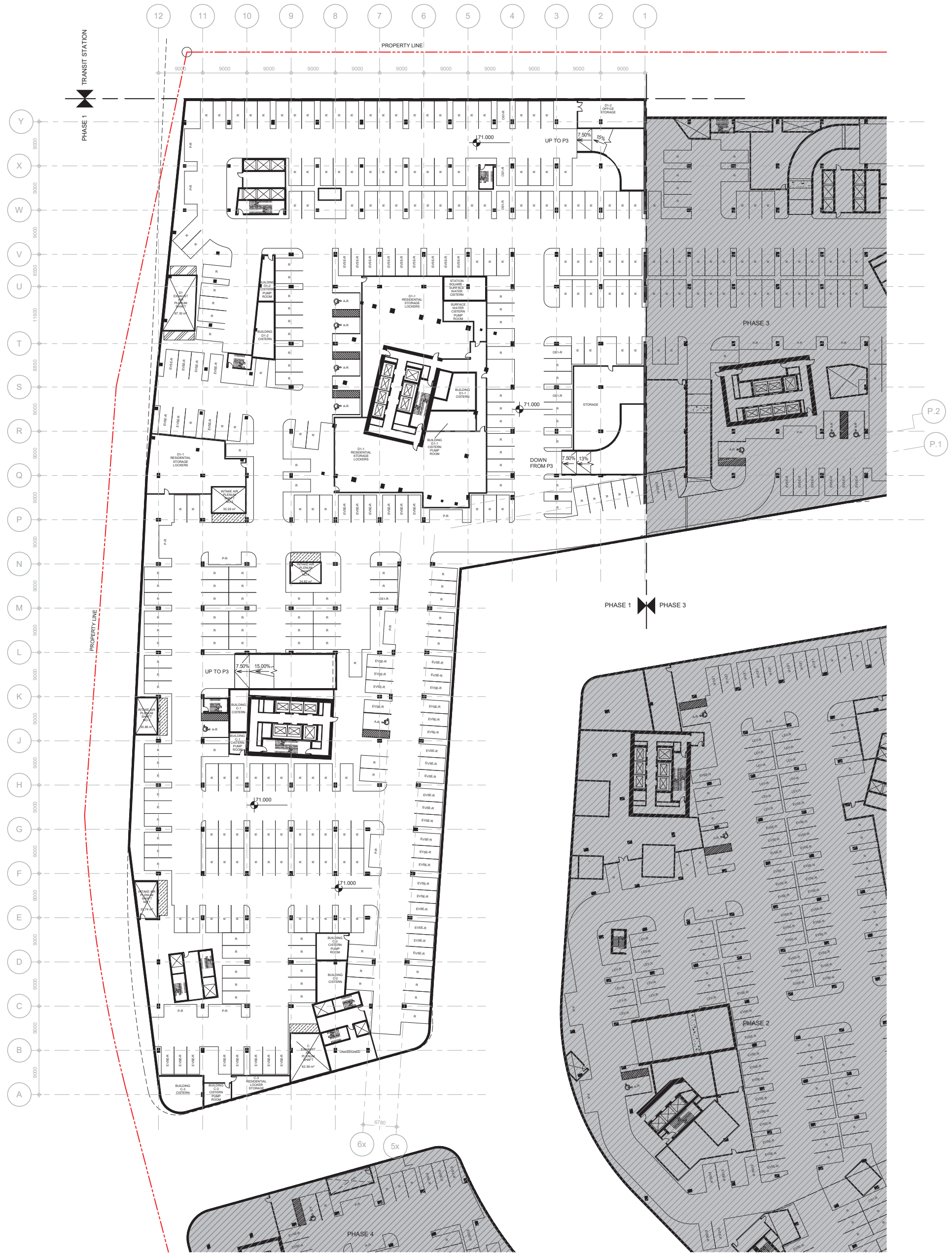
NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3

TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	16
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	5
PARALLEL	2
TYPICAL	101
TOTAL NON-RESIDENTIAL	124

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3

TYPE	PROVIDED
ACCESSIBLE (A-R)	4
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	4
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	44
LOW EMITTING VEHICLE (LEV-R)	14
OBSTRUCTED STALL ONE SIDE (OS1-R)	3
PARALLEL (P-R)	8
TYPICAL (R)	115
TOTAL RESIDENTIAL	192

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.



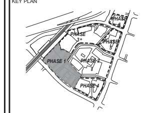
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT

Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT

Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL: ONTARIO ASSOCIATION OF ARCHITECTS, DOMENICO A. VIRDO, LICENCE 6314

NORTH ARROW: N

DRAWING TITLE

PHASE 1 FLOOR PLAN LEVEL P4

DRAWN	CHECKED
IR	GM

SCALE	DATE
1 : 300	12/11/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-094-CD** REVISION NO. **B**

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE (A-R)	6
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	55
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	6
PARALLEL (P-R)	9
TYPICAL (R)	244
TOTAL RESIDENTIAL	320

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

Block A Gross Construction Area		
Name	Level	Area
PHASE 2	LEVEL P1 (PHASE 2)	19445 m²
PHASE 2	LEVEL P2 (PHASE 2)	19408 m²
PHASE 2	LEVEL P3 (PHASE 2)	19296 m²
PHASE 2	LEVEL P4 (PHASE 2)	19703 m²
Total: 4		77853 m²

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1

TYPE	PROVIDED
ACCESSIBLE	4
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	2
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	53
OBSTRUCTED STALL ONE SIDE (OS1)	3
PARALLEL	16
TYPICAL	196
TOTAL NON-RESIDENTIAL	274

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1

TYPE	PROVIDED
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

**PHASE 2
FLOOR PLAN
LEVEL P1**

DRAWN	CHECKED
IR	GM
SCALE	DATE
1 : 300	12/20/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ap2-091-A**

REVISION NO. **B**

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — DOMENICO A. VIRDO — LICENCE 6314

NORTH ARROW: N

DRAWING TITLE

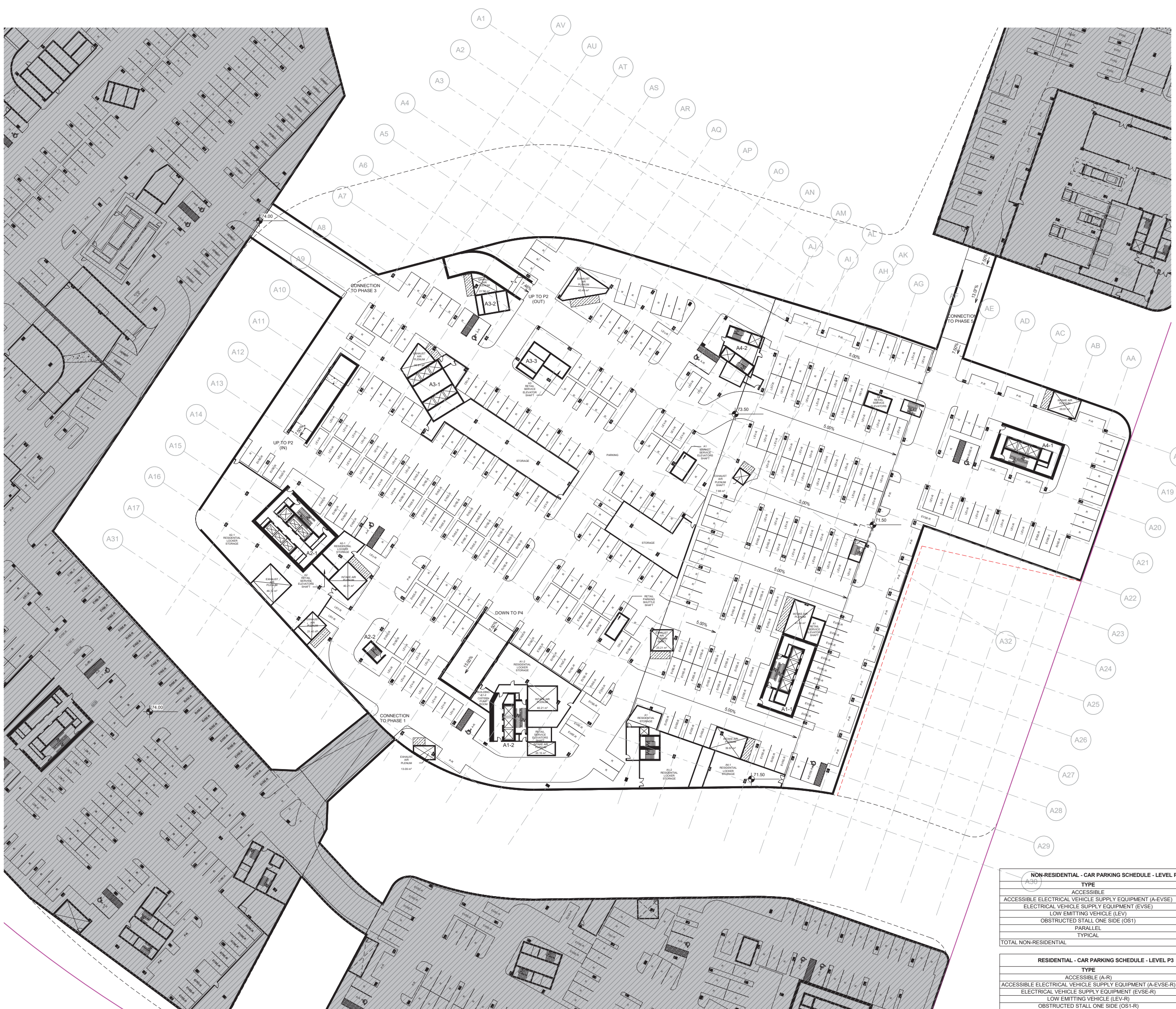
PHASE 2
FLOOR PLAN
LEVEL P2

DRAWN	CHECKED
IR	GM
SCALE: 1 : 300	DATE: 12/18/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-092-A** REVISION NO. **B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE (A-R)	4
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	2
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	93
LOW EMITTING VEHICLE (LEV-R)	98
OBSTRUCTED STALL ONE SIDE (OS1-R)	3
PARALLEL (P-R)	17
TYPICAL (R)	138
TOTAL RESIDENTIAL	355

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

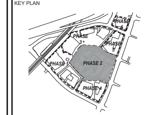
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

PHASE 2
FLOOR PLAN
LEVEL P3

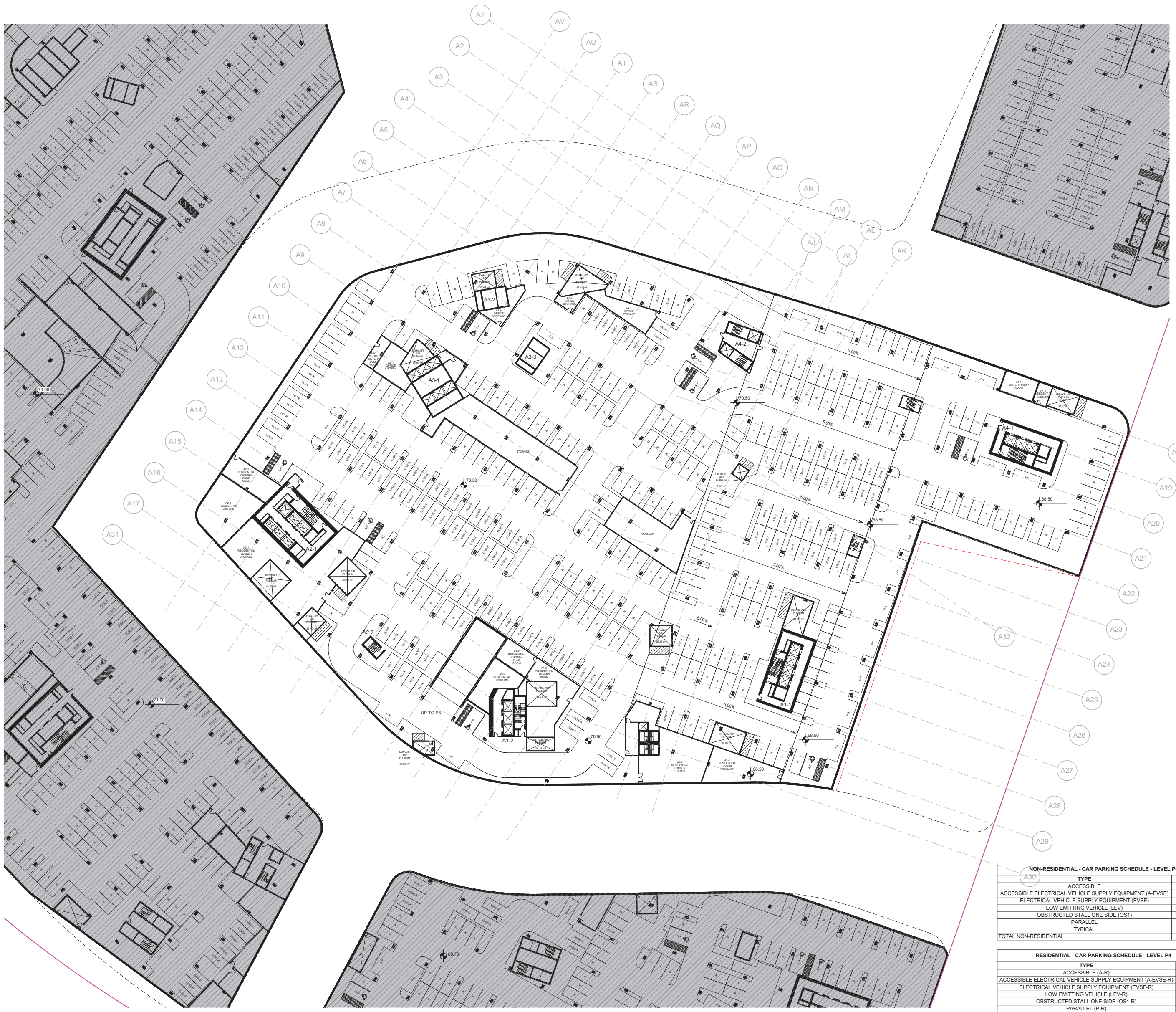
DRAWN	CHECKED
IR	GM
SCALE	DATE
1 : 300	12/18/19

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-093-A**

REVISION NO. **B**



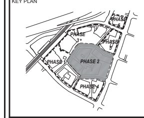
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

PHASE 2 FLOOR PLAN LEVEL P4

DRAWN: IR	CHECKED: GM
SCALE: 1 : 300	DATE: 12/18/19
GRAPHIC SCALE	0 1 5 10 20m SCALE IN METERS
PROJECT NO.	1712
DRAWING NO.: Ap2-094-A	REVISION NO.: B

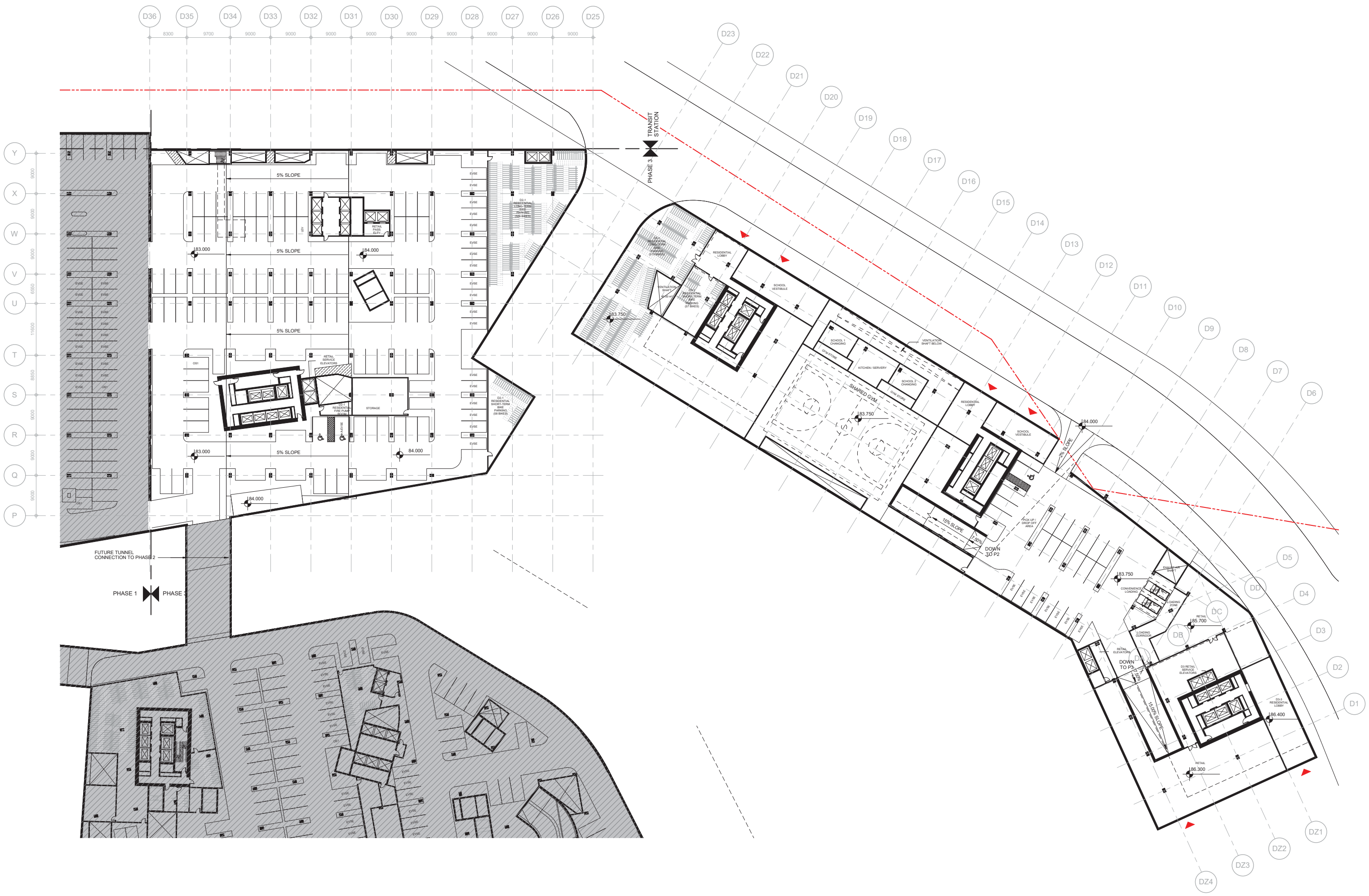
NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4

TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4

TYPE	PROVIDED
ACCESSIBLE (A-R)	8
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	51
LOW EMITTING VEHICLE (LEV-R)	68
OBSTRUCTED STALL ONE SIDE (OS1-R)	1
PARALLEL (P-R)	19
TYPICAL (R)	226
TOTAL RESIDENTIAL	373

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.



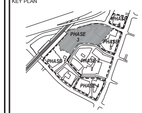
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE 6314

NORTH ARROW

N

DRAWING TITLE

PHASE 3
FLOOR PLAN
LEVEL P1

DRAWN	CHECKED
IR	GM
SCALE 1 : 300	DATE 01/24/20

GRAPHIC SCALE: 0 1 5 10 20m SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ap2-091-D**

REVISION NO. **B**

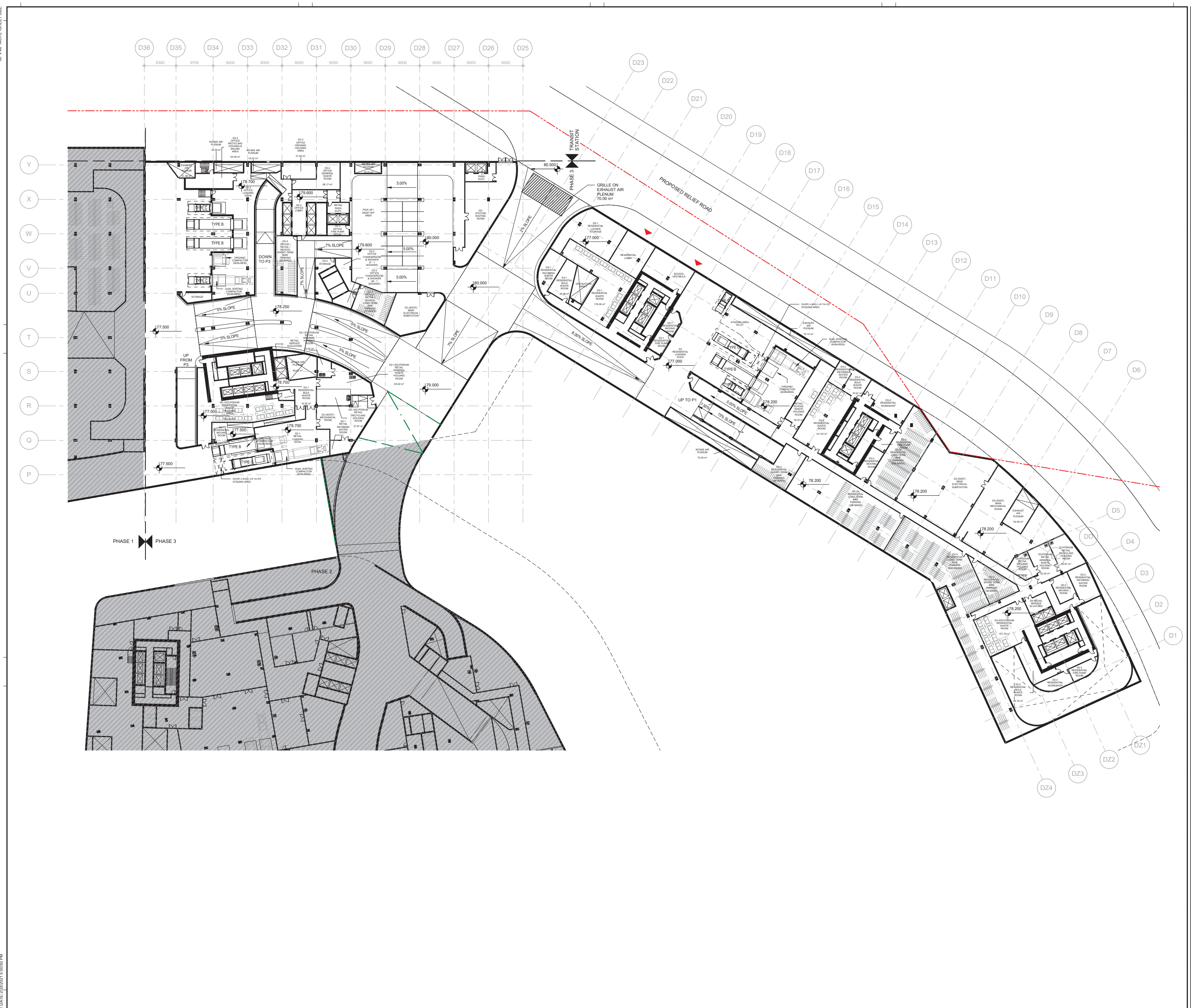
NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	**PROVIDED**
ACCESSIBLE	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	25
LOW EMITTING VEHICLE (LEV)	1
OBSTRUCTED STALL ONE SIDE (OS1)	1
PARALLEL	9
TYPICAL	99
TOTAL NON-RESIDENTIAL	138

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	**PROVIDED**
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

Block D Gross Construction Area

Name	Level	Area
PHASE 3	LEVEL P1 BASEMENT	10304 m²
PHASE 3	LEVEL P2 BASEMENT	13668 m²
PHASE 3	LEVEL P3 BASEMENT	14332 m²
PHASE 3	LEVEL P4 BASEMENT	14334 m²
PHASE 3	LEVEL P5 BASEMENT	14311 m²
PHASE 3	FLOOR PLAN - LEVEL P6	8587 m²
Total: 6		75535 m²



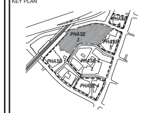
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson
ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

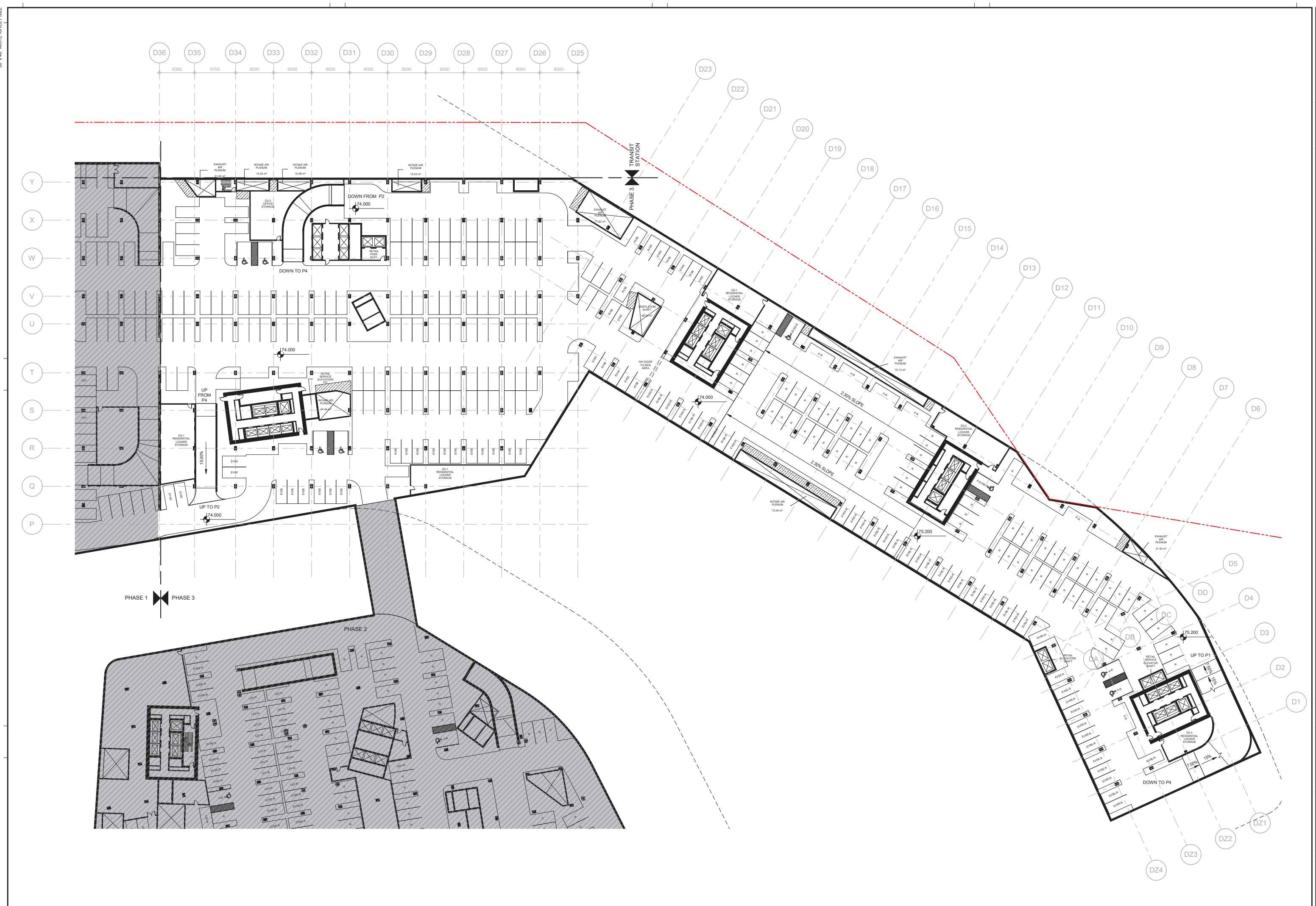
**PHASE 3
FLOOR PLAN
LEVEL P2**

DRAWN	CHECKED
IR	GM
SCALE 1 : 300	DATE 01/13/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-092-D** | REVISION NO. **B**



TYPE	PROVIDED
ACCESSIBLE	4
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	36
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	7
TYPICAL	123
TOTAL NON-RESIDENTIAL	170

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3

TYPE	PROVIDED
ACCESSIBLE (A-R)	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	2
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	41
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	6
TYPICAL (R)	65
TOTAL RESIDENTIAL	116

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL: ONTARIO ASSOCIATION OF ARCHITECTS DOMENICO A. VIRDO LICENCE 6314

NORTH ARROW: N

DRAWING TITLE

PHASE 3 FLOOR PLAN LEVEL P3

DRAWN	CHECKED
IR	GM
SCALE	DATE
1 : 300	01/13/20

GRAPHIC SCALE: 0 1 5 10 20m SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ap2-093-D** REVISION NO. **B**

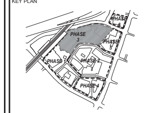
PROJECT

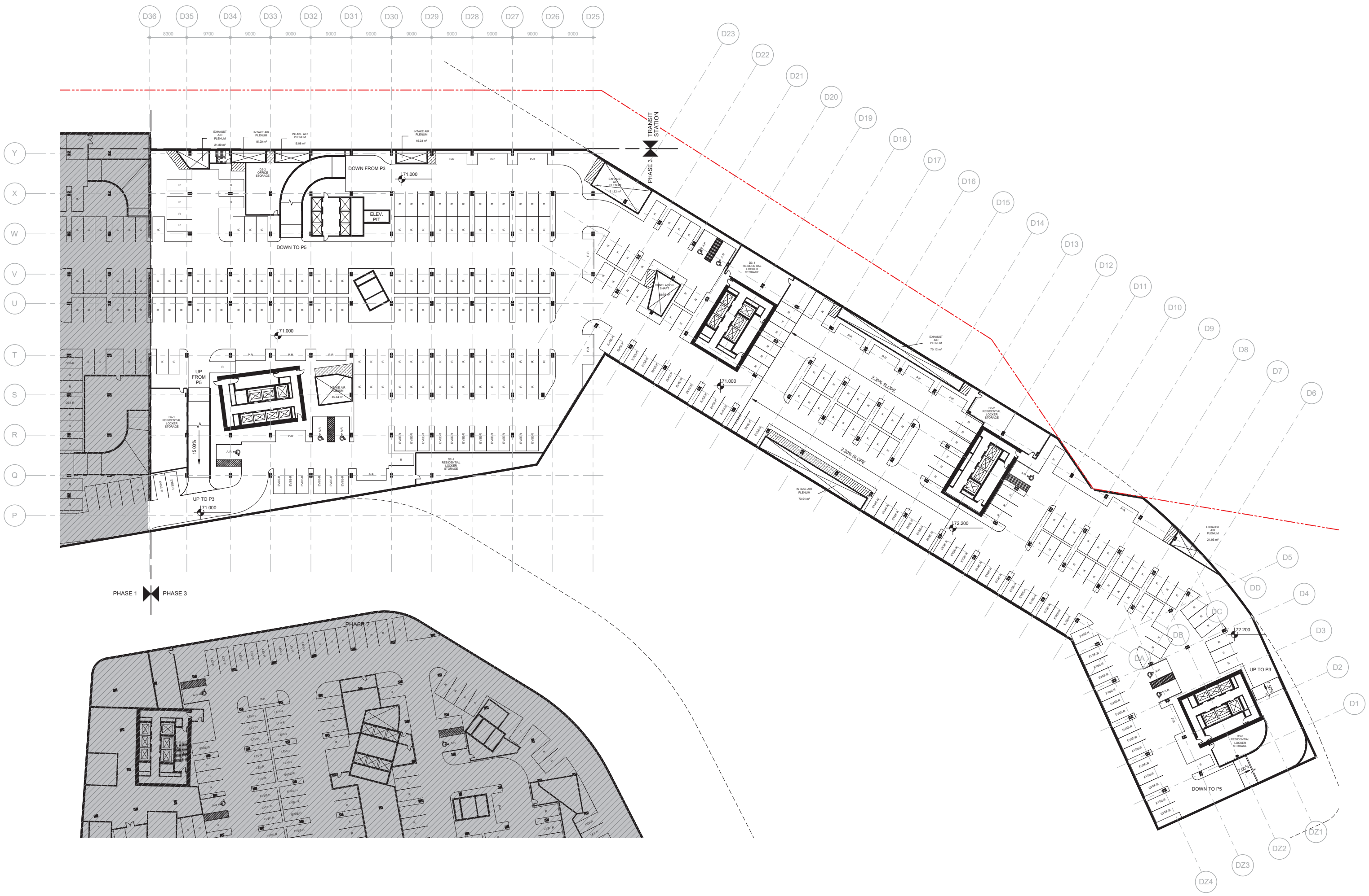
2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN





No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE 6314

NORTH ARROW

N

DRAWING TITLE

PHASE 3
FLOOR PLAN
LEVEL P4

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	**PROVIDED**
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	**PROVIDED**
ACCESSIBLE (A-R)	8
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	66
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	16
TYPICAL (R)	207
TOTAL RESIDENTIAL	297

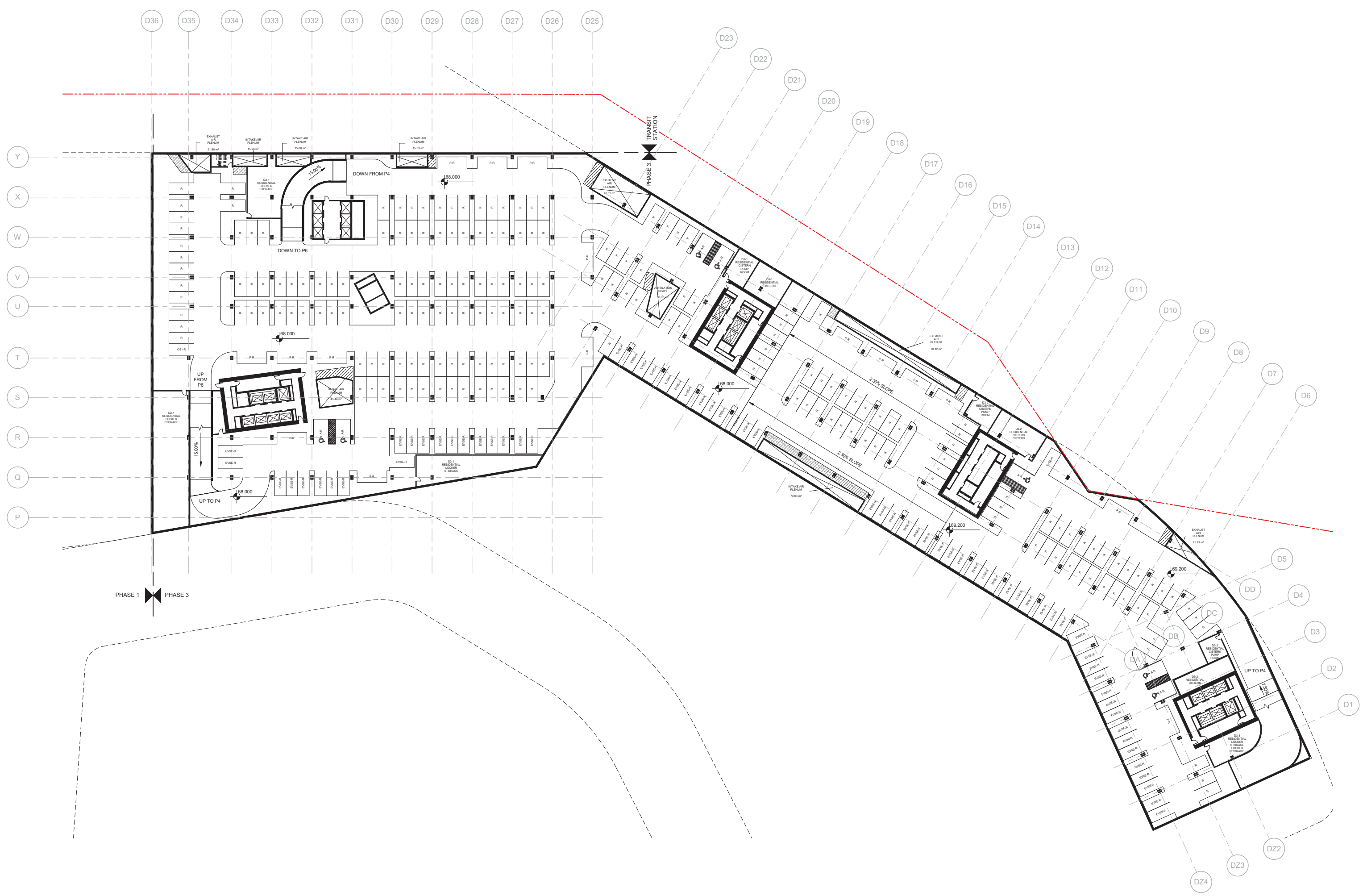
NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

DRAWN	CHECKED
IR	GM
SCALE 1 : 300	DATE 01/13/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. ***1712***

DRAWING NO. ***Ap2-094-D*** REVISION NO. ***B***



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE (A-R)	7
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	67
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	1
PARALLEL (P-R)	16
TYPICAL (R)	196
TOTAL RESIDENTIAL	287

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

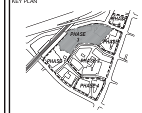
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

PHASE 3
FLOOR PLAN
LEVEL P5

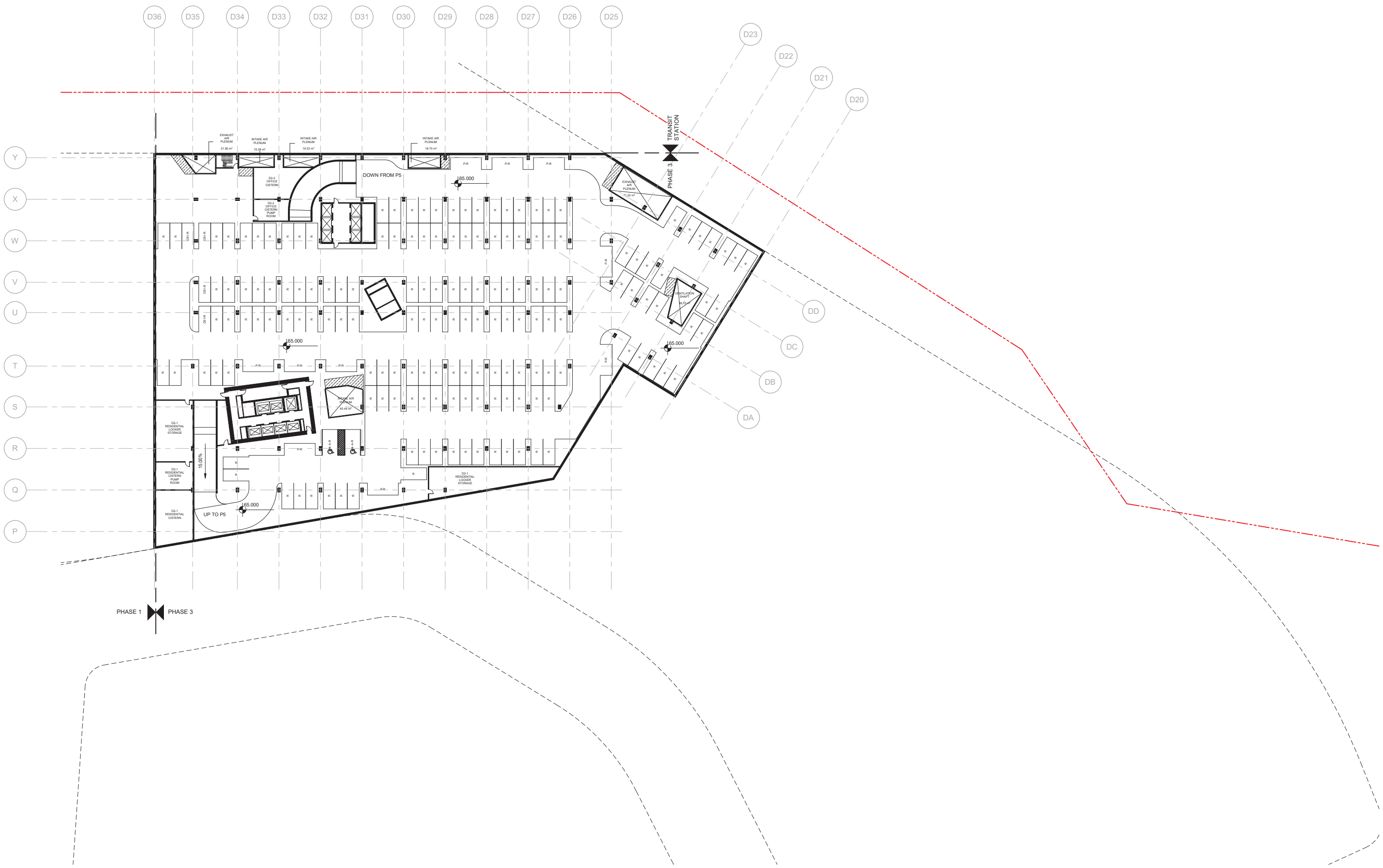
DRAWN	CHECKED
IR	GM
SCALE: 1 : 300	DATE: 02/13/20

GRAPHIC SCALE: 0 1 10 20 40m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-095-D**

REVISION NO. **B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P6

TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P6

TYPE	PROVIDED
ACCESSIBLE (A-R)	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	4
PARALLEL (P-R)	10
TYPICAL (R)	162
TOTAL RESIDENTIAL	178

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

DRAWING TITLE

PHASE 3 FLOOR PLAN LEVEL P6

DRAWN: IR
CHECKED: GM
SCALE: 1 : 300
DATE: 01/15/21
GRAPHIC SCALE: SCALE IN METERS

PROJECT NO.: 1712

DRAWING NO.: Ap2-096-D
REVISION NO.: B

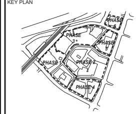
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

DRAWING TITLE
PHASE 4
FLOOR PLAN
LEVEL P1

DRAWN: Author
CHECKED: Checker
SCALE: 1 : 300
DATE: 10/19/20
GRAPHIC SCALE — SCALE IN METERS

PROJECT NO.: 1712

DRAWING NO.: **Ap2-091-B**
REVISION NO.: **B**

36" x 48" Arch E - SHEET SIZE

Block B Gross Construction Area		
Name	Level	Area
PHASE 4	LEVEL P2 (PHASE 4)	10637 m²
PHASE 4	LEVEL P3 (PHASE 4)	10637 m²
PHASE 4	LEVEL P4 (PHASE 4)	10612 m²
PHASE 4	LEVEL P5 (PHASE 4)	10882 m²
Total: 4		42769 m²

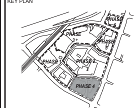
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW
N

DRAWING TITLE

PHASE 4
FLOOR PLAN
LEVEL P2

DRAWN	CHECKED
IR	GM
SCALE 1 : 300	DATE 01/23/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-092-B** REVISION NO. **B**

FILE NAME: C:\Revit Local Files\X-Misc\CC-AAA-BLOCK B-BG_RMeza7D2WT.rvt
PLOT DATE:2/23/2021 6:11:22 PM

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	23
OBSTRUCTED STALL ONE SIDE (OS1)	1
PARALLEL	2
TYPICAL	91
TOTAL NON-RESIDENTIAL	120

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE (A-R)	1
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	2
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	16
LOW EMITTING VEHICLE (LEV-R)	2
OBSTRUCTED STALL ONE SIDE (OS1-R)	2
PARALLEL (P-R)	1
TYPICAL (R)	66
TOTAL RESIDENTIAL	90

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW
N

DRAWING TITLE
PHASE 4 FLOOR PLAN LEVEL P3

DRAWN: MH
CHECKED: GM
SCALE: 1 : 300
DATE: 01/23/20
GRAPHIC SCALE: SCALE IN METERS
PROJECT NO.: 1712
DRAWING NO.: **Ap2-093-B**
REVISION NO.: **B**

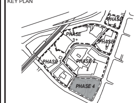
PROJECT

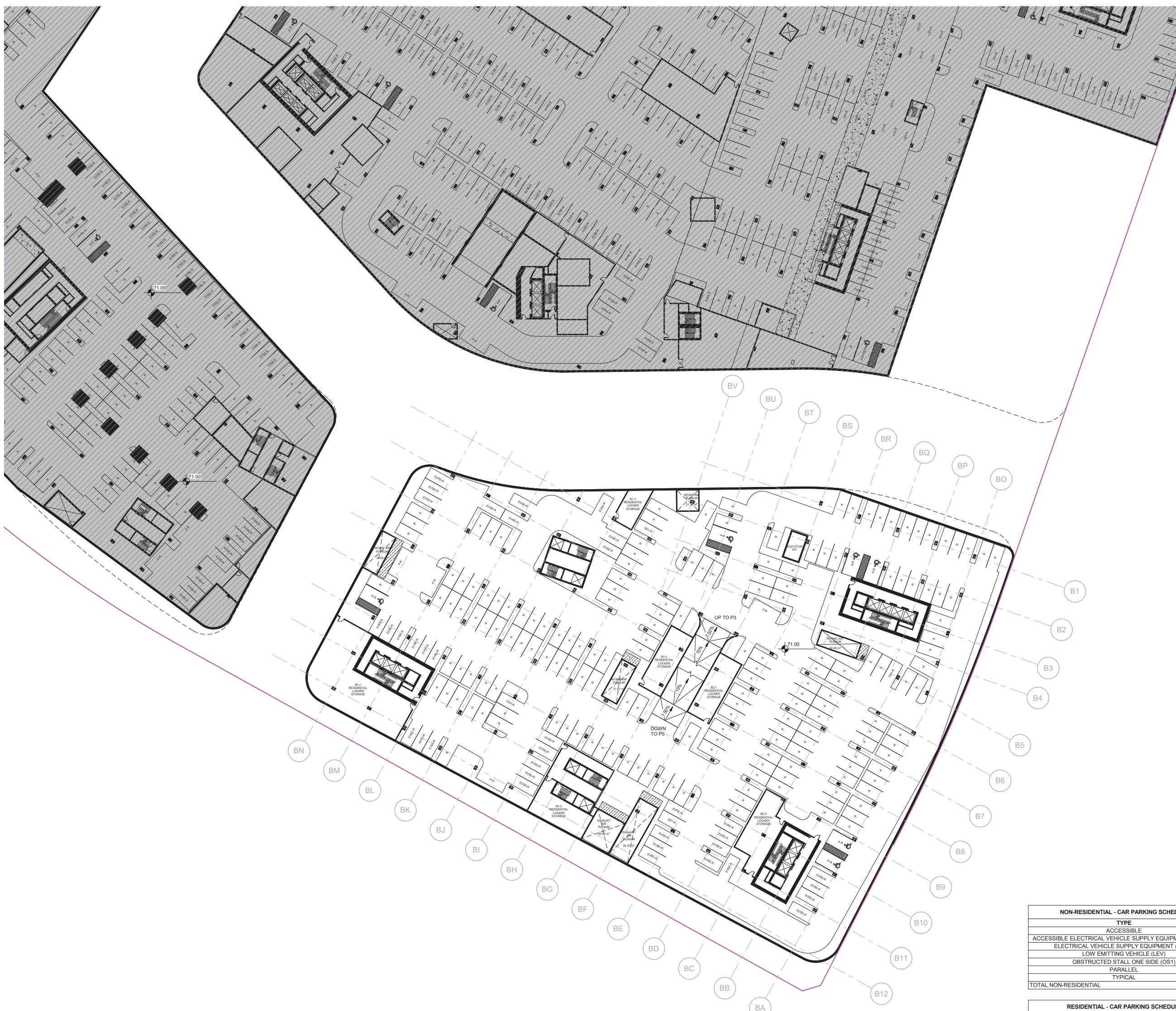
2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN





No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE (A-R)	6
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	36
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	4
PARALLEL (P-R)	4
TYPICAL (R)	173
TOTAL RESIDENTIAL	223

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

PHASE 4
FLOOR PLAN
LEVEL P4

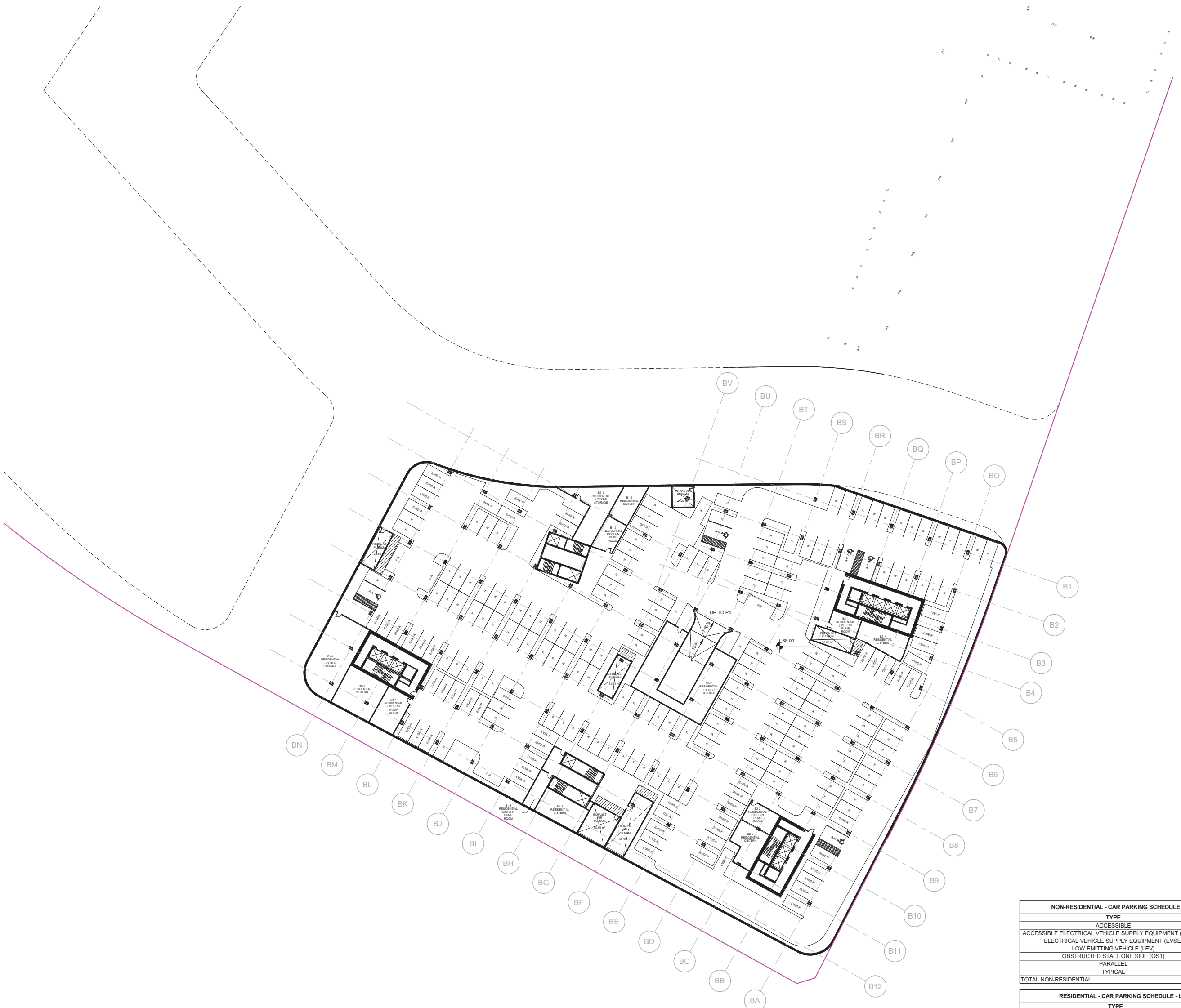
DRAWN	CHECKED
MH	GM
SCALE	DATE
1 : 300	01/23/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-094-B**

REVISION NO. **B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5

TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5

TYPE	PROVIDED
ACCESSIBLE (A-R)	5
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	54
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	4
PARALLEL (P-R)	4
TYPICAL (R)	160
TOTAL RESIDENTIAL	227

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS.
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THE TOTAL REQUAIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

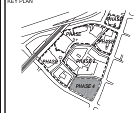
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

**PHASE 4
FLOOR PLAN
LEVEL P5**

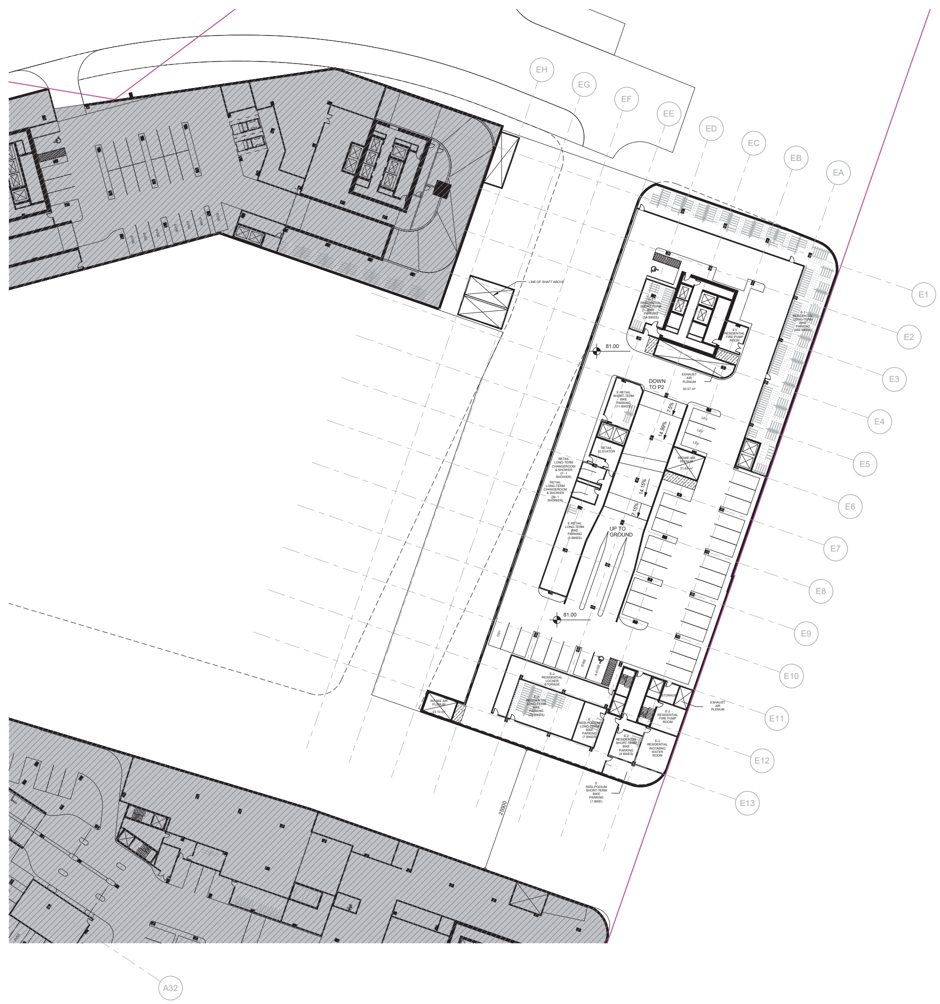
DRAWN	CHECKED
MH	GM
SCALE	DATE
1 : 300	01/23/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-095-B**

REVISION NO. **B**



Block E Gross Construction Area		
Name	Level	Area
PHASE 5	LEVEL P1 (PHASE 5)	4865 m²
PHASE 5	LEVEL P2 (PHASE 5)	5505 m²
PHASE 5	LEVEL P3 (PHASE 5)	7327 m²
PHASE 5	LEVEL P4 (PHASE 5)	7519 m²
Total: 4		25216 m²

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	**PROVIDED**
ACCESSIBLE	1
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	1
LOW EMITTING VEHICLE (LEV)	3
OBSTRUCTED STALL ONE SIDE (OS1)	1
PARALLEL	2
TYPICAL	29
TOTAL NON-RESIDENTIAL	38

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	**PROVIDED**
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

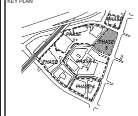
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

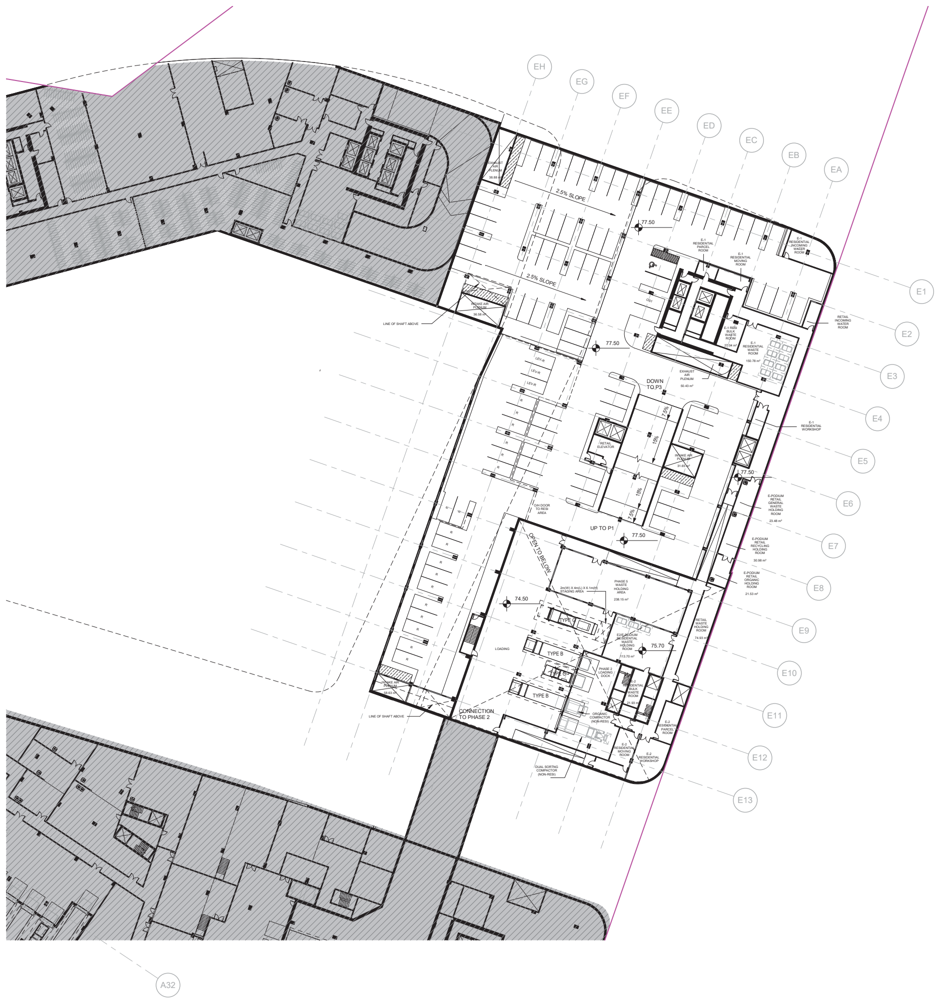
**PHASE 5
FLOOR PLAN
LEVEL P1**

DRAWN	CHECKED
MH	GM
SCALE	DATE
1 : 300	04/06/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO.
1712

DRAWING NO.	REVISION NO.
Ap2-091-E	**B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE	1
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	1
PARALLEL	0
TYPICAL	67
TOTAL NON-RESIDENTIAL	69

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	3
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	18
TOTAL RESIDENTIAL	21

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

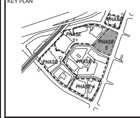
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

NORTH ARROW

N

DRAWING TITLE

PHASE 5
FLOOR PLAN
LEVEL P2

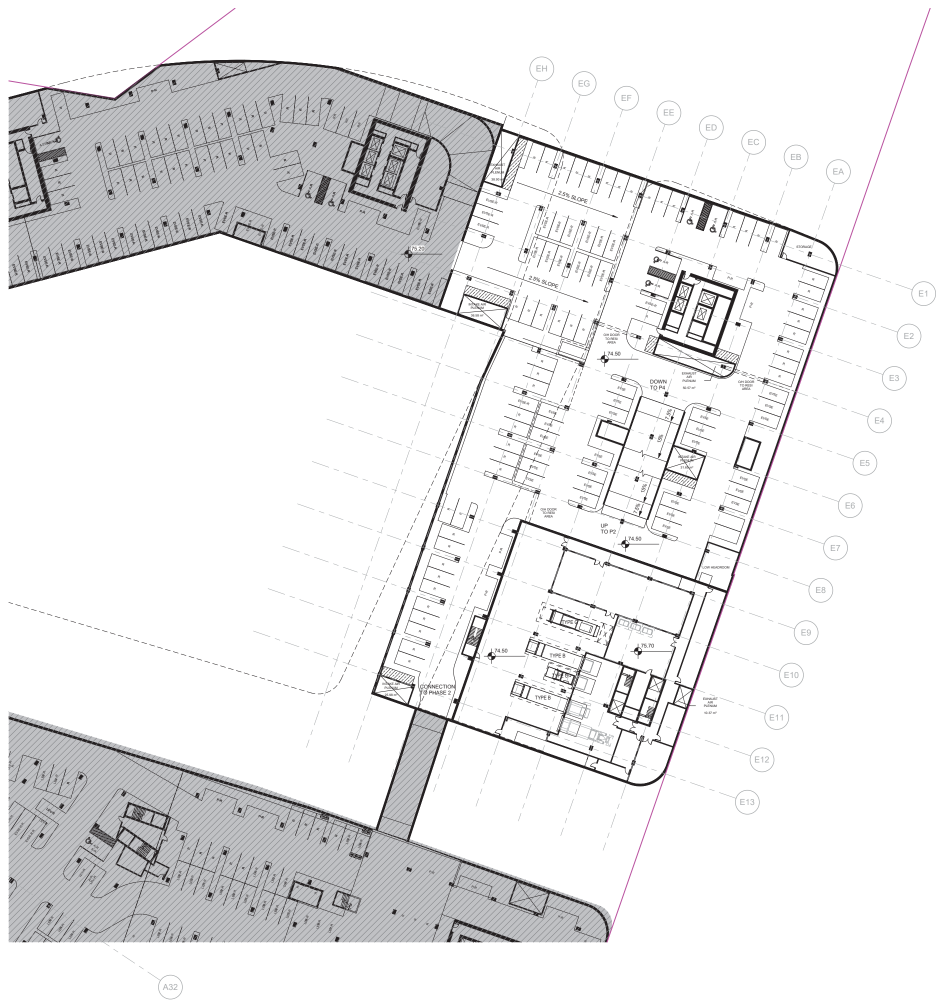
DRAWN	CHECKED
IR	GM
SCALE 1 : 300	DATE 02/05/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-092-E**

REVISION NO. **B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	25
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	3
TOTAL NON-RESIDENTIAL	28

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE (A-R)	4
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	17
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	4
TYPICAL (R)	50
TOTAL RESIDENTIAL	75

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

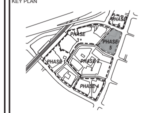
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW

N

DRAWING TITLE

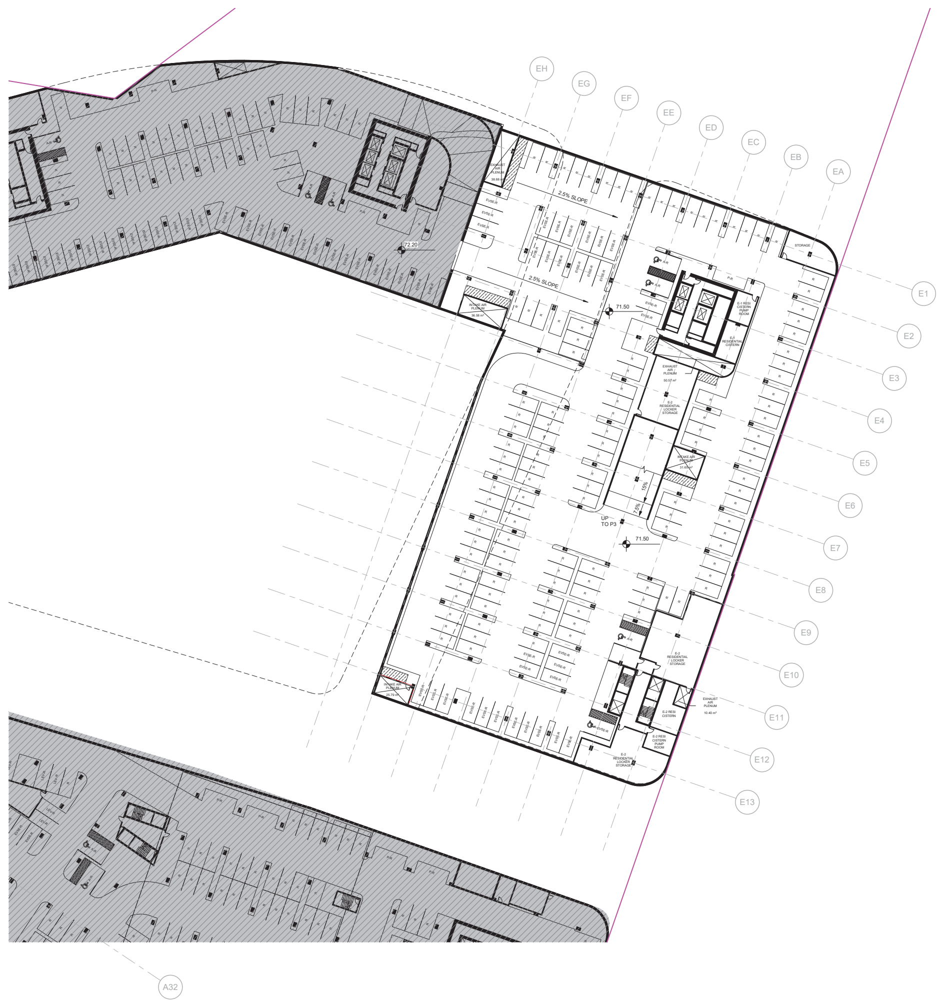
PHASE 5
FLOOR PLAN
LEVEL P3

DRAWN	CHECKED
IR	GM
SCALE	DATE
1 : 300	02/05/20

GRAPHIC SCALE: 0 1 5 10 20m SCALE IN METERS

PROJECT NO. *1712*

DRAWING NO.	REVISION NO.
Ap2-093-E	**B**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE (A-R)	3
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	33
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	1
TYPICAL (R)	120
TOTAL RESIDENTIAL	158

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

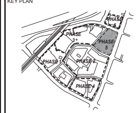
PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS

NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
LICENCE 6314

NORTH ARROW

N

DRAWING TITLE

**PHASE 5
FLOOR PLAN
LEVEL P4**

DRAWN	CHECKED
MH	GM
SCALE 1 : 300	DATE 02/05/20

GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO. 1712

DRAWING NO. **Ap2-094-E**

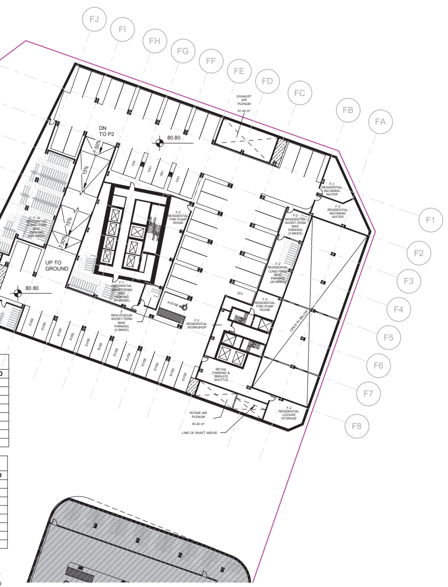
REVISION NO. **B**

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE (A-R)	1
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	15
LOW EMITTING VEHICLE (LEV-R)	3
OBSTRUCTED STALL ONE SIDE (OS1-R)	2
PARALLEL (P-R)	0
TYPICAL (R)	49
TOTAL RESIDENTIAL	71

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - LEVEL P3 (4)
1 : 300



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	1
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	12
LOW EMITTING VEHICLE (LEV)	1
OBSTRUCTED STALL ONE SIDE (OS1)	4
PARALLEL	0
TYPICAL	33
TOTAL NON-RESIDENTIAL	51

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

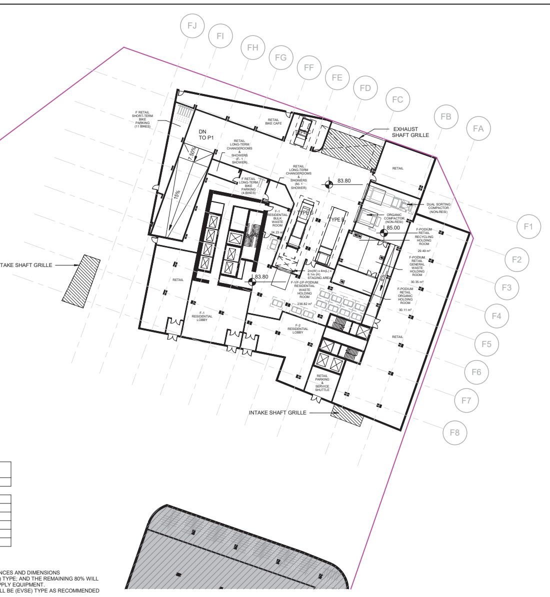
FLOOR PLAN - LEVEL P1 (2)
1 : 300

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	8
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	2
PARALLEL	0
TYPICAL	40
TOTAL NON-RESIDENTIAL	52

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE (A-R)	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	0
LOW EMITTING VEHICLE (LEV-R)	0
OBSTRUCTED STALL ONE SIDE (OS1-R)	0
PARALLEL (P-R)	0
TYPICAL (R)	0
TOTAL RESIDENTIAL	0

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - LEVEL P2 (3)
1 : 300



Block F Gross Construction Area		
Name	Level	Area
PHASE 6	LEVEL P1 - BLOCK F	3278 m²
PHASE 6	LEVEL P2 - BLOCK F	3704 m²
PHASE 6	LEVEL P3 - BLOCK F	3704 m²
PHASE 6	LEVEL P4 - BLOCK F	3704 m²
PHASE 6	LEVEL P5 - BLOCK F	3704 m²
PHASE 6	LEVEL P6 - BLOCK F	3829 m²
Total: 6		21923 m²

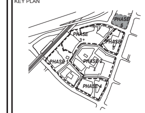
NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - GROUND LEVEL (1)
1 : 300
NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

FILE NAME: C:\Revit Local Files\X-Misc\CC-AAA-BLOCK F-BG_RMeza7D2WT.rvt
PLOT DATE:2/24/2021 2:55:29 PM

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN


No.	DESCRIPTION:	DATE:
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7
DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL
ONTARIO ASSOCIATION OF ARCHITECTS
DOMENICO A. VIRDO
LICENCE
6314

NORTH ARROW
N

DRAWING TITLE
PHASE 6
FLOOR PLANS
GROUND LEVEL,
LEVEL P1, P2 & P3

DRAWN	CHECKED
MH	GM
SCALE	DATE
1 : 300	02/12/20

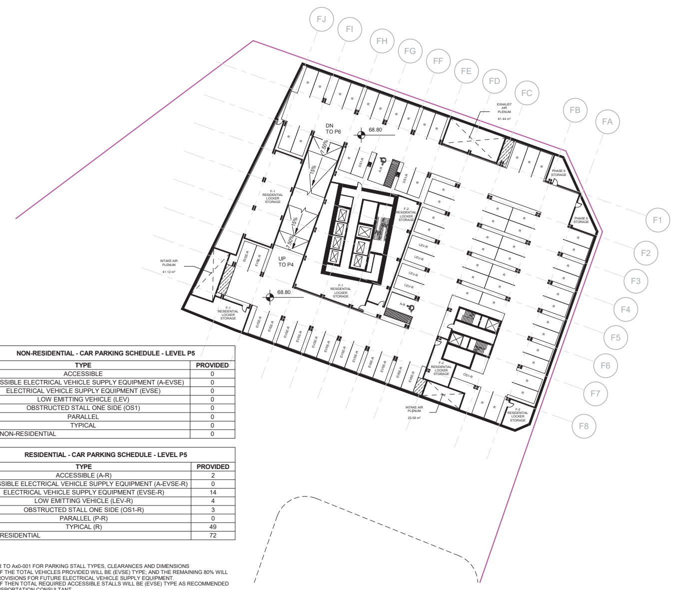
GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO.
1712

DRAWING NO.	REVISION NO.
Ap2-091-F	*B*

30" x 48" Arch E - SHEET SIZE

36" x 48" Arch E - SHEET SIZE

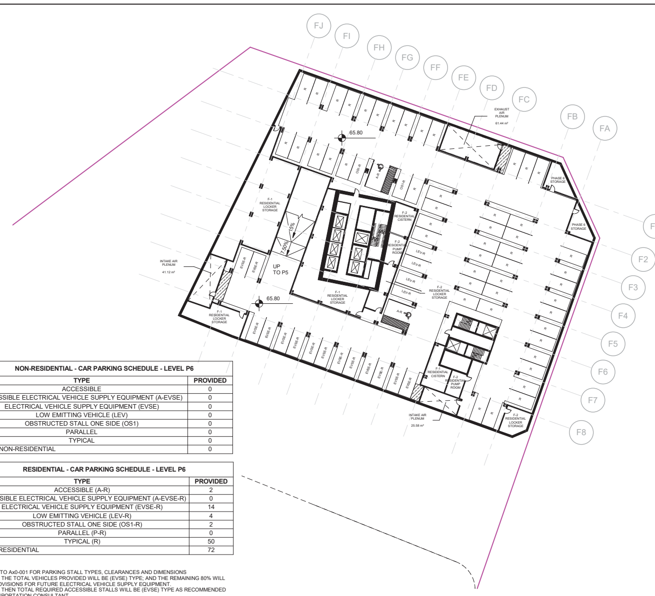


NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE (A-R)	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	14
LOW EMITTING VEHICLE (LEV-R)	4
OBSTRUCTED STALL ONE SIDE (OS1-R)	3
PARALLEL (P-R)	0
TYPICAL (R)	49
TOTAL RESIDENTIAL	72

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - P5 LEVEL (2)
1 : 300

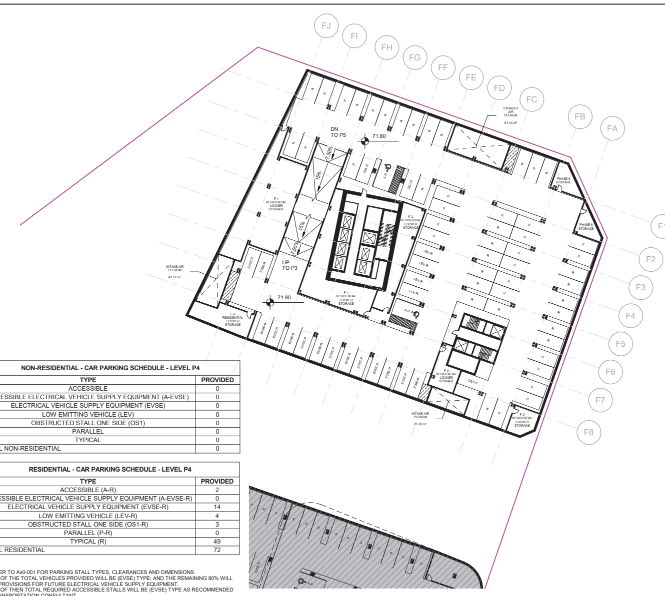


NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P6	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P6	
TYPE	PROVIDED
ACCESSIBLE (A-R)	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	14
LOW EMITTING VEHICLE (LEV-R)	4
OBSTRUCTED STALL ONE SIDE (OS1-R)	2
PARALLEL (P-R)	0
TYPICAL (R)	50
TOTAL RESIDENTIAL	72

NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - P6 LEVEL (3)
1 : 300



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
OBSTRUCTED STALL ONE SIDE (OS1)	0
PARALLEL	0
TYPICAL	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE (A-R)	2
ACCESSIBLE ELECTRICAL VEHICLE SUPPLY EQUIPMENT (A-EVSE-R)	0
ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R)	14
LOW EMITTING VEHICLE (LEV-R)	4
OBSTRUCTED STALL ONE SIDE (OS1-R)	3
PARALLEL (P-R)	0
TYPICAL (R)	49
TOTAL RESIDENTIAL	72

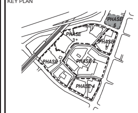
NOTE:
1. REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS
2. 20% OF THE TOTAL VEHICLES PROVIDED WILL BE (EVSE) TYPE; AND THE REMAINING 80% WILL HAVE PROVISIONS FOR FUTURE ELECTRICAL VEHICLE SUPPLY EQUIPMENT.
3. 20% OF THEN TOTAL REQUIRED ACCESSIBLE STALLS WILL BE (EVSE) TYPE AS RECOMMENDED BY TRANSPORTATION CONSULTANT.

FLOOR PLAN - P4 LEVEL (1)
1 : 300
NOTE: REFER TO Ax0-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN



No.	DESCRIPTION:	DATE:
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020
B	ISSUED FOR ZBA / DPS / OPA RESUBMISSION	26 FEB 2021
A	ISSUED FOR ZBA / DPS / OPA	15 MAY 2020

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7
DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN METRIC.

adamson ASSOCIATES | ARCHITECTS
A Partnership of Corporations

SEAL | NORTH ARROW N

DRAWING TITLE
PHASE 6 FLOOR PLANS LEVEL P4, P5 & P6

DRAWN	CHECKED
MH	GM
SCALE	DATE
1 : 300	02/12/20

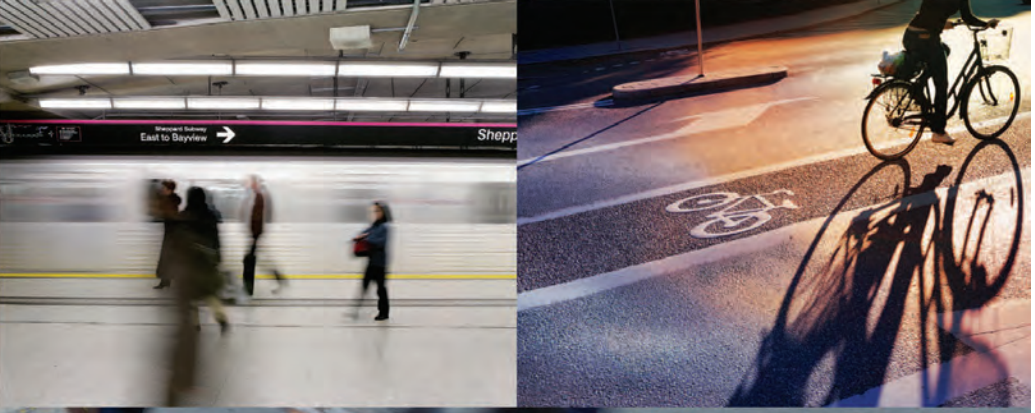
GRAPHIC SCALE: 0 1 5 10 20m — SCALE IN METERS

PROJECT NO.: 1712

DRAWING NO.: Ap2-092-F | REVISION NO.: B

FILE NAME: C:\Revit Local Files\X-Misc\CC-AAA-BLOCK F-BG_RMeza7D2WT.rvt
PLOT DATE: 2/24/2021 2:55:33 PM

APPENDIX B:
Parking Response



MOVEMENT
IN URBAN
ENVIRONMENTS

BAGROUP.COM

BA Group

2150 Lake Shore Boulevard West

Proposed Mixed-Use Development

Toronto, Ontario

Urban Transportation Considerations

Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application Resubmission

Response to Comments: Parking

Prepared For: FCR (Park Lawn) Corporation
2253213 Ontario Limited

February 2021

45 St. Clair Avenue West, Suite 300
Toronto, ON M4V 1K9
www.bagroup.com

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF APPENDICIES

1.0 OVERVIEW

BA Group is retained by FCR (Park Lawn) Corporation ("First Capital" or the "Client") on behalf of FCR (Park Lawn) LP Corporation and 2253213 Ontario Limited (the "Owners") to provide urban transportation consulting services in relation to the redevelopment of the former Christies cookie factory site, comprising municipal addresses 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (herein referred to as the "site" or the "Christies site").

An Official Plan Amendment (OPA) application was made by the Client for the site in October 2019. This application presented a comprehensive mixed-use master plan development (herein referred to as the "Master Plan" or the "Christies Master Plan") vision for the property, and this process is currently advancing in parallel to the City-led Secondary Plan process. BA Group prepared an Urban Transportation Considerations report as part of the initial October 2019 OPA submission made to the City.

A subsequent submission, including the Zoning By-law Amendment (ZBA) and an update to the OPA application, was made in May 2020.

In response to the original and subsequent submissions, City of Toronto staff have provided comments on the application. This particular report has been completed to address parking-related comments and matters.

This study reviews and discusses the current applicable parking standards, new parking standards proposed for the site, and the appropriateness of such proposed standards.

1.1 PROPOSED PARKING STANDARDS

The site is currently subject to the City of Toronto Zoning By-law 569-2013 parking standards for Rest of City (RoC) areas.

It is in our opinion that the parking standards outlined in Zoning By-law 569-2013 overstate the parking needs of a contemporary transit-oriented development, such as the Christies Master Plan, by some margin. As such, it is proposed to adopt parking standards that are reduced from the currently applicable Rest of City rates.

Reduced parking standards are proposed, recognizing that the Master Plan is to deliver substantial mobility infrastructure that will change the mobility context and travel characteristics, for the site, Humber Bay Shores (HBS), and, more broadly, southeastern Etobicoke.

The proposed parking rates for the site are presented below:

- Residential — 0.40 spaces per unit
- Visitor — 0.10 spaces per unit
- Retail — 1.00 spaces per 100m^2 GFA
- Restaurant — 0.00 spaces per 100m^2 GFA
- Office — 1.00 spaces per 100m^2 GFA
- School — 0.50 spaces per 100m^2 GFA
- Community — 0.50 spaces per 100m^2 GFA
- All other uses — 1.00 spaces per 100m^2 GFA

The following outlines the appropriateness of the proposed parking standards.

1.2 PARKING IN AN EVOLVING PLANNING CONTEXT

The public policy regime with respect to mobility and development planning has changed over recent years with sustainable growth now at the forefront of initiatives.

Provincial, Regional and Municipal directives set a planning framework that aim to mitigate and reduce vehicular traffic through the promotion and facilitation of non-auto trips and the improvement of public transit access. Greater priority is placed on the movement and experience of people using active and sustainable modes of travel, as opposed to vehicular traffic and auto use.

Themes such as '*planning transit from a network perspective'*, '*designing streets and public realm for people'*, '*connecting and expanding cycling infrastructure'*, and '*increasing multi-modal mobility options'* re-occur through contemporary public policy and have been fundamental to the development of the Christies Master Plan.

Notably, partnerships and funding mechanisms to invest in and construct sustainable transportation infrastructure and integrated land development is at the forefront of City planning, with unprecedented collaboration across all levels of government and the private sector.

Through the Christies site redevelopment and concurrent Secondary Plan, local planning has the opportunity to support and further advance such contemporary policy framework, mobility planning initiatives, and transit infrastructure investments. A fundamental part of which is a progressive parking strategy.

1.3 DELIVERY OF SUSTAINABLE MOBILITY OPTIONS

The Master Plan is centred upon creating a complete community that is built, from the ground up, to provide a wide range of non-automobile dependent mobility options that minimize car usage as a primary form of transportation.

The Master Plan is proposing a wide array of non-automobile facilities and elements that will not only provide for future mobility needs of the site but will also greatly benefit the mobility options for all of Humber Bay Shores and the southeastern Etobicoke area.

Significant sustainable mobility elements of the Master Plan include:

- Construction of a new Park Lawn GO Station;
- Creation of a Transit Hub at the new GO Station with new TTC LRT and bus facilities;
- New dedicated LRT track facilities connecting Lake Shore Boulevard West to the Transit Hub;
- Dedicated LRT tracks on Lake Shore Boulevard West;
- Enhancing cycling facilities on Lake Shore Boulevard West, Park Lawn Road and within the development plan;
- A series of complete streets and new main street signalized crossings that promote walking as a viable local travel mode;
- Bike share and end-user cycling facilities within the development plan; and
- Car share facilities and other complementary programmes.

These sustainable transportation elements collectively support non-automobile dependency within the area.

.

1.4 OPPORTUNITY TO INFLUENCE MODAL CHOICE

The range of "**game changing**" mobility options being proposed as part of the Christies Master Plan present a rare and significant opportunity to advance a highly progressive parking strategy that minimizes car usage, maximizes usage of the proposed sustainable travel options being constructed and enables the realization of a "complete" new community built upon contemporary travel thinking.

Significant mobility (particularly transit) investments are being made across both private and public sectors to:

- Improve existing transit services (i.e. GO RER, Waterfront Transit Reset);
- Create a new access to services (Park Lawn GO and integrated transit hub), and;
- Facilitate access to transit through the public realm, pedestrian connectivity, and cycling infrastructure improvements within the area.

To fully support the area mobility planning and help deliver a truly transit-oriented development, the local By-law regime must adopt a forward thinking approach. Setting appropriate, pro-active minimum Zoning By-law parking standards is key in this regard and has an essential role in supporting the Master Plan mobility goals and in reducing automobile dependent travel from the outset of this proposal.

1.5 AN APPROPRIATE PARKING STRATEGY

Up to this point in Toronto, the most proactive support and tools (such as reduced parking standards) for increasing non-auto travel have primarily been oriented towards downtown Toronto and certain centres / nodes in the central areas of the City. However, with increasing efforts and investments being made to change travel behaviour in areas such as southeastern Etobicoke, local planning has been given a strong opportunity to appropriately reflect such objectives. The Christies site presents the opportunity to initiate strong, proactive planning through amending parking policy.

Minimizing and managing the parking supply is one of the most effective demand management tools that can be used to reduce auto reliance and support travel by other mobility means.

As such, a parking strategy is proposed as part of the Zoning By-law Amendment application that seeks to establish a reduced minimum parking requirement that:

i. Recognizes the complete community and mobility environment being created in the site-surrounding neighbourhood;

ii. Reflects contemporary (and significantly reduced) parking needs in areas with high transit accessibility;

iii. Maximizes the sharing of parking supplies across land uses in the Master Plan; and

iv. Discourages the provision of excess parking to minimize vehicular travel.

A review of the appropriateness for reduced minimum parking standards within the Zoning By-law established for the Christies site is outlined herein.

1.6 THIS REPORT

The report is organized as follows:

Prevailing & Proposed Parking Standards

A summary of prevailing and proposed parking standards and corresponding supply requirements.

Planning and Policy Context

A review of contemporary Provincial, Regional and Municipal mobility planning policies and how they are pertinent to parking policy decision making in transit accessible areas.

Resident Parking Standards Disconnect

The disconnect of the prevailing Zoning By-law regime is explored together with parking demand trends being seen across the City and the guidance these provide towards adoption of a reduced parking standard.

Future Mobility Context

A review of the mobility context being planned for the site and surrounding area, including the significant investments and supporting mobility planning that will establish non-automobile and sustainable transportation options as the primary travel mode for the area.

Transportation Demand Management

A review of the proposed Transportation Demand Management (TDM) plan that will support the adoption of a progressive parking standard through a series of additional TDM measures.

Residential Parking Considerations

A review of the future mobility context's projected influence on residential travel and parking characteristics, and how this compares to proxy neighbourhoods of similar characteristics and transit context.

Non-Residential Parking Considerations

A review of the future non-residential parking standards appropriate for the site context.

Summary and Conclusions

A summary of the overall parking strategy and approach to reduced parking standards being viewed as contemporary, appropriate, and proactive and forward-thinking for the projected future context of the site.

2.0 PREVAILING ZONING BY-LAW STANDARDS

The site is currently subject to the Rest of City (ROC) parking standards under the City of Toronto Zoning By-law 569-2013. The minimum parking supply standards that apply to the site are summarized in **Table 1** and listed below for reference.

- Residential
  - Bachelor: 0.80 spaces per unit
  - 1-Bedroom: 0.90 spaces per unit
  - 2-Bedroom: 1.00 spaces per unit
  - 3-Bedroom: 1.20 spaces per unit
- Visitor: 0.20 spaces per unit
- Retail
  - $200m^2 < GFA < 10,000m^2$: 1.50 spaces per $100m^2$ GFA
  - $10,000m^2 \leq GFA < 20,000m^2$: 3.00 spaces per $100m^2$ GFA
  - $20,000m^2 \leq GFA$: 6.00 spaces per $100m^2$ GFA
- Office: 1.50 spaces per $100m^2$ GFA
- School: 1.50 spaces per $100m^2$ GFA
- Community: 3.00 spaces per $100m^2$ GFA

Application of Zoning By-law 569-2013 ROC minimum parking standards to the development programme results in a requirement of 11,047 parking spaces, including 7,094 residential parking spaces and 3,953 non-residential (i.e. retail, office, visitor, school and community) parking spaces.

The effective residential parking supply is 0.95 parking spaces per unit.

The Zoning By-law 569-2013 and applicable Rest of City rates, in our opinion, **greatly overstate** the vehicular parking needs of the site and do not appropriately reflective of recent parking trends and proactive policy and planning initiatives.

This is particularly relevant with respect to the urban, transit-oriented development that will be setting a new precedent in Etobicoke – a key component includes the proximity to the future Park Lawn GO Station and new LRT transit facilities, which will be discussed in further sections of this report.

TABLE 1 ZONING BY-LAW 569-2013 PARKING REQUIREMENTS (REST OF THE CITY)

Use		Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required		
					AM	PM	Evening
Residential	Bachelor	375 units (5.0%)	0.80 spaces per unit	300 spaces	7,094 (100%)	7,094 (100%)	7,094 (100%)
	1 Bedroom	3,377 units (45.0%)	0.90 spaces per unit	3,039 spaces			
	2 Bedroom	2,855 units (40.0%)	1.0 spaces per unit	2,855 spaces			
	3 Bedroom	750 units (10.0%)	1.20 space per unit	900 spaces			
	Sub-Total			*7,094 spaces*	*7,094*	*7,094*	*7,094*
Non-Residential	Residential Visitor	7,504 units	0.20 spaces per unit	1,500 spaces	150 (10%)	525 (35%)	1,500 (100%)
	Retail	36,363 m^2	6.00 spaces per 100 m^2	2,181 spaces	436 (20%)	2,181 (100%)	2,181 (100%)
	Office	63,444 m^2	1.50 spaces per 100 m^2	951 spaces	951 (100%)	570 (60%)	0 (0%)
	School	8,841 m^2	1.50 spaces per 100 m^2	132 spaces	132 (100%)	132 (100%)	26 (20%)
	Community	8,230 m^2	3.00 spaces per 100 m^2	246 spaces	61 (25%)	246 (100%)	246 (100%)
	Sub-Total			*5,010 spaces*	*1,730*	*3,654*	*3,953*
Minimum Requirement Totals	**Resident**				**7,094**	**7,094**	**7,094**
	Non-Resident				**1,730**	**3,654**	**3,953**
	Total				**8,824**	**10,748**	**11,047**
	Minimum-Parking Requirement				**11,047**		

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 5, 2021.

3.0 PROPOSED PARKING SUPPLY STANDARDS

The proposed minimum parking standards for the site are being reduced in comparison to the current Zoning By-law provisions.

It is proposed to adopt minimum parking standards that are reflective of the contemporary public policy and planning framework that is guiding the Master Plan. Public initiatives across all levels of government are prioritizing the mobility and experience of people over the efficiency of car movement. Commitments and investments are being made to increase access to public transit and facilitate travel by non-auto means, with aim to mitigate and reduce vehicular traffic.

From its earliest inception, the Christies Master Plan has been planned and designed to establish and connect a community focussed upon minimizing automobile use. The major infrastructure moves enabling this shift are being delivered as part of the Master Plan.

To fully capitalize on the infrastructure investments and achieve the sustainable mobility ambitions of the development, the parking standards should be reduced to reflect similar goals and objectives.

As such, it is proposed to establish a low, yet appropriate, minimum set of parking standards for residential and non-residential land uses. The recommended standards are generally consistent with the Policy Area 2 parking standards for all non-residential parking uses while a reduced, and appropriate, blended parking standard is adapted for resident parking needs.

The resulting parking requirements are provided in **Table 2**, and listed below for reference.

- Residential — 0.40 spaces per unit
- Visitor — 0.10 spaces per unit
- Retail — 1.00 spaces per 100m^2 GFA
- Restaurant — 0.00 spaces per 100m^2 GFA
- Office — 1.00 spaces per 100m^2 GFA
- School — 0.50 spaces per 100m^2 GFA
- Community — 0.50 spaces per 100m^2 GFA
- All other uses — 1.00 spaces per 100m^2 GFA

It is also proposed to adopt the sharing provisions outlined in Zoning By-law 569-2013 for all non-resident parking to maximize the usage of provided parking, to enable multiple user groups to utilize an available parking space and to minimize all non-resident parking requirements across the project.

Based on the proposed standards, the new site requirement is 4,161 parking spaces, including 2,999 residential parking spaces and 1,162 non-residential (i.e. retail, office, visitor, school, and community) parking spaces.

A discussion regarding the appropriateness of the recommended minimum parking standards is discussed in the following sections of this report.

TABLE 2 PROPOSED PARKING STANDARDS

Use		Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required		
					AM	PM	Evening
Residential	Phase I	1,245 units	0.40 spaces per unit	498 spaces	498 (100%)	498 (100%)	498 (100%)
	Phase II	1,406 units		562 spaces	562 (100%)	562 (100%)	562 (100%)
	Phase III	2,197 units		878 spaces	878 (100%)	878 (100%)	878 (100%)
	Phase IV	1,347 units		538 spaces	538 (100%)	538 (100%)	538 (100%)
	Phase V	628 units		251 spaces	251 (100%)	251 (100%)	251 (100%)
	Phase VI	681 units		272 spaces	272 (100%)	272 (100%)	272 (100%)
	Sub-Total			*2,999 spaces*	2,999	2,999	2,999
Non-Residential	Residential Visitor	7,504 units	0.10 spaces per unit	750 spaces	75 (10%)	262 (35%)	750 (100%)
	Retail	36,363 m^2	1.00 space per 100 m^2	363 spaces	72 (20%)	363 (100%)	363 (100%)
	Office	63,444 m^2	1.00 space per 100 m^2	634 spaces	634 (100%)	380 (60%)	0 (0%)
	School	8,841 m^2	0.50 spaces per 100 m^2	44 spaces	44 (100%)	44 (100%)	8 (20%)
	Community	8,230 m^2	0.50 spaces per 100 m^2	41 spaces	10 (25%)	41 (100%)	41 (100%)
	Sub-Total			*1,832*	*835*	*1,090*	*1,162*
Minimum Requirement Totals	**Resident**				**2,999**	**2,999**	**2,999**
	Non-Resident				**835**	**1,090**	**1,162**
	Total				**3,834**	**4,089**	**4,161**
	Minimum-Parking Requirement				**4,161**		

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 5, 2021.

4.0 POLICY & PLANNING CONTEXT

The City of Toronto's transportation policy and planning regime is constantly evolving such that it actively responds to the changing transportation needs of the City. Specifically, current policies and initiatives strongly reflect and prioritize the mobility and experience of people, as opposed to the efficiency of car movement.

Common themes across Provincial, Regional, and Municipal policies and guidelines include:

Planning transit from a network perspective.
Public transit is being transformed to achieve an interconnected network of high-order public transit service. Planning and funding efforts are being undertaken by all levels of government to achieve this vision.

Designing streets and public realm for people.
While the efficient movement of automobiles has previously been the focus in transportation planning, this is no longer true. The enjoyment, safety, and efficiency of the pedestrian has become the primary focus of mobility planning in Toronto.

Connecting and expanding cycling infrastructure.
City of Toronto has been undertaking significant expansion of cycling infrastructure through the Cycling Network Ten Year Plan. The plan aims to connect the gaps in the existing network of off-street multi-use paths, bicycle lanes, and bicycle routes. The plan seeks to establish major corridors and expand the amount of protected cycling infrastructure in the City.

Increasing multi-modal mobility options.
Innovation and technological advancements have resulted in a proliferation of mobility options in Toronto. In addition to public transit and active transportation, shared mobility options (i.e. car-sharing, bike-sharing, and ride-sharing) are becoming increasingly common and regulated through government.

The above themes are fundamental to the development of the Christies Master Plan mobility principles, which will continue to guide the planning and design of the site. The Master Plan principles include:

- Transform Area Transit
- Create Complete Main Streets
- Prioritize Pedestrian Mobility
- Enable and Support Cycling
- Commit to Sustainable Transportation

Notably, the partnerships and funding mechanisms across all levels of government and the private sector are at an all time high to construct sustainable transportation infrastructure and development. The Christies Master Plan is a leading example of such collaboration, which is expected to set a precedent in delivering major transit infrastructure that will alter the mobility patterns and urban development in southeast Etobicoke.

4.1 PROVINCIAL AND REGIONAL FRAMEWORK

Leading Provincial and Regional policies and plans that promote sustainable transportation and development include:

The **2020 Provincial Policy Statement** encourages the provision of transportation demand management strategies within new developments to increase the efficiency of existing and planned transportation infrastructure. It also encourages transit-oriented development and higher density that adopts a mix of uses to promote non-auto based travel. This suggests limiting the number of vehicular site trips, partially through reduced parking.

The **Growth Plan for the Greater Golden Horseshoe (2017)** outlines the importance of reducing automobile reliance and promoting non-auto modes. Planning for growth along transit corridors, adopting minimum density targets in major station areas, and integrating active transportation within the existing and planned street network (i.e. complete streets) are priorities that consider minimizing parking as an important strategy.

The **Ministry of Transport Transit-Supportive Guidelines (2012)** support the use of TDM strategies for developments near transit stations. This includes the reduction of parking requirements upon the adoption of TDM measures, the sharing of parking between uses and provision of on-street parking during off-peak hours.

The **Metrolinx 2041 Regional Transportation Master Plan** supports intensification in accordance with sustainable transportation objectives. Additional rapid transit options, greater pedestrian connections, and mixed-use density should be considered for the City of Toronto and the surrounding region. Emerging and established mobility hubs, such as the site, should adopt such elements and minimize parking in areas that may be more efficiently utilized by more sustainable infrastructure.

Ontario's Five-Year Climate Action Plan *o*utlines strategies that municipalities are encouraged to consider to combat climate change. Planning actions to support cycling, walking, and reduce single-passenger vehicle trips are included. Notably, the Plan includes a policy stating that minimum parking requirements will be eliminated over the next five years for municipal zoning by-laws, particularly in transit corridors and high-density / walkable communities. As such, reducing or eliminating minimum parking requirements within municipal by-laws will directly decrease auto use, and will further support active travel through enhanced bicycle requirements, bike lanes, larger sidewalks, and enhanced tree canopies.

4.2 MUNICIPAL PLANNING INITIATIVES

Similarly, contemporary citywide policies and plans are leading urban growth and development through an integrated approach between mobility, urban development, and public realm.

The **Toronto Official Plan** implements Provincial directions and outlines City Council's goals and visions with respect to how the City grows and evolves over time. The Plan aims to ensure that the City evolves, improves and realizes its full potential in areas such as transit and land use development.

The City of Toronto released an update to the **Toronto Official Plan**, which adopted new policy prioritizing transit, active transportation, and public-private partnerships to expand the higher-order transit network and guide the integration of development.

By-way of example:

"The City's transportation system will be maintained and developed to support the growth management objectives of this Plan by – developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes."

The City's **Downtown Plan**, created from the TOcore planning initiative, is another example of contemporary Municipal planning. From a transportation perspective, it focuses upon:

- Creating an integrated higher-order transit network that will expand the reach and convenience of transit as a travel alternative;
- Creating complete communities and streets focused upon creating places and spaces for all users that will enhance transportation mode choice options;
- The enhancement of the public realm to create a vibrant, prosperous City that encourages pedestrian travel;
- Expanding and connecting cycling infrastructure to enhance cycling as a mobility options; and
- Expanding the range of mobility options through the use of technology and sharing opportunities to better address mobility needs of the City.

While the **Downtown Plan** does not extend to include the southern Etobicoke area, the priorities and planning objectives are equally relevant and applicable to the Christies Master Plan and Humber Bay Shores community given:

- The emerging and planned urban context of the area;
- The existing and planned transit accessibility;
- The full range of land uses, including a strong commercial and employment presence, that will be provided in the area; and
- The connection of active network and priority on pedestrian mobility and experience.

The transportation-related themes outlined within the ***Downtown Plan,*** and generally within the City of Toronto's planning directives, have been considered to inform and guide the site design, approach to the public realm, and mobility strategies of the Christies site.

4.3 SUPPORT FOR REDUCED PARKING STANDARDS

Reducing parking supply is one of the most effective ways to directly minimize automobile use and – in the case of a new planned community such as the Christies Master Plan – to establish the desired travel characteristics from the very first resident by emphasizing sustainable travel options and constraining the opportunity for people to choose to drive where other choices exist.

As previously mentioned, the **Ontario's Five-Year Climate Change Action Plan** provides policy direction on eliminating minimum parking requirements.

The concept to eliminate minimum parking requirements in transit accessible areas, particularly for higher-density buildings, is an increasingly common phenomenon in North America.

Developments proposing "zero" resident parking are being promoted, approved and developed in major cities across North America, including Toronto, Calgary, Vancouver, Portland, and Boston. Some cities have also reconsidered the parking requirements within their by-laws and have eliminate minimum residential parking requirements in downtown / core areas.

The opportunity is, significantly, one of the items under consideration as part of a recently initiated City Council endorsed review and update being undertaken of the City's parking policies.

Table 3 summarizes a list of examples of cities in Ontario with no minimum parking requirements near transit station areas.

TABLE 3 MUNICIPALITIES WITH NO MINIMUM PARKING REQUIREMENT

Municipality	Location	Policy
Kitchener, Ontario	Within 400 metres of transit station	City of Kitchener Zoning By-law 2019-051 (Urban Growth Centre)
Hamilton, Ontario	Within all transit areas	Transit Oriented Development Guidelines (2012)
Ottawa, Ontario	Areas within Downtown Special Area	City of Ottawa Zoning By-law 2018-250 Consolidation (Part 4, Sections 100-114)
St. Catharine's, Ontario	Downtown areas	City of St Catharine's Zoning By-law 2013-283
Oakville, Ontario	Downtown areas	Town of Oakville Zoning By-law 2014-014
Toronto, Ontario	Citywide; new developments	Proposed Parking Review (Under Review by City Council - January 2021)

Apartment / condominium buildings with reduced parking standards or provision of "zero" residential parking spaces is becoming the new norm as the City's population continues to grow, transit expansions are undertaken across the City, and auto-ownership declines.

Although the applicant is not requesting "zero" parking for the proposed development, the shift away from providing resident parking, to the extent previously considered "typical" and embedded in the current City Zoning By-law regime, for each unit highlights a changing attitude toward auto-ownership, auto-travel and the cost of living in Toronto.

5.0 RESIDENT PARKING STANDARDS DISCONNECT

5.1 OVERVIEW OF CURRENT BY-LAW

The City of Toronto Zoning By-law regime is not in step with the contemporary planning initiatives that are guiding development today and into the future. This holds true not just for the Etobicoke area but also for the City as a whole.

Parking standards outlined in the City of Toronto Zoning By-law 569-2013 are considered to be conservatively high relative to parking demand and approval trends across the City and continually overstate development parking needs as they pertain to residential land uses.

It is relevant to note that the parking standards in Zoning By-law 569-2013 were, in fact, derived from earlier studies and reviews undertaken prior to 2007 as part of the development of the first (and repealed) comprehensive By-law for the City following amalgamation. This initial determination of the current By-law standards regime represents an approximate 15-year time gap that is now significantly disconnected from more recent trends, contemporary mobility choice priorities and availability, and planning directives. **Table 4** summarizes the Policy Areas of Zoning By-law 569-2013, their defined transportation context, and approximate blended minimum residential parking standard.

TABLE 4 ZONING BY-LAW 569-2013 RESIDENTIAL PARKING RATES

Policy Area	Context	Rate
Policy Area 1	Downtown Area	0.65 spaces / unit
Policy Area 2	Centres	0.80 spaces / unit
Policy Area 3	Avenues along Subway Lines	0.80 spaces / unit
Policy Area 4	Avenues along Surface Transit	0.85 spaces / unit
Rest of City	-	0.95 spaces / unit

This section reviews resident parking demand and approvals data in different locations in Toronto, and compares this data to the currently applicable parking policy standards. This comparison highlights the disparity between the in-place residential parking policy regime and the trends that are now being observed at residential apartment / condominiums in the City.

This disconnect between the current Zoning By-law 569-2013 parking standards and actual residential parking needs is important to understand and correct as part of the parking strategy for the Christies Master Plan.

It is also essential that the parking standards not only reflect the future mobility context of the site but also proactively pursue reduced vehicle use and ownership objectives. Constraining parking supply is a highly (the most) effective tool in influencing vehicle travel - an approach that has been more widely adopted and embraced in downtown Toronto and in other jurisdictions. However, through the Christies Master Plan, local planning has the opportunity to apply a similar approach in southeastern Etobicoke in a manner that will guide (reduce) future parking usage and limit automobile dependent travel.

5.2 COMPARISON TO RESIDENT PARKING TRENDS

Parking demand data collected by BA Group over many years clearly demonstrates the disconnect between the current Zoning By-law regime and actual residential parking demands. Similarly, parking provisions at a substantial and increasing number of new residential / mixed-use buildings have been approved at levels that are less than the applicable Zoning By-laws (often by some margin). This trend is evident across the City with, to date, the most dramatic disconnects being seen in the central areas of the City and transit accessible contexts surrounding the downtown.

To demonstrate the above, parking demand data and parking approval records are provided and summarized by location in tabular and graphical format in **Table 5** and **Figure 1**, respectively.

The parking data is discussed herein by general location / neighbourhood and compared to the currently applicable Zoning By-law standards for each respective area. The transportation context and vehicle travel characteristics are also discussed for each area.

The parking demand and approvals data is also supplemented by parking sales data where available. The sales data is also provided in **Table 5** and **Figure 1**.

Note that all parking demand studies have been conducted by BA Group staff over time during peak residential parking demand periods (over-night / early morning).

All parking approvals data has been compiled by BA Group for residential developments where parking standards have been secured through City staff, City Council, Ontario Municipal Board (now Local Planning Appeal Tribunal), or Committee of Adjustment.

Parking sales data has also been compiled by BA Group for residential developments where available and provides a useful metric to understand actual parking needs seen in new residential condominium buildings as they are marketed and developed in a contemporary context. This information can be seen as, when compared to demand surveys at existing and older buildings, leading indicators of current market parking needs.

A detailed list of the parking demand, approvals, and sales data is also provided in **Appendix A**, **Appendix B**, and **Appendix C**, respectively.

TABLE 5 ZONING BY-LAW 569-2013 PARKING REQUIREMENT AND PARKING DEMAND / APPROVAL RATE COMPARISON

Study Area and Context	Policy Area	Zoning By-law 569-2013	Parking Demand Trends	Parking Sales Trends	Parking Approval Trends
Downtown Toronto Generally Bathurst Street to Parliament Street and Front Street to Dupont Street	Policy Area 1 (Downtown)	*0.65*	Range: 0.05 to 0.45 Average: 0.25	Range: 0.10 to 0.60 Average: 0.25	Range: 0.10 to 0.45 Average: 0.20
Midtown Generally Yonge-Eglinton / Yonge-St. Clair	Policy Area 2 (Centres) Policy Area 3 (Avenues along Subway Lines)	*0.80*	Range: 0.20 to 0.50 Average: 0.35	Range: 0.15 to 0.50 Average: 0.30	Range: 0.20 to 0.60 Average: 0.30
West Toronto Generally Bloor-Dundas / High Park, Liberty Village / City Place	Policy Area 3 (Avenues along Subway Lines) Policy Area 4 (Avenues along Surface Transit) Rest of City	*0.80-0.95*	Range: 0.30 to 0.60 Average: 0.45	Range: 0.30 to 0.50 Average: 0.45	Range: 0.35 to 0.55 Average: 0.45
Scarborough, North York & Etobicoke Subway Access	Policy Area 3 (Avenues along Subway Lines)	*0.80*	Range: 0.35 to 0.75 Average: 0.55	---	Range: 0.45 to 0.80 Average: 0.65
Scarborough, North York & Etobicoke No Subway Access	Policy Area 4 (Avenues along Surface Transit) Rest of City	*0.85-0.95*	Range: 0.50 to 0.85 Average: 0.65	---	Range: 0.70 to 0.90 Average: 0.80

Notes:
1. Limited parking demand and approvals data (less than 5 data points).
2. All values round to the nearest 0.05 decimal points.
3. Parking rates provided as spaces per unit.

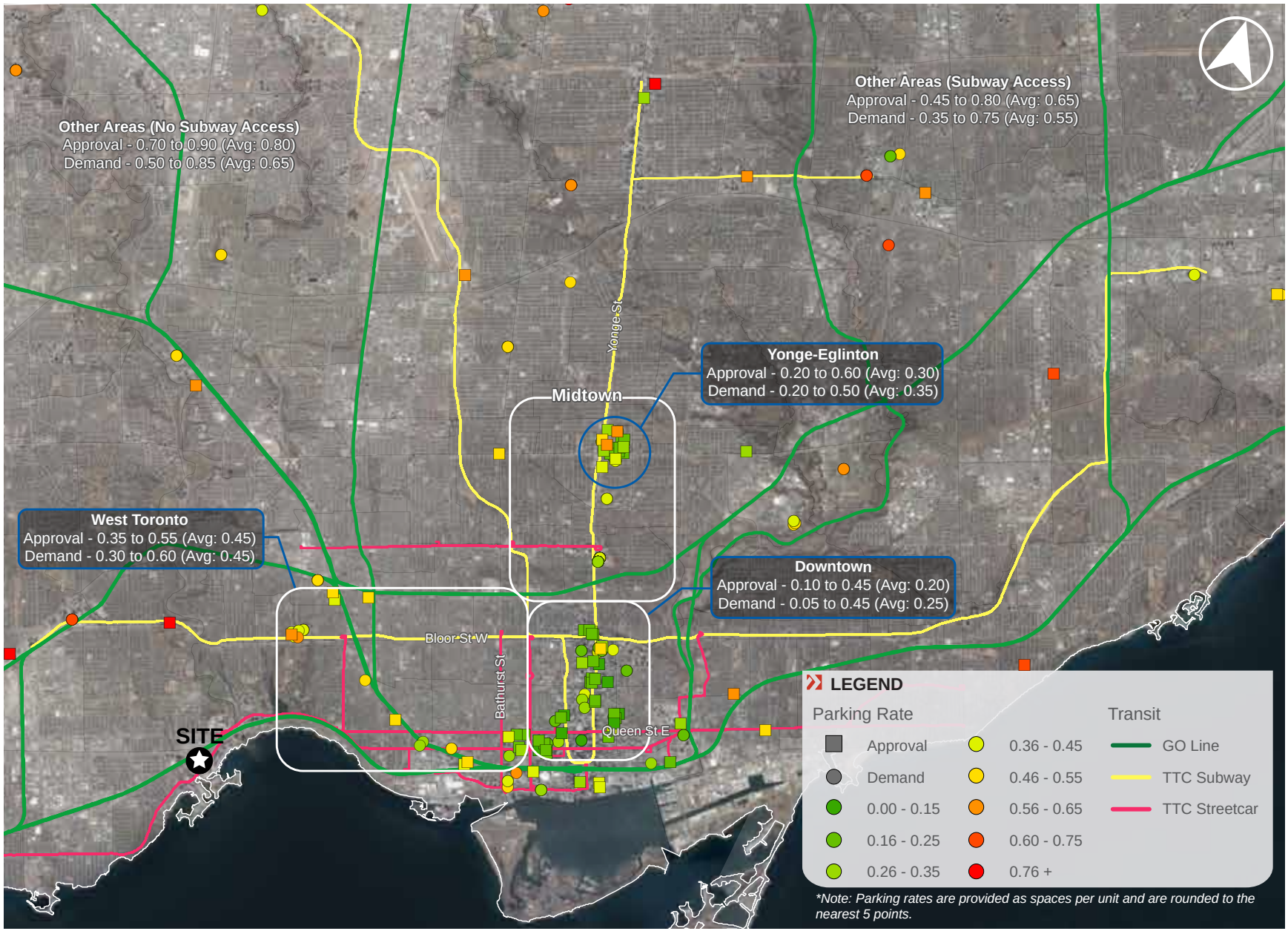


FIGURE 1 PARKING APPROVALS AND DEMAND SUMMARY

5.3 FOCUS AREAS

5.3.1 Downtown Toronto

Downtown Toronto, for the purposes of this exercise, is the area generally defined by Spadina Avenue to Parliament Street and Front Street to Dupont Street. The downtown area context is highly urbanized with access to numerous amenities, services, employment, and higher-order public transit. For reference the auto driver mode share for apartment / condominium residential uses in Downtown Toronto is approximately **20%** (based on TTS 2016 travel survey data).

This area is primarily subject to Policy Area 1 (PA1) parking standards under Zoning By-law 569-2013. The PA1 parking standard is equivalent to a typical blended parking rate of approximately of **0.65 spaces per unit** based upon typical unit type mixes seen in new buildings.

Residential apartment / condominium parking demands for Downtown Toronto range from approximately 0.05 to 0.45 spaces per unit, averaging approximately **0.25 spaces per unit.** The comprehensive list of residential demands surveyed within this focus area are provided in **Table 7**.

Supplementary parking sales data for Downtown Toronto reflects a range from approximately 0.10 to 0.60 spaces per unit, averaging approximately **0.25 spaces per unit**. The parking sales data is provided in **Appendix C**.

The difference between the Zoning By-law 569-2013 resident parking standards and actual parking demands and approvals is considerable and is summarized in **Table 6** and **Figure 2**.

TABLE 6 DOWNTOWN RESIDENT PARKING SUMMARY

By-law Standard	Parking Demand	Parking Approval	Difference from By-law[1]
0.65	Range: 0.05 to 0.45 Average: 0.25	Range: 0.10 to 0.45 Average: 0.20	0.40-0.45 (~60-70% reduction)

Notes:
1. Based on parking demand and approval averages.
2. Parking rates provided as spaces per unit.

Parking approvals in Downtown Toronto range from approximately 0.10 to 0.45 spaces per unit, averaging approximately **0.20 spaces per unit**. The extent and number of new developments that are proceeding with reduced parking standards in the Downtown is, increasingly, reflective of the recognition by City staff that Zoning By-law requirements are disconnected (i.e. overstated) from current residential parking needs. The list of residential parking approvals located within this focus area are provided in **Table 8**.

This also shows an understanding and willingness to utilize parking as a tool to manage and minimize vehicle use over time. On average, parking approvals are slightly lower than demands – which highlights a progressive approach being undertaken by City staff in Downtown Toronto. Constraining parking supply is one of the most effective means of reducing vehicle use in partner with supporting TDM and non-auto mobility options.

This disparity and trend is also evidence that City policy and investments in alternate forms of mobility are “working” and proving to be effective in these highly urbanized areas of the City. This same disconnect between parking needs and by-law regime is apparent City-wide (further discussed below); although, interestingly, these comparable trends are less well recognized or addressed in areas outside of the City centre.

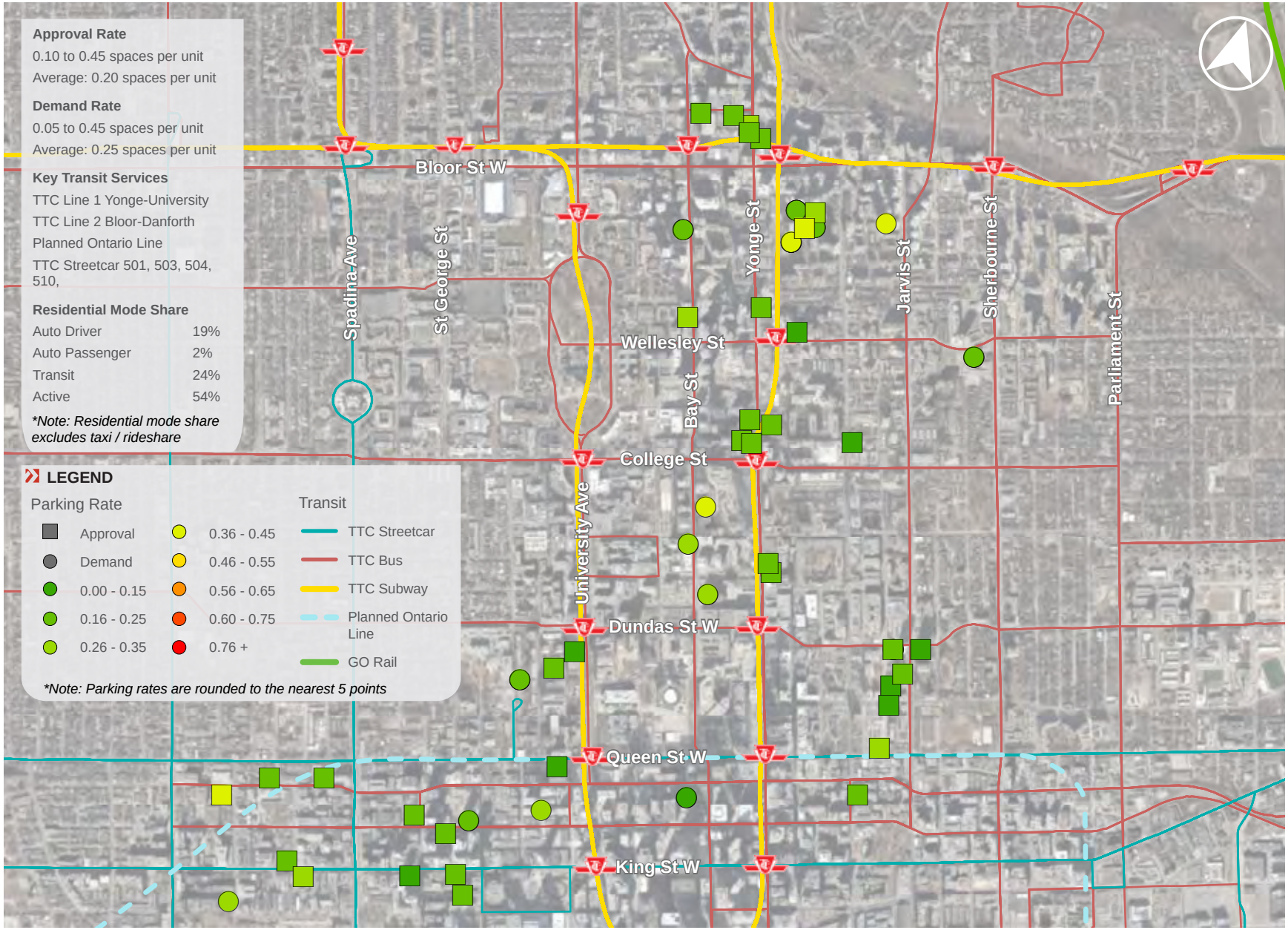


FIGURE 2 DOWNTOWN TRENDS

TABLE 7 DOWNTOWN RESIDENTIAL PARKING DEMANDS

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
33 Charles St E	420 units	April 2012	0.34	PA1 (0.65)
33 Charles St E	420 units	April 2012	0.37	PA1 (0.65)
33 Charles St E	420 units	May 2012	0.27	PA1 (0.65)
33 Charles St E	420 units	May 2012	0.29	PA1 (0.65)
33 Charles St E	420 units	May 2012	0.37	PA1 (0.65)
38 Charles St E	349 units	April 2012	0.25	PA1 (0.65)
38 Charles St E	349 units	April 2012	0.27	PA1 (0.65)
38 Charles St E	349 units	April 2012	0.27	PA1 (0.65)
38 Charles St E	349 units	May 2012	0.24	PA1 (0.65)
38 Charles St E	349 units	May 2012	0.25	PA1 (0.65)
21 Nelson St & 126 Simcoe St	671 units	June 2012	0.34	PA1 (0.65)
761 & 763 Bay St	1197 units	June 2012	0.43	PA1 (0.65)
155 Wellesley St E	115 units	August 2012	0.18	PA1 (0.65)
155 Wellesley St E	115 units	August 2012	0.18	PA1 (0.65)
155 Wellesley St E	115 units	August 2012	0.18	PA1 (0.65)
39 Parliament St	183 units	April 2013	0.34	ROC (0.95)
51 Trolley Cres	351 units	January 2014	0.23	ROC (0.95)
51 Trolley Cres	351 units	January 2014	0.23	ROC (0.95)
51 Trolley Cres	351 units	January 2014	0.24	ROC (0.95)
700 Bay St	223 units	January 2014	0.27	ROC (0.95)
700 Bay St	223 units	January 2014	0.28	ROC (0.95)
101 Charles St E	437 units	May 2014	0.43	ROC (0.95)
50 Portland St	232 units	February 2015	0.35	PA1 (0.65)
55 & 57 Charles St W	399 units	February 2015	0.20	PA1 (0.65)
55 & 57 Charles St W	399 units	February 2015	0.23	PA1 (0.65)

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
55 & 57 Charles St W	399 units	February 2015	0.23	PA1 (0.65)
633 Bay St	494 units	November 2015	0.32	PA1 (0.65)
633 Bay St	494 units	November 2015	0.32	PA1 (0.65)
75 McCaul St	552 units	November 2016	0.17	PA1 (0.65)
75 McCaul St	552 units	November 2016	0.20	PA1 (0.65)
75 McCaul St	552 units	November 2016	0.20	PA1 (0.65)
155 Dundas Street E	148 units	May 2016	0.09	ROC (0.95)
155 Dundas Street E	148 units	May 2016	0.07	ROC (0.95)
155 Dundas Street E	148 units	May 2016	0.10	ROC (0.95)
350 & 390 Queens Quay W	502 units	September 2013	0.22	ROC (0.95)
350 & 390 Queens Quay W	502 units	September 2013	0.24	ROC (0.95)
350 & 390 Queens Quay W	502 units	September 2013	0.25	ROC (0.95)
350 & 390 Queens Quay W	502 units	September 2013	0.31	ROC (0.95)
350 & 390 Queens Quay W	502 units	September 2013	0.33	ROC (0.95)
70 Temperance St	798 units	September 2017	0.06	PA1 (0.65)
70 Temperance St	798 units	September 2017	0.06	PA1 (0.65)
290 Adelaide St W	393 units	September 2017	0.22	ROC (0.95)
290 Adelaide St W	393 units	September 2017	0.22	ROC (0.95)
55 Charles St E	76 units	March 2018	0.16	PA1 (0.65)
55 Charles St E	76 units	March 2018	0.22	PA1 (0.65)
55 Charles St E	76 units	March 2018	0.22	PA1 (0.65)
Demand Rate Range			**0.06 to 0.43**	
Demand Rate Average			**0.24**	

TABLE 8 DOWNTOWN RESIDENTIAL PARKING APPROVALS

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
836-850 Yonge Street & 1-9A Yorkville Avenue	Site Specific By-Law 481-2010	2010	0.28	PA1 (0.65)
175-191 Dundas Street East & 235 Jarvis Street	Site Specific By-law 646-2015	2015	0.08	PA1 (0.65)
40 Wellesley Street East	Site-Specific By-laws 382-2016 & 383-2016 & OMB File #'s PL141461 & PL150845	2016	0.09	ROC (0.95)
59-71 Mutual Street	Site-Specific By-Law 524-2016 (OMB)	2016	0.14	PA1 (0.65)
411 Church Street	LPAT File # PL160615 & Site Specific By-Laws 396-2019 (LPAT) & 397-2019 (LPAT)	2019	0.14	PA1 (0.65)
219 Queen Street West	Site-Specific By-laws 852-2017 & 853-2017 OMB File # PL160145	2017	0.15	ROC (0.95)
186-188 Jarvis Street	CoA Decision – A0621/17TEY	2017	0.16	ROC (0.95)
357-391 Yonge Street & 3 Gerrard Street	Site-Specific By-law 1028-2014	2014	0.17	PA1 (0.65)
8-20 & 30 Widmer St.	Site Specific By-laws 1301-2019 & 1302-2019	2019	0.17	PA1 (0.65)
452-458 Richmond Street West	Site Specific Zoning By-laws 74-2019 (LPAT) and 75-2019 (LPAT) & LPAT File # PL161031 & PL151191	2019	0.17	PA1 (0.65)
480 – 494 Yonge Street & 3 Grosvenor Street	OMB File # PL160081	2016	0.18	PA1 (0.65)
9-21 Grenville Street	Site-Specific By-law 1263-2017	2017	0.18	PA1 (0.65)
155-163 Dundas Street East / 200 Jarvis Street	OMB Decision - PL111050 (2012) & Site Specific By-Law 621-2012 (OMB)	2012	0.19	ROC (0.95)
363-391 Yonge St. & 3 Gerrard Street East	Site Specific By-Law 161-2012	2012	0.19	PA1 (0.65)
454-464 Yonge Street	Accepted by City Staff, Memorandum from Dev Eng to Planning, Apr. 11/17	2017	0.19	ROC (0.95)
102-118 Peter St. & 350-354 Adelaide Street West	Site Specific By-Law 1724-2013 & CoA Decision – A0179/17TEY	2017	0.20	PA1 (0.65)
984, 990 & 1000 Bay Street	Site Specific Zoning By-laws 1470-2017 and 1471-2017	2017	0.26	ROC (0.95)

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
15-35 Mercer Street	Site Specific Zoning By-law 838-2015 (OMB)	2015	0.20	ROC (0.95)
520 Richmond Street West	Site Specific By-Law 1349-2018 (LPAT)	2018	0.20	ROC (0.95)
475 Yonge Street	Accepted by City Staff/Council & Site Specific By-Law 1265-2018	2018	0.21	PA1 (0.65)
587-599 Yonge Street	Site Specific Zoning By-laws 1472-2017 and 1473-2017	2017	0.21	ROC (0.95)
234 Simcoe Street, 121 St. Patrick Street & part of 220 Simcoe Street	Site Specific Zoning By-law 778-2016 (OMB)	2016	0.22	PA1 (0.65)
37 Yorkville Avenue & 26-32, 50 Cumberland Street	Site Specific By-Laws 1250-2018 & 1251-2018	2018	0.17	ROC (0.95)
41 River Street	Site Specific By-laws 1050-2015 & 1049-2015	2015	0.31	PA1 (0.65)
90 Harbour Street & 1 York Street	Zoning By-law 438-86 & Zoning By-law 569-2013	2013	0.32	ROC (0.95)
50-60,62, 64 Charles Street East & 47, 61 Hayden Street	Site Specific By-law 1649-2012	2012	0.33	PA1 (0.65)
88 Queen Street East, 10 Mutual Street & parts of 30-50 Mutual Street	Site Specific By-laws 1039-2014 & 1040-2014	2014	0.35	PA1 (0.65)
45 Charles Street East	Site Specific By-laws 1293-2018 and 1294-2018 & CoA Decision - A0403/16TEY (2016)	2016; 2018	0.44	PA1 (0.65)
11-25 Yorkville Ave & 16-18 Cumberland St	Site Specific By-Law 566-2013 (OMB)	2013	0.25	PA1 (0.65)
89, 97 & 99 Church Street	Site Specific By-laws 1684-2019 & 1685-2019	2019	0.19	PA1 (0.65)
543-553 Richmond Street West	Site Specific By-laws 1621-2019(LPAT) & 1622-2019(LPAT)	2019	0.36	PA1 (0.65)
321-333 King Street West	Site Specific By-laws 1614-2019(LPAT) & 1615-2019(LPAT)	2019	0.20	438-86 (>0.95)
79-85 Shuter Street	Site Specific By-law 122-2020 (LPAT)	2020	0.14	PA1 (0.65)
540-544 King Street West & 1-7 Morrison Street	Site Specific By-laws 203-2020 (LPAT) & 204-2020 (LPAT)	2020	0.18	PA1 (0.65)
1 & 7 Yonge Street	Site Specific By-laws 243-2020 & 244-2020	2020	0.36	438-86 (>0.95)

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
23 Spadina Avenue	Site Specific By-law 249-2020 (LPAT)	2020	0.41	438-86 (>0.95)
767, 769, 771 & 773 Yonge Street	Site Specific By-law 319-2020 (LPAT)	2020	0.16	PA1 (0.65)
489, 495, 499, 511, 519-529 & 539 King Street West	Site Specific By-laws 320-2020 (LPAT) & 321-2020 (LPAT) & LPAT Case No. PL170084	2020	0.30	438-86 (>0.95)
826-834 Yonge Street & 2-8 Cumberland St	"Site Specific By-laws 365-2020 (LPAT) & 366-2020 (LPAT)	2020	0.16	PA1 (0.65)
391 Cherry St	LPAT Case No. PL171227"	2017	0.18	438-86 (>0.95)
15, 25 & 35 Queens Quay E	C of A Decision A0548/19TEY	2019	0.40	PA1 (0.65)
Approval Rate Range			**0.08 to 0.44**	
Approval Rate Average			**0.22**	

5.3.2 Midtown Toronto

Midtown Toronto is located north of the city centre. For the purposes of this exercise, it is the area generally situated within the Yonge-Eglinton and Yonge-St. Clair areas of the City. This area context is generally urban with access to amenities, services, and employment, with primary transit access along the Line 1 subway corridor, located in the order of a 10 to 15 minute transit travel trip to the downtown areas of the City (i.e. Eglinton station to Queen station). For reference the auto driver mode share for apartment / condominium residential uses in Midtown Toronto is approximately **30%** (based on TTS 2016 travel survey data).

This area is primarily subject to Policy Area 2 (PA2) and Policy Area 3 (PA3) parking standards under Zoning By-law 569-2013. The PA2 and PA3 standards are both equivalent to a blended rate of approximately **0.80 spaces per unit**.

Parking demands are again significantly lower than the applicable by-law standards. Residential apartment / condominium parking demands in Midtown Toronto range from approximately 0.20 to 0.50 spaces per unit, averaging approximately **0.35 spaces per unit**. The comprehensive list of residential demands surveyed within this focus area are provided in **Table 10**.

Supplementary parking sales data for Midtown Toronto reflects a range from approximately 0.15 to 0.50 spaces per unit, averaging approximately **0.30 spaces per unit**. The parking sales data is provided in **Appendix C**.

The difference between the Zoning By-law 569-2013 resident parking standards and actual parking demands and approvals is summarized in **Table 9** and **Figure 3**.

TABLE 9 MIDTOWN TORONTO RESIDENT PARKING SUMMARY

By-law Standard	Parking Demand	Parking Approval	Difference from By-law[1]
0.80	Range: 0.20 to 0.50 Average: 0.35	Range: 0.20 to 0.60 Average: 0.30	0.45-0.50 (~55-60% reduction)

Notes:
1. Based on parking demand and approval averages.
2. Parking rates provided as spaces per unit.

Increasingly, in Midtown Toronto, City approvals are also adopting lower resident parking standards (from the current regime) that are more reflective of parking demand utilizations.

Parking approvals range from approximately 0.20 to 0.60 spaces per unit, averaging approximately **0.30 spaces per unit**. These trends are also evidence of contemporary parking needs in transit accessible and mixed use areas of the City. The list of residential parking approvals located within this focus area are provided in **Table 11**.

In both Downtown and Midtown Toronto, the resident parking approvals reflect the shifting attitude and understanding of the need to reduce vehicle use over time, while advancing alternative mobility options (to the personal vehicle). Fundamental to this is the need to manage (reduce) parking supply – it is a key measure to reducing vehicular use.

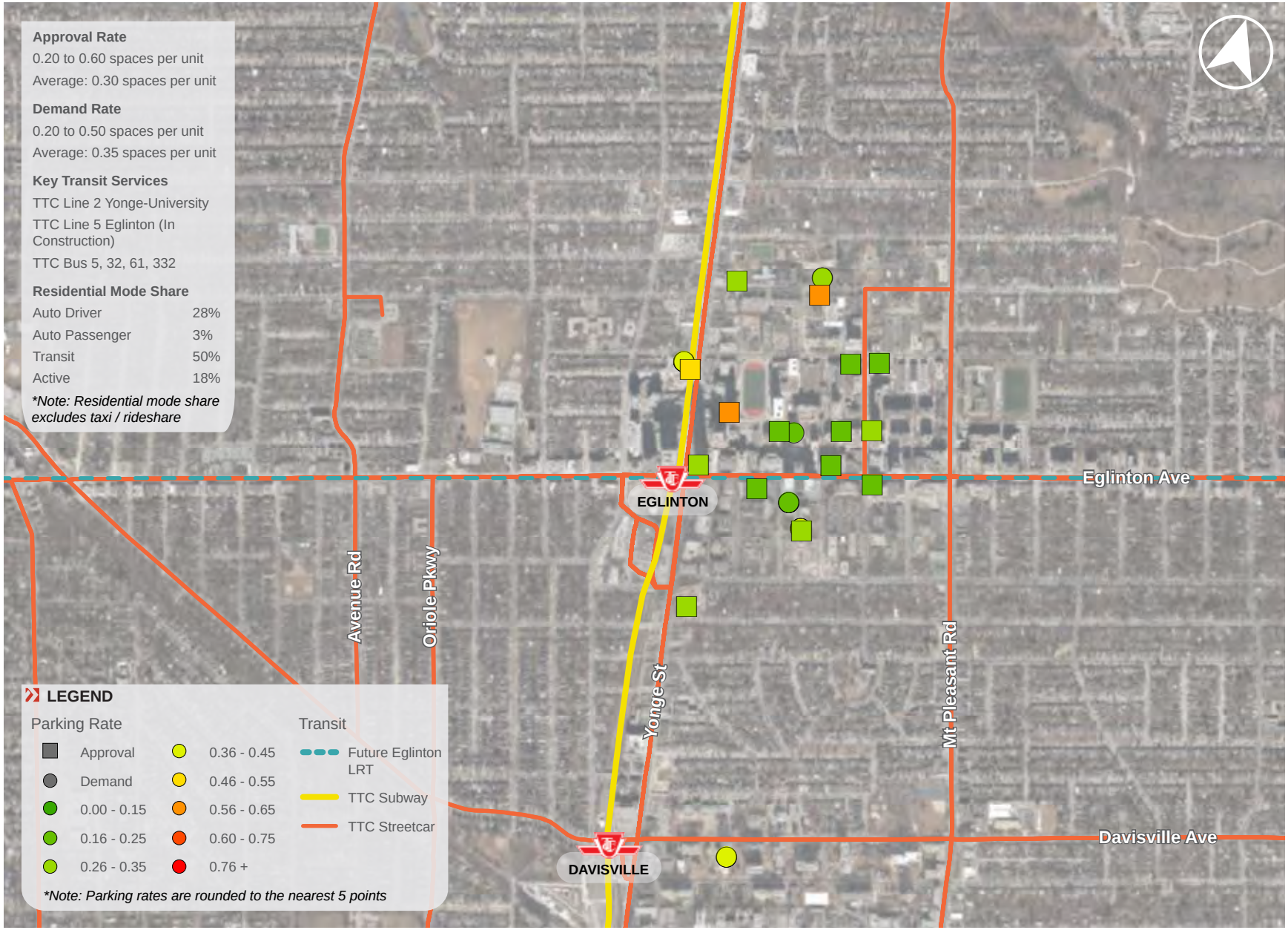


FIGURE 3 MIDTOWN TRENDS

TABLE 10 MIDTOWN RESIDENTIAL PARKING DEMANDS

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
45 Dunfield Ave	576 units	June 2011	0.31	PA2 (0.80)
45 Dunfield Ave	576 units	June 2011	0.36	PA2 (0.80)
45 Dunfield Ave	576 units	June 2011	0.37	PA2 (0.80)
45 Dunfield Ave	576 units	June 2011	0.37	PA2 (0.80)
77 Davisville Ave	483 units	September 2011	0.41	ROC (0.95)
77 Davisville Ave	483 units	September 2011	0.42	ROC (0.95)
77 Davisville Ave	483 units	September 2011	0.42	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.35	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.39	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.34	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.34	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.39	ROC (0.95)
33 Rosehill Ave	629 units	May 2016	0.39	ROC (0.95)
101 Roehampton Ave	129 units	January 2016	0.19	PA2 (0.80)
88 Erskine Ave	498 units	March 2016	0.26	PA2 (0.80)
88 Erskine Ave	498 units	March 2016	0.26	PA2 (0.80)
44 Jackes Ave	629 units	May 2016	0.37	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.39	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.30	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.34	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.31	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.31	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.31	ROC (0.95)
44 Jackes Ave	629 units	May 2016	0.35	ROC (0.95)
35 Saranac Blvd	341 units	June 2016	0.47	ROC (0.95)

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
35 Saranac Blvd	341 units	June 2016	0.48	ROC (0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.41	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.39	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.40	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.38	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.39	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.35	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.39	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.39	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.41	438-86 (>0.95)
2388 Yonge St & 31 Montgomery Ave	233 units	November 2019	0.41	438-86 (>0.95)
Demand Rate Range			**0.19 to 0.48**	
Demand Rate Average			**0.36**	

TABLE 11 MIDTOWN RESIDENTIAL PARKING APPROVALS

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
18-30 Erskine Ave	Site-specific By-law 265-2017	2017	0.30	438-86 (>0.95)
161 & 173-175 Eglinton Ave E	CoA Decision – A0881/15TEY (2015)	2015	0.24	438-86 (>0.95)
85-91 Broadway Avenue & 198 Redpath Avenue	Site Specific By-laws 1344-2018 and 1345-2018	2018	0.18	PA2 (0.80)
97-99 Broadway Ave & 197 Redpath Ave	CoA Decision – A0663/16TEY (2016)	2016	0.20	PA2 (0.80)
150 Eglinton Ave E	Site-specific By-law 1215-2018 & 1218-2018	2018	0.21	PA2 (0.80)
55 Eglinton Ave	OMB Decision PL160872 (2017)	2017	0.23	PA2 (0.80)
89-101 Roehampton Ave	OMB Decision PL160796 (2017)	2017	0.25	PA2 (0.80)
2263-2287 Yonge, 10 Eglinton & 25 Roehampton Ave	Site Specific By-law 1109-2013 & CoA Decision - A0747/14TEY (2014)	2013; 2014	0.28	438-86 (>0.95)
151-177 Roehampton Avenue & 140-144 Redpath Avenue	CoA Decision - A0446/16TEY(2016) Site Specific By-laws 1355-2015 & 1356-2015	2015; 2016	0.23	PA2 (0.80)
183-195 Roehampton & 139-145 Redpath Ave	Site Specific By-law 1029-2014 & CoA Decision – A0436/16TEY (2016)	2016	0.30	438-86 (>0.95)
45-77 Dunfield Avenue	Site Specific By-laws 442-2016 & 443-2016	2016	0.35	PA2 (0.80)
2131 Yonge Street & 32 Hillsdale Avenue East	OMB Decision - PL130924 (2015) & Site Specific By-law 69-2016 (OMB)	2016	0.35	438-86 (>0.95)
2384 and 2388 Yonge Street and 31 Montgomery Avenu	Site Specific By-Law 1038-2014	2014	0.49	438-86 (>0.95)
99 Erskine Avenue	Site Specific By-law 222-2013	2013	0.58	PA3 (0.80)
30 Roehampton Ave	CoA Decision - A0155/15TEY(2015) & CoA Decision - A0359/12TEY(2012)	2012; 2015	0.58	ROC (0.95)
Approval Rate Range			**0.18 to 0.58**	
Approval Rate Average			**0.32**	

5.3.3 West Toronto

West Toronto, for the purposes of this is exercise, is defined as the area located generally central- and south-west of the city centre. It includes the Bloor-Dundas, High Park, Liberty Village, and City Place neighbourhoods. The context of these neighbourhoods includes transit access to LRT services, GO Train services, and the Line 2 Subway. The auto driver mode share for apartment / condominium residential uses in the Bloor-Dundas / High Park and Liberty Village / City Place neighbourhoods is approximately **30%** and **40%**, respectively, (based on TTS 2016 travel survey data).

Under Zoning By-law 569-2013, these areas are subject to PA3, PA4 and Rest of City (RoC) parking standards. These standards are equivalent to a blended rate of approximately **0.80, 0.85, and 0.95 spaces per unit**, respectively.

Residential apartment / condominium parking demands in these neighbourhoods across West Toronto range from approximately 0.30 to 0.60 spaces per unit, averaging approximately **0.45 spaces per unit**. The list of residential demands surveyed within this focus area are provided in **Table 13**.

Parking sales data reflects a range from approximately 0.30 to 0.50 spaces per unit, averaging approximately **0.45 spaces per unit**. The parking sales data is provided in **Appendix C**.

The difference between the Zoning By-law 569-2013 parking standards and actual parking demands and approvals is summarized in **Table 12** and **Figure 4**.

TABLE 12 WEST TORONTO RESIDENT PARKING SUMMARY

By-law Standard	Parking Demand	Parking Approval	Difference from By-law[1]
0.80-0.95	Range: 0.30 to 0.60 Average: 0.45	Range: 0.35 to 0.55 Average: 0.45	0.35-0.50 (~45-55% reduction)

Notes:
1. Based on parking demand and approval averages.
2. Parking rates provided as spaces per unit.

Resident parking approvals in the West Toronto neighbourhoods range from approximately 0.35 to 0.55 spaces per unit, averaging approximately **0.45 spaces per unit**.

It is notable that the West Toronto areas are located in the order of a 20 to 25 minute transit travel trip to the downtown areas of the City (i.e. Dundas West Station to Osgoode Station / Union Station and Liberty Village to St. Andrew / Union Station).

FIGURE 4 WEST TORONTO TRENDS

TABLE 13 WEST TORONTO RESIDENTIAL PARKING DEMANDS

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
363 Sorauren Ave	156 units	April 2013	0.46	438-86 (>0.95)
60 Heintzman St	664 units	April 2016	0.51	ROC (0.95)
60 Heintzman St	664 units	April 2016	0.51	ROC (0.95)
60 Heintzman St	664 units	April 2016	0.51	ROC (0.95)
60 Heintzman St	664 units	April 2016	0.51	ROC (0.95)
60 Heintzman St	664 units	April 2016	0.49	ROC (0.95)
111 Pacific Ave	750 units	November 2019	0.47	ROC (0.95)
111 Pacific Ave	750 units	November 2019	0.46	ROC (0.95)
111 Pacific Ave	750 units	November 2019	0.45	ROC (0.95)
65 High Park Ave	966 units	April 2016	0.38	ROC (0.95)
65 High Park Ave	966 units	April 2016	0.38	ROC (0.95)
35, 65, 95 High Park Ave & 66 Pacific Ave	988 units	February 2020	0.59	ROC (0.95)
77 Quebec Ave	330 units	August 2012	0.40	438-86 (>0.95)
40 High Park Ave	328 units	September 2012	0.42	438-86 (>0.95)
111 Pacific Ave	750 units	March 2016	0.48	ROC (0.95)
150 Sudbury St	569 units	May 2013	0.29	438-86 (>0.95)
38 Joe Shuster Way	517 units	June 2013	0.29	438-86 (>0.95)
1030 King St W	602 units	October 2016	0.50	438-86 (>0.95)
1030 King St W	602 units	May 2017	0.50	438-86 (>0.95)
38 Dan Leckie Wy	401 units	September 2013	0.49	438-86 (>0.95)
15 Iceboat Terrace	835 units	September 2013	0.57	438-86 (>0.95)
75 & 85 Queens Wharf Road	943 units	June 2017	0.41	438-86 (>0.95)
75 & 85 Queens Wharf Road	943 units	June 2017	0.41	438-86 (>0.95)
Demand Rate Range			**0.29 to 0.59**	
Demand Rate Average			**0.46**	

TABLE 14 WEST TORONTO RESIDENTIAL PARKING APPROVALS

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
299 Campbell Avenue	CoA Decision - A0478/16TEY (2016) & Site Specific By-law 113-2016	2016	0.45	ROC (0.95)
51-77 Quebec Avenue & 40-66 High Park Avenue	CoA Decision - A141/16EYK (2016) & OMB Hearing PL131341	2016	0.56	ROC (0.95)
2639 Dundas Street West	Site Specific By-law 512-2019 & 513-2019	2019	0.36	PA4 (0.85)
2706 -2730 Dundas Street West	"Site Specific By-laws 252-2020 (LPAT) & 253-2020 (LPAT)	2020	0.42	PA4 (0.85)
39 East Liberty Street	CoA Decision - A0489/17TEY (2017) & Site Specific By-law 1079-2010	2017	0.38	438-86 (>0.95)
57 & 65 Brock Avenue	Site Specific By-law 1616-2019(LPAT)	2019	0.51	438-86 (>0.95)
45 Strachan Avenue	C of A Decision A2017/19TEY	2019	0.42	438-86 (>0.95)
Approval Rate Range			**0.36 to 0.56**	
Approval Rate Average			**0.44**	

5.3.4 North York, Scarborough, & Etobicoke

North York, Scarborough, and Etobicoke are other areas that have a range of access to higher-order transit service and are commonly subject to PA3, PA4, or RoC parking standards. As previously mentioned, the PA3, PA4, and RoC parking standards are equivalent to a blended rate of approximately **0.80, 0.85, and 0.95 spaces per unit**, respectively.

Notably, North York, Scarborough, and Etobicoke are traditionally considered to be auto-centric, with limited access to high-order transit and active transportation networks. More recently, however, these areas have been seeking parking utilizations significantly less than one parking space per unit (i.e. not all residents have a car).

- **Subway Access**

Across the three areas (North York, Scarborough, and Etobicoke) residential apartments / condominiums with access to high-order (i.e. subway) transit services are reflecting a range in parking demands from approximately 0.35 to 0.75 spaces per unit, averaging **0.55 spaces per unit**.

Parking approvals range from approximately 0.45 to 0.80 spaces per unit, averaging approximately **0.65 spaces per unit**.

- **No Subway Access**

Residential apartments / condominiums in locations without access to high-order (i.e. subway) transit services are reflecting a range in parking demands from approximately 0.50 to 0.85 spaces per unit, averaging approximately **0.65 spaces per unit**.

Parking approvals range from approximately 0.70 to 0.90 spaces per unit, averaging approximately **0.80 spaces per unit**.

It is important to highlight that the parking data across these three areas, particularly in locations without high-order transit access, demonstrate that parking approvals are not in step with current parking demands. Parking demand trends are generally lower than the rate of adoption of lower parking standards than reflected within the current Zoning By-law regime.

The difference between the Zoning By-law 569-2013 parking standards and observed parking demands for these areas are summarized below in **Table 15**.

TABLE 15 NORTH YORK, SCARBOROUGH, & ETOBICOKE RESIDENT PARKING SUMMARY

By-law Standard	Parking Demand	Parking Approval	Difference from By-law[1]
North York, Scarborough & Etobicoke (Subway Access)			
0.80	Range: 0.35 to 0.75 Average: 0.55	Range: 0.45 to 0.80 Average: 0.65	0.15-0.25 (~20-30% reduction)
North York, Scarborough & Etobicoke (No Subway Access)			
0.85-0.95	Range: 0.50 to 0.85 Average: 0.65	Range: 0.70 to 0.90 Average: 0.80	0.05-0.30 (~5-30% reduction)

Notes:
1. Based on parking demand and approval averages.
2. Parking rates provided as spaces per unit.

TABLE 16 NORTH YORK, SCARBOROUGH, & ETOBICOKE (SUBWAY ACCESS) RESIDENTIAL PARKING DEMANDS

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
55 Town Centre Ct	564 units	January 2010	0.38	ROC / Former Scarborough 24982 (>0.95)
55 Town Centre Ct	564 units	January 2010	0.43	ROC / Former Scarborough 24982 (>0.95)
21 Allenbury Gardens	127 units	January 2011	0.48	ROC (0.95)
5000 Jane St	291 units	March 2013	0.36	ROC (0.95)
5000 Jane St	291 units	March 2013	0.42	ROC (0.95)
33 King St & 22 John St	420 units	August 2013	0.41	ROC (0.95)
33 King St & 22 John St	420 units	August 2013	0.46	ROC (0.95)
33 King St & 22 John St	420 units	August 2013	0.46	ROC (0.95)
1650 Sheppard Ave E	343 units	July 2016	0.73	ROC (0.95)
1650 Sheppard Ave E	149 units	April 2019	0.75	ROC (0.95)
1650 Sheppard Ave E	149 units	April 2019	0.76	ROC (0.95)
1650 Sheppard Ave E	149 units	April 2019	0.72	ROC (0.95)
25 Mabelle Ave	416 units	April 2018	0.59	ROC (0.95)
25 Mabelle Ave	416 units	April 2018	0.59	ROC (0.95)
25 Mabelle Ave	416 units	April 2018	0.47	ROC (0.95)
25 Mabelle Ave	416 units	April 2018	0.45	ROC (0.95)
25 Mabelle Ave	416 units	April 2018	0.47	ROC (0.95)
25 Mabelle Ave	416 units	April 2019	0.73	ROC (0.95)
25 Mabelle Ave	416 units	April 2019	0.72	ROC (0.95)
Demand Rate Range			**0.36 to 0.76**	
Demand Rate Average			**0.55**	

TABLE 17 NORTH YORK, SCARBOROUGH, & ETOBICOKE (SUBWAY ACCESS) RESIDENTIAL PARKING APPROVALS

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
2135 Sheppard Avenue East	CoA Decision - A0800/17NY & TLAB Case File Number: 17 268352 S45 33 TLAB (2018)	2017; 2018	0.54	Former North York 7625 (>0.95)
50 & 52 Finch Avenue East	Site Specific By-laws 120-2020 (LPAT) & 121-2020 (LPAT)	2020	0.80	PA4 (0.85)
625 & 627 Sheppard Avenue East & 6, 8, 10 & 12 Greenbriar Road	Site Specific By-laws 252-2020 (LPAT) & 253-2020 (LPAT)	2020	0.60	PA3 (0.80)
1255 Birchmount Road	CoA Decision A0115/19SC	2019	0.67	Former Scarborough By-law 24982 (>0.95)
1021-1035 Markham Road	Site Specific By-law 1276-2018	2018	0.45	ROC (0.95)
5365 Dundas Street West (Phase 2 & Phase 3)	Site Specific By-law 1268-2018	2018	0.80	Former Etobicoke 11,737 (>0.95)
2800 Bloor Street West	Site Specific By-law 1194-2017 (OMB) & OMB Case No. PL140452	2017	0.80	Former Etobicoke 11,737 (>0.95)
Approval Rate Range			**0.45 to 0.80**	
Approval Rate Average			**0.67**	

TABLE 18 NORTH YORK, SCARBOROUGH, & ETOBICOKE (NO SUBWAY ACCESS) RESIDENTIAL PARKING DEMANDS

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
1 & 2 Meadowglen Place	141 units	May 2012	0.49	ROC (0.95) / Former Scarborough 9510 (>0.95)
1 & 2 Meadowglen Place	141 units	May 2012	0.50	ROC (0.95) / Former Scarborough 9510 (>0.95)
200 Ridley Blvd	91 units	May 2012	0.54	ROC (0.95)
755 Steeles Ave W	194 units	April 2013	0.80	ROC (0.95)
755 Steeles Ave W	194 units	April 2013	0.83	ROC (0.95)
25 St. Dennis Dr	297 units	April 2015	0.61	ROC (0.95)
25 St. Dennis Dr	297 units	April 2015	0.61	ROC (0.95)
25 St. Dennis Dr	297 units	April 2015	0.64	ROC (0.95)
52 Thorncliffe Park Dr	57 units	July 2015	0.51	ROC (0.95)
52 Thorncliffe Park Dr	57 units	July 2015	0.53	ROC (0.95)
54 Thorncliffe Park Dr	71 units	July 2015	0.54	ROC (0.95)
54 Thorncliffe Park Dr	71 units	July 2015	0.55	ROC (0.95)
6040 Bathurst St & 5 Fisherville Rd	396 units	October 2015	0.55	ROC (0.95)
6040 Bathurst St & 5 Fisherville Rd	396 units	October 2015	0.58	ROC (0.95)
160,170,180 & 200 Chalkfarm Dr	951 units	November 2016	0.52	ROC (0.95)
160,170,180 & 200 Chalkfarm Dr	951 units	November 2016	0.53	ROC (0.95)
160,170,180 & 200 Chalkfarm Dr	951 units	November 2016	0.55	ROC (0.95)
325 Bogert Ave	416 units	September 2017	0.76	ROC / Former North York 7625 (>0.95)
325 Bogert Ave	416 units	September 2017	0.63	ROC / Former North York 7625 (>0.95)
325 Bogert Ave	416 units	September 2017	0.77	ROC / Former North York 7625 (>0.95)
325 Bogert Ave	416 units	September 2017	0.78	ROC / Former North York 7625 (>0.95)
325 Bogert Ave	416 units	September 2017	0.67	ROC / Former North York 7625 (>0.95)

Study Address	Number of Units	Survey Date	Parking Demand Rate (spaces per unit)	Policy Area (spaces per unit)
325 Bogert Ave	416 units	September 2017	0.62	ROC / Former North York 7625 (>0.95)
135 Fenelon Dr	218 units	March 2018	0.75	ROC (0.95)
135 Fenelon Dr	218 units	March 2018	0.76	ROC (0.95)
240 Markland Dr	113 units	June 2010	0.85	ROC (0.95)
555 The West Mall	109 units	June 2012	0.50	ROC (0.95)
620 Martin Grove Rd	237 units	May 2017	0.77	Former Etobicoke 11,737 (>0.95)
620 Martin Grove Rd	237 units	May 2017	0.79	Former Etobicoke 11,737 (>0.95)
620 Martin Grove Rd	237 units	May 2017	0.77	Former Etobicoke 11,737 (>0.95)
7 & 21 Richgrove Dr	257 units	May 2017	0.56	Former Etobicoke 11,737 (>0.95)
7 & 21 Richgrove Dr	257 units	May 2017	0.56	Former Etobicoke 11,737 (>0.95)
7 & 21 Richgrove Dr	257 units	May 2017	0.58	Former Etobicoke 11,737 (>0.95)
2667 & 2677 Kipling Ave	455 units	May 2013	0.57	ROC (0.95)
2667 & 2677 Kipling Ave	455 units	May 2013	0.57	ROC (0.95)
2667 & 2677 Kipling Ave	455 units	June 2013	0.56	ROC (0.95)
2667 & 2677 Kipling Ave	456 units	October 2018	0.60	ROC (0.95)
2667 & 2677 Kipling Ave	456 units	October 2018	0.64	ROC (0.95)
Demand Rate Range			**0.49 to 0.85**	
Demand Rate Average			**0.63**	

TABLE 19 NORTH YORK, SCARBOROUGH, & ETOBICOKE (NO SUBWAY ACCESS) RESIDENTIAL PARKING APPROVALS

Study Address	Permission Through	Estimated Year	Parking Approval Rate (spaces per unit)	Policy Area (spaces per unit)
4569 Kingston Rd	Site Specific By-law 1106-2018	2018	0.86	Former Scarborough 10327 (>0.95)
1478-1496 Kingston Road	Site Specific By-laws 1409-2019 & 1410-2019	2019	0.71	PA4 (0.85)
3560, 3580 & 3600 Lake Shore Boulevard West	Site Specific By-law 1723-2013	2013	0.88	Former Etobicoke 23/64 (>0.95)
Approval Rate Range			**0.71 to 0.88**	
Approval Rate Average			**0.82**	

5.4 SUMMARY

Overall, the resident parking approvals and demand data seen across the City reflect consistently lower parking rates than those of the governing Zoning By-law 569-2013 (i.e. 30-60% reduction across the City).

The most notable are the discrepancies in the Midtown and Downtown areas; there is a clear disconnect of approvals from the By-law, which reflects greater transit accessibility and ongoing support for the adoption of a progressive, reduced, parking regime.

In addition, the disconnect between demands, Zoning By-law, and to some extent approvals extends to more peripheral areas of the City of the central area, such as West Toronto and beyond to North York and Scarborough.

Parking studies in various locations across West Toronto (Liberty Village, City Place, Bloor-Dundas, and High-Park) are reflecting parking demands on average less than half of the current Zoning By-law requirements.

Notably in Scarborough and North York parking approvals are also not in step with current parking demands, with demand trends being lower than the rate of adoption of lower parking standards than reflected within the current Zoning By-law regime.

It is relevant to note – when considering establishing minimum parking standards for a new context, such as the planned Christies neighbourhood – that new development across the City should proceed using resident parking standards that (at a minimum) reflect existing parking utilization trends / needs and are, desirably, ultimately further reaching (i.e. lower) than current demands in a way that can proactively lead future parking (and auto) usage.

Constraining parking supplies is a known, effective Transportation Demand Management (TDM) measure to further reduce vehicle use and support initiatives to increase sustainable modes of travel (ex. transit, walking, cycling).

For the Christies Master Plan, this presents an opportunity for local planning to be pro-active and establish a parking regime that will be appropriate for the future emerging context of the site and that fully capitalizes upon the opportunity to firmly establish non-automobile mobility as the primary form of transportation of prospective residents of, and visitors to, the Christies development from the outset.

6.0 FUTURE MOBILITY CONTEXT

6.1.1 A New Humber Bay Shores

The Master Plan provides an overall vision to create a centre for Humber Bay Shores that enables a full range of land uses, facilities, amenities, places, spaces, parks, and destinations that sustain a successful community where people can carry out most daily activities within a short distance by active or sustainable travel means.

From a mobility perspective, the Master Plan presents a significant opportunity to respond to existing transportation challenges and create a context focused upon establishing transit, walking, and cycling as the primary modes of travel for the site and surrounding area.

The following are the four (4) key underpinning mobility / transportation elements of the Master Plan:

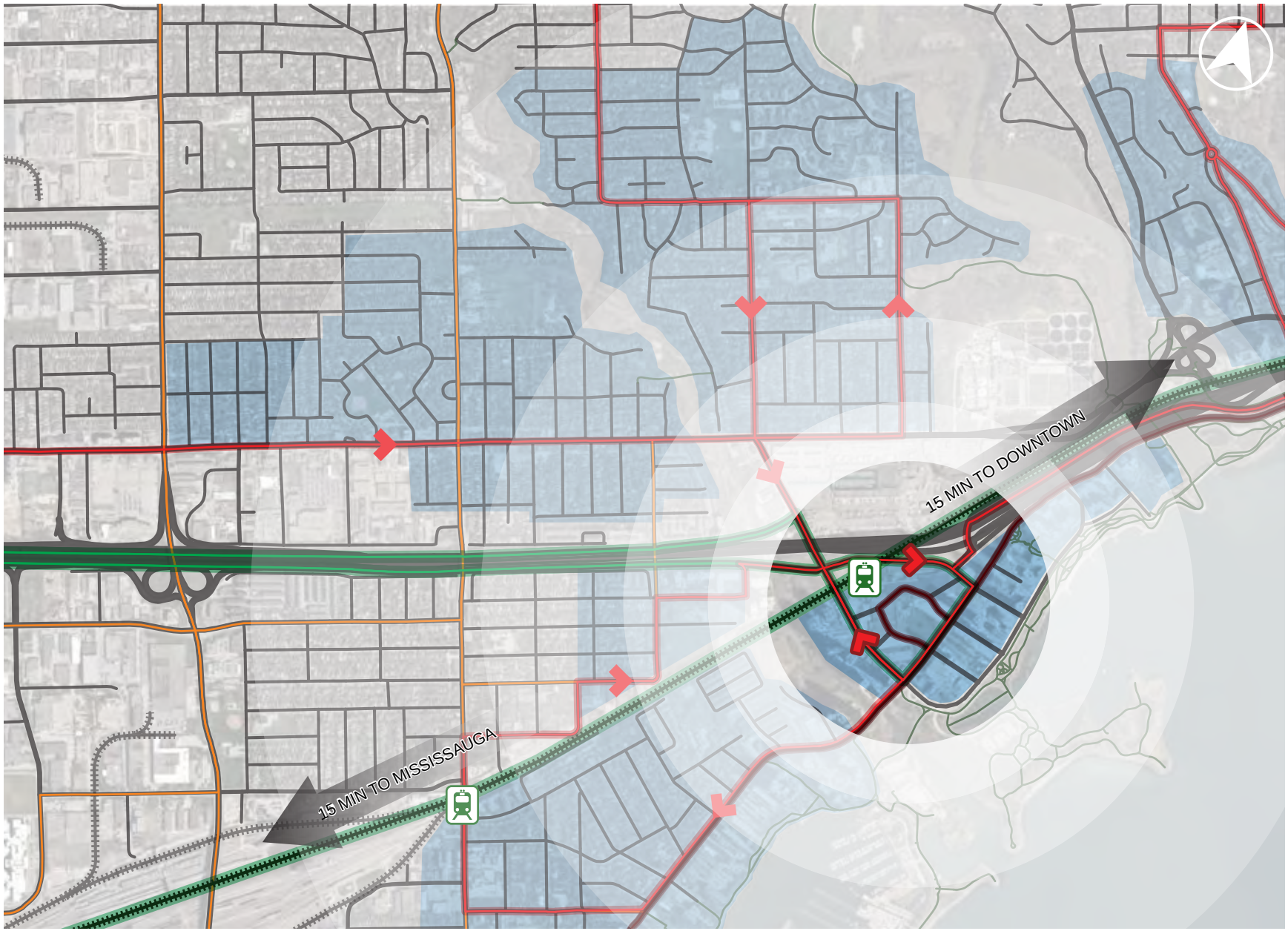
- Delivery of a new **transit hub** that provides access to the Metrolinx Lakeshore West GO that integrates multiple modes (particularly local transit);
- Delivery of a responsive **street network** with new street linkages and improvements that prioritize the needs of non-auto modes;
- Delivery of **active infrastructure** that provides connections between key destinations within and around the site by establishing sustainable travel options;
- An **urban plan** that creates a strong public realm network through the provision of a mixed-use community and truly livable neighbourhood by way of urban and functional design

The key elements of the Master Plan, combined with other public transit and planning initiatives, will provide unprecedented levels of new transit capacity and accessibility for the area, as well as active infrastructure connectivity across the site and with the greater area network.

The concept of the Transit Hub (centred on the less than 15 minute frequent GO Rail services provided to Union station and downtown Toronto) is aligned with, and supports, planning initiatives recently undertaken by the City's Waterfront Transit Reset study, and by Metrolinx, as part of its review of potential new stations across the GTA and those being considered as part of the Park Lawn – Lake Shore Transportation Master Plan and Mr. Christies Planning Study currently being undertaken by the City. It offers opportunity to expand and modify the area bus and LRT / streetcar network to facilitate enhanced transit connectivity and service across large portions of southern Etobicoke that will significantly benefit the non-automobile travel options for a considerable number of people.

The potential to anchor and integrate such a Transit Hub, with a new mixed-use and complete community that is built upon sustainable transportation, will strongly support the significant capital investments being made by the Federal, Provincial and Municipal Governments for new transit infrastructure, as well as those being made directly as part of the development programme itself.

The integration of new development and new and improved transit aligns directly with Provincial and Municipal policies, which, in this instance, will be a great benefit to the existing or prospective area residents within the rapidly emerging Humber Bay Shores area.



P:\80138\017. Graphics\Illustrator

FIGURE 5 FUTURE MOBILITY CONTEXT

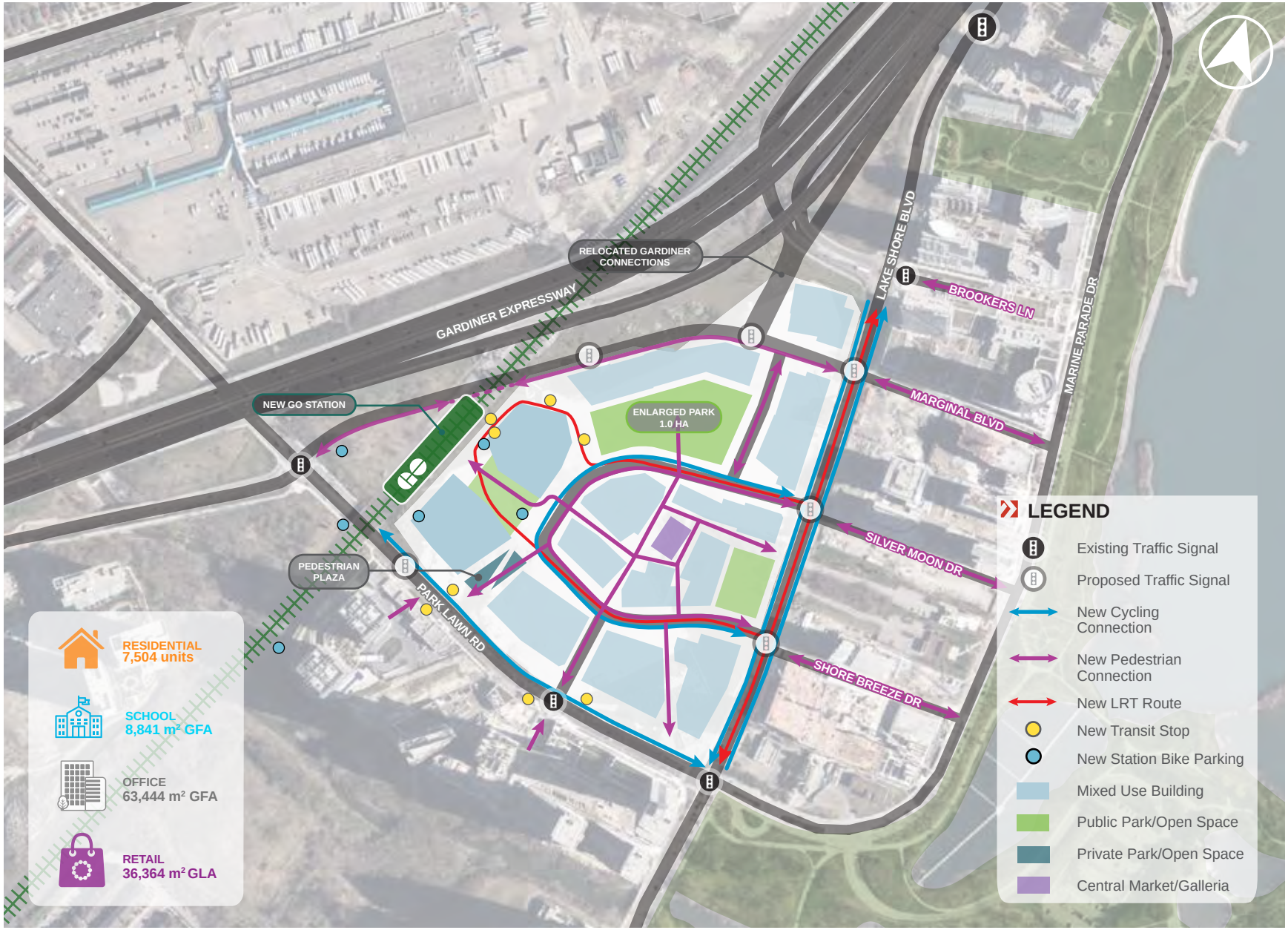
6.1.2 Master Plan Mobility Infrastructure

The unprecedented delivery of transit infrastructure, a fully integrated transit-oriented and sustainable transportation focussed Master Plan as a central element of the proposed Christies development plan, will re-characterize and re-shape the transportation context and improve the area.

The following is a detailed list of the array of mobility infrastructure being planned as part of the Master Plan:

1. Park Lawn GO Station
2. Relief Road and Ramp Relocation
3. LRT right-of-way dedication on Lake Shore Boulevard West
4. LRT tracks long internal Loop Road
5. LRT integration with GO Station
6. GO Station accesses connecting to trail network and other uses
7. Bus stops on Park Lawn to enable future provisions
8. Pedestrian / public realm integration between services
9. Privately owned publicly-accessible spaces
10. Parkland dedication
11. Cycling integration between services
12. Cycling tracks on Lake Shore Boulevard West
13. Cycling tracks on Park Lawn Road
14. Cycling tracks on internal Loop Road
15. Cycling tracks on Relief Road
16. On-site cycling facilities (parking, repair station, etc.)
17. Traffic signals on Lake Shore (pedestrian / cycling)
18. Traffic signals on Park Lawn (pedestrian / cycling)
19. Traffic signals on Relief Road (pedestrian)
20. Internal street network
21. Vehicular access (minimized / below grade configuration)
22. Shared Metrolinx pick-up / drop-off facility (below grade)
23. Mixed-use and urban development plan

The Master Plan infrastructure and mobility elements are identified in **Figure 6.**



P:\80138\0017. Graphics\Illustrator

FIGURE 6 FUTURE MASTER PLAN MOBILITY INFRASTRUCTURE

6.1.3 Transit Improvements

The introduction of a multi-modal transit hub will be key to providing new non-auto travel opportunities to the neighbourhood. The transit hub will serve as major terminus and / or transfer point for area residents, commuters, visitors of the site, and the wider community.

In addition to high quality GO transit and TTC / streetcar and bus transfer facilities, strong cycling and pedestrian connections to the station will further help encourage the use of active travel modes to travel from the adjacent neighbourhoods.

GO Rail Service

Park Lawn GO will provide community access to the GO rail services and RER service improvements, which will offer all-day GO service with 12-minute headways (or better over time as service expands). The HBS community will be able to access Downtown Toronto to the east in approximately 15 minutes, a travel time saving of 25 minutes from today. Similarly, to the west, travel times towards Mississauga will see a change from approximately 35 minutes to approximately 15 minutes. The existing and future transit travel reach is illustrated in **Figure 7**.

With LRT and bus service to broaden the reach of transit access, there will be wider benefit to the adjacent areas. Transit services will continue to evolve over time with increasing demand and service investments.

LRT Services

The 501 and 508 streetcar / LRT services are planned to route to / from the transit hub facility and a new LRT station adjacent to the GO Rail station to provide the desired connectivity between this service and the tributary areas these routes serve. LRT routings would be enhanced – as per current City / TTC plans – as a dedicated LRT right-of-way through the Humber Bay Shores area to maximize efficiency and service potential.

Bus Services

There is a substantial opportunity to modify existing and add new surface bus routes in the area to respond and capitalize upon the transit accessibility afforded by the new Park Lawn GO station. The existing Prince Edward (Route 66) and Queensway (Route 80) bus services are all candidates for extension and modification to service the GO station while other new local Humber Bay Shores and Mimico services may also be introduced in response to the transit opportunities in the area. These improved services would provide for a considerable level of transit connectivity within the GO station tributary area that would fully leverage and capitalize upon the capacity and convenience of the new GO train services that would be available within this area.

Transit Infrastructure to be Delivered:

1. Park Lawn GO Station
2. Relief Road and Ramp Relocation
3. LRT right-of-way dedication on Lake Shore Boulevard West
4. LRT tracks long internal Loop Road
5. LRT integration with GO Station
6. Bus stops on Park Lawn to enable future provisions
7. Shared Metrolinx pick-up / drop-off facility

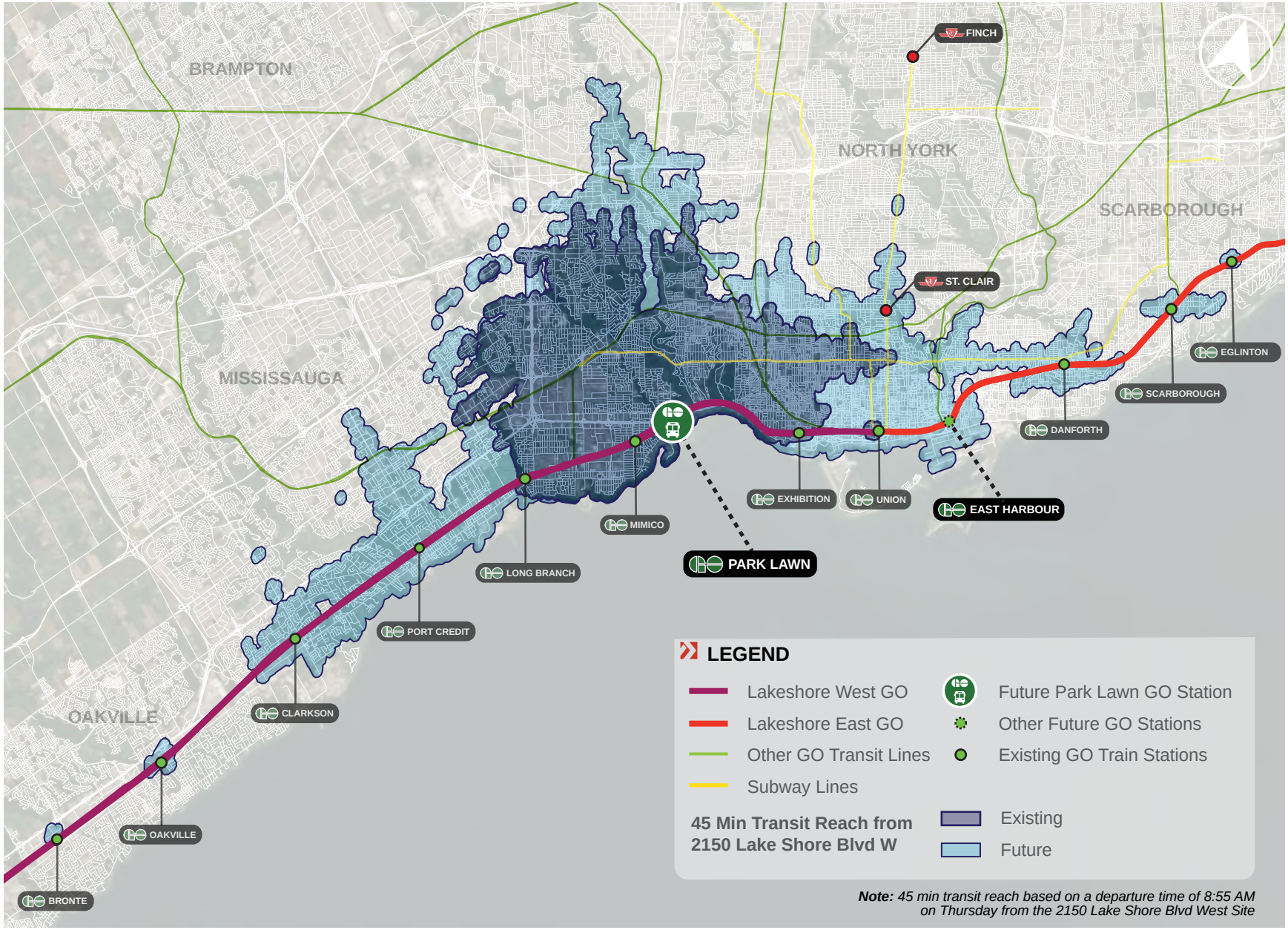


FIGURE 7 TRANSIT TRAVEL TIME / TRANSIT IMPROVEMENTS

6.1.4 Cycling Improvements

The redevelopment of the 2150 Lake Shore Boulevard West property provides a substantial opportunity to augment, extend and complete the existing area bicycle trail / path network.

The Master Plan has been developed to create a local environment that will establish cycling as a strong and viable travel option for a wide range of travel needs across Humber Bay Shores and surrounding area. This - notably - includes trips made to / from the planned Transit Hub (i.e. “Last Mile”) and the commercial centre of the Master Plan.

At the same time, the Master Plan and the connectivity afforded to the broader area cycling network, offers substantial support for longer distance recreational and commuter travel particularly across the Lake Ontario waterfront towards downtown Toronto.

Cycling Network

The Master Plan provides for a network of protected bicycle facilities within the site itself and on the adjacent arterial street system including:

- Protected one-directional cycle tracks on Lake Shore Boulevard West and Park Lawn Road
- Bi-directional bicycle lanes on the new internal “Loop Road”
- Direct cycle connections to the major bicycle parking facilities to be provided at the Transit Hub

This network will connect with, extend and complete the broader trail / path network in the area and offer connectivity to the Martin Goodman Trail on the Lake Ontario waterfront, new / planned linkages along Mimico Creek and the trail network that extends up Humber River.

End User Facilities

A range of long and short term bicycle parking facilities and supporting facilities (i.e. showers repair stations) will be provided across the Master Plan and provide for the needs of all user groups including residents, employees, visitors and commercial patrons. Access convenience and quality will be a significant focus of the detailing of the Master Plan.

A major contemporary bicycle parking facility will be integrated into the Transit Hub as part of the overall strategy to establish cycling as a strong commuting “Last Mile” travel option.

Bike Share & Sharing Services

Bicycle Sharing and other related mobility services (i.e. scooters) will all form part of the overall Master Plan cycling strategy to maximize cycle use opportunities.

Cycling Infrastructure to be Delivered:

1. Cycling integration between services
2. Cycling tracks on Lake Shore Boulevard West
3. Cycling tracks on Park Lawn Road
4. Cycling tracks on internal Loop Road
5. Cycling tracks on Relief Road
6. Traffic signals on Lake Shore (pedestrian / cycling)
7. Traffic signals on Park Lawn (pedestrian / cycling)
8. On-site cycling facilities (parking, repair, etc.)

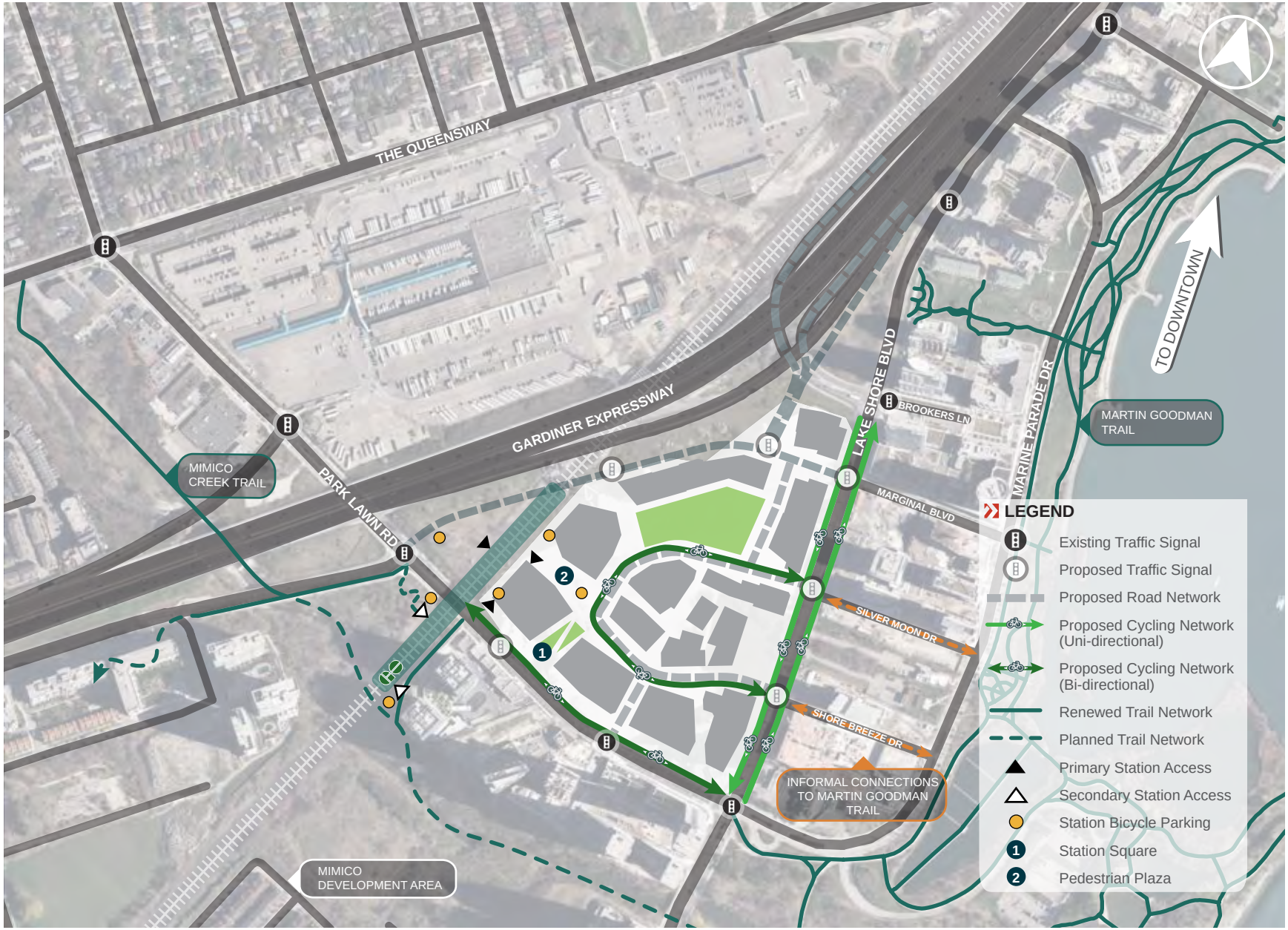


FIGURE 8 CYCLING IMPROVEMENTS

6.1.5 Walking Improvements

The combined strengths, from a transportation perspective, of establishing a strong mixed-use plan supported by a well integrated and highly walkable pedestrian network on the 2150 Lake Shore Boulevard West property enable walking to be established as the primary travel mode for a significant proportion of trips made within the Master Plan and surrounding Humber Bay Shores area.

Mixed-Use Community

The Master Plan creates a true mixed-use community on the 2150 Lake Shore Boulevard West property that provides for a wide range of complementary land-uses that extend across retail, employment, service, recreational, entertainment, residential and institutional uses.

The introduction of such a broad and strong offering of uses distributed across the site provides a highly active and vibrant core to the Master Plan community that will provide for, not only the site itself, but the broader needs of the Humber Bay Shores community as well.

The core elements of the plan, and wide range of amenities and services provided, can all be reached from across Humber Bay Shores on foot and without – for the vast number of trips – the use of a car.

This ability for area residents to travel – primarily on-foot – to a wide variety of local destinations (i.e. employment, recreational, institutional, retail and service) that meet the needs of a community is a significant factor in: i) shortening trips made, ii) internalizing trip-making to a significantly greater degree than occurs today in Humber Bay Shores; and iii) eliminating the need for a substantial component of car-borne trip-making that would otherwise occur.

Pedestrian Realm

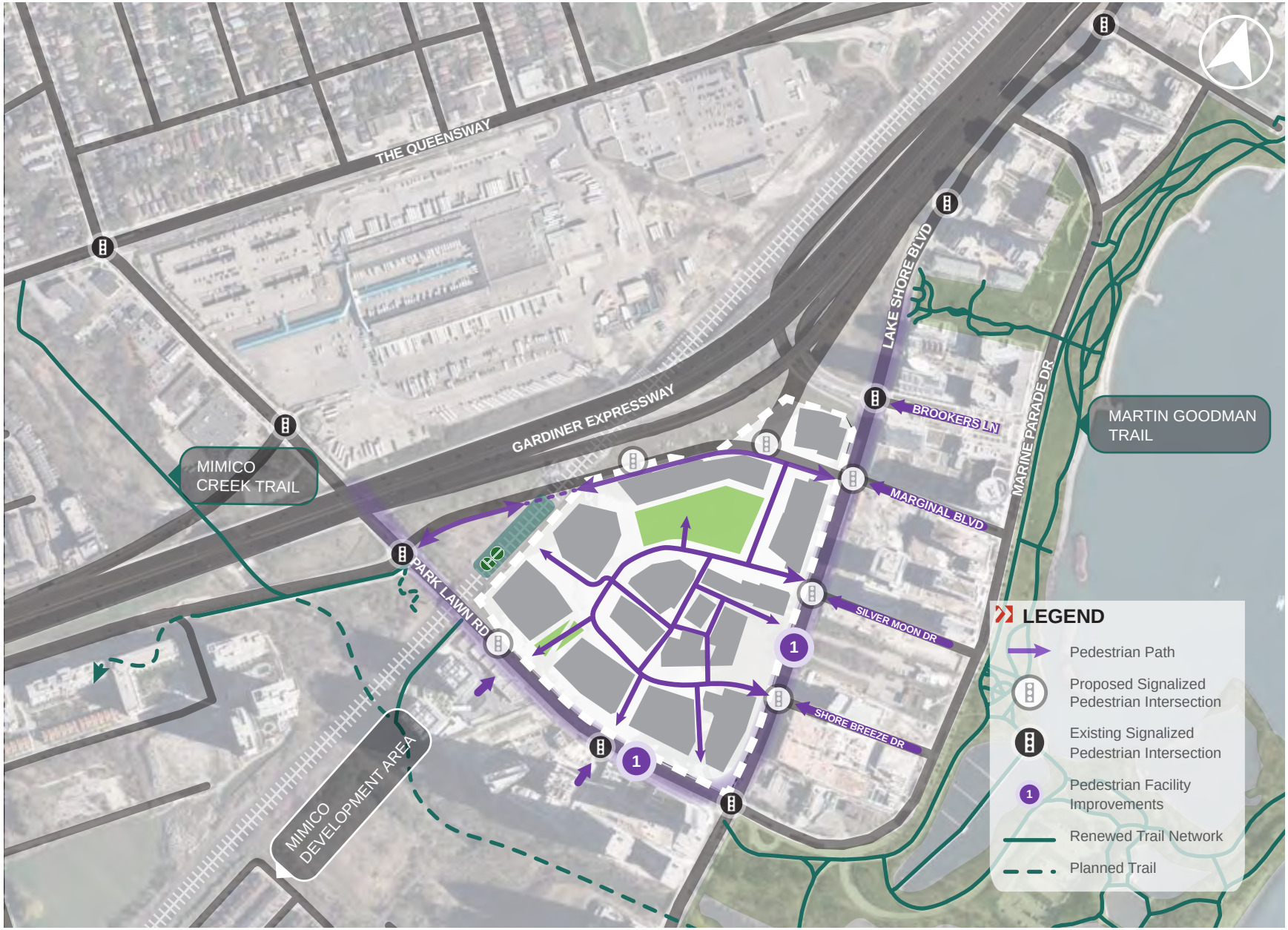
The quality of the public realm created and the successful integration of broad array of great, practical, convenient, interesting, safe and attractive pedestrian-scale connections (including formal signalized street crossing facilities) that link across the Master Plan and beyond into Humber Bay Shores community, are significant factors in creating an environment that is highly supportive of pedestrian mobility.

Transit & “Last Mile”

The proposed Transit Hub is located within the heart of, not only the Master Plan, but also the Humber Bay Shores community as a whole. Notably, all of the Master Plan area falls within a 5-minute walk of the Transit Hub while the vast majority of the broader Humber Bay Shores area is located within a walk of less than 10 minutes. The so-called “last mile” of any transit-based journey can be readily made on-foot within an attractive environment.

Walking Infrastructure to be Delivered:

1. Pedestrian / public realm integration between services
2. Privately owned publicly-accessible spaces
3. Parkland dedication
4. Traffic signals on Lake Shore (pedestrian / cycling)
5. Traffic signals on Park Lawn (pedestrian / cycling)
6. Traffic signals on Relief Road (pedestrian)
7. Internal street network
8. Mixed-use and urban development plan



P:\80138\017. Graphics\Illustrator

FIGURE 9 PEDESTRIAN IMPROVEMENTS

7.0 TRANSPORTATION DEMAND MANAGEMENT

7.1.1 TDM Objective and Goals

The Transportation Demand Management (TDM) Plan is proposed to guide the provision of viable alterative personal transportation options beyond the single-occupant, private automobile. The objective is to encourage the use of active and sustainable transportation modes, respond to the mobility needs of site residents, employees and patrons, and reduce dependence on the private automobile.

The primary goals of the TDM Plan are:

- Reducing demand on road infrastructure, thereby minimizing road and parking capital expenditures;
- Increasing travel efficiency;
- Reducing climate change emissions;
- Improving air quality; and,
- Improving overall community health.

The development plan includes a number of significant investments in transportation infrastructure, community uses, and public realm, to maximize mobility choice and connect with existing and planned active transportation and transit infrastructure.

The future site context provides for frequent, public transit services and improved pedestrian and cycling connectivity. The TDM Plan supplements and further leverages the physical infrastructure and attributes of the Master Plan and area planning initiatives that will reduce auto-mode share.

To this end, Mobility Plan strategies are presented with targeted “intents” (e.g. what it is trying to achieve and for whom), accompanied by methods of implementation. Potential strategies are then framed in the context of the development and the strategies most appropriate for application are proposed.

Through the Zoning By-law Amendment and future Site Plan Application processes, infrastructure, parking management and supply, and TDM strategies supportive of reducing reliance on single-occupant vehicles will be pursued and formalized.

A summary of the mobility strategy is outlined below. It is important to note that these TDM strategies will be continuously refined throughout the application process. TDM measures proposed as part of the current development application are outlined in **Table 20**.

Figure 10 illustrates the variety of mobility elements associated with the proposed plan.

7.1.2 TDM Strategies and Measures

To achieve the objective and goals, a series of mobility strategies and corresponding TDM measures have been considered as part of the site development and future operations.

The TDM strategies include:

- Minimize External Travel Demands
- Improve and Increase Pedestrian Mobility
- Facilitate and Increase Transit Use
- Support and Increase Bicycle Use
- Reduce and Manage Parking Supply
- Reduce Auto Ownership and Use
- Increase TDM Communication and Awareness

Each strategy has possible measures that can and should be implemented as part of the planning, design, and operations of the site and surrounding area. As such, the possible measures are categorized with respect to their implementation stage / consideration:

A. External Infrastructure Planning

Physical infrastructure to improve alternative transportation options along the boundaries of the site and to facilitate the integration of pedestrian, cycling and transit infrastructure.

B. Site Planning and Design

Physical aspects of the internal design of the development, including its buildings, open spaces and circulation routings to promote alternative transportation modes.

C. Operations and Management

User-focused programs and policies enacted once the site is operational to encourage alternative transportation modes.

D. Post Occupancy Monitoring

Post-occupancy data collection programs used to assess travel patterns and gauge the effectiveness of TDM strategies and the TDM Plan as a whole.

The TDM strategies and measures are summarized in **Table 20** and illustrated contextually in **Figure 10**.

This comprehensive framework has been developed to serve as a guideline for the implementation of effective TDM strategies during the site design stage, as well as in its operations following the full redevelopment of the property.

TABLE 20 TRANSPORTATION DEMAND MANAGEMENT PLAN

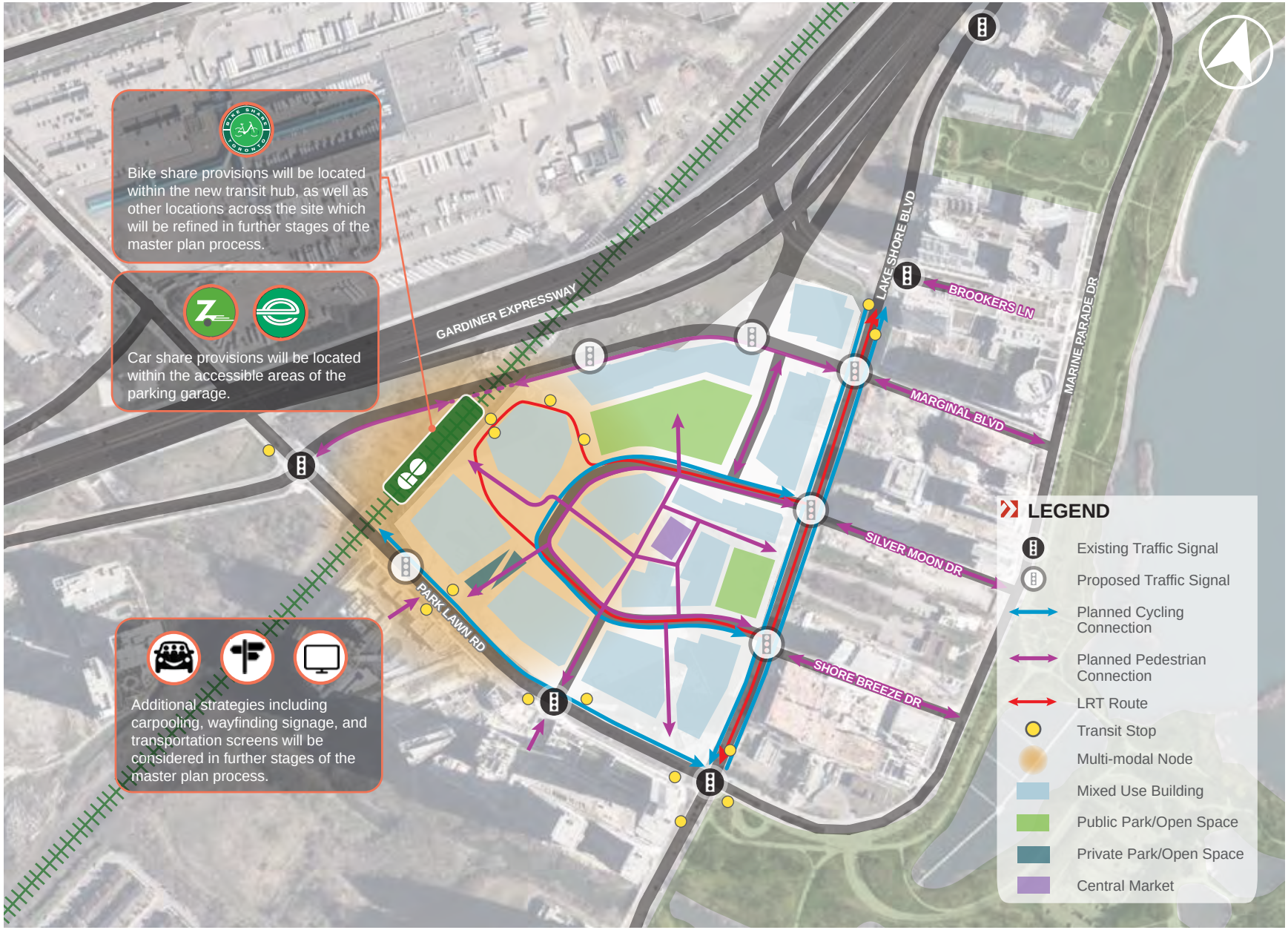
	Strategy	Measures
Minimize External Travel Demands	*Reduce the need for residents, employees and visitors to travel off-site by offering a variety of residential and non-residential uses on-site, shorten travel distances to services and amenities, and support residents that work from home.* *Providing a variety of land uses within the site reduces the need to make further travel trips as a result of proximity and level of convenience.*	**Site Planning & Design** 1. The proposed development offers a variety of uses – employment, retail, residential, and community – that allow people to meet multiple needs on-site. 2. The introduction of new community facilities on-site will serve the wider Humber Bay Shores neighbourhood and will bring these amenities within a short walking / cycling distance from their residences. This will reduce the auto-based travel demands for residents of the site, and for neighbourhood residents will encourage internal pedestrian site trips.
Improve and Increase Pedestrian Mobility	*Enhance the walkability of the site and adjacent neighbourhood, assist in creating safe and accessible pedestrian linkages to the site and wider network, and enhance ability to travel to transit focal points without a vehicle.* *The quality of the public realm and general accessibility surrounding the site influences the travel choices of residents, employees, and visitors of the proposed development.*	**External Infrastructure Planning** 3. New mid-block connections and crossing opportunities along Park Lawn Road and Lake Shore Boulevard West are proposed, as part of the Master Plan. **Site Planning & Design** 4. Increased pedestrian permeability through the site. 5. Vehicular accesses are minimized and exterior to the site, creating pedestrian oriented internal streets. 6. Widened / ample sidewalks, improved boulevards, and new signalized pedestrian crossings to improve the pedestrian realm and support the anticipated pedestrian activity. **Operations & Management** 7. Private pedestrian sidewalks and pathways will be maintained year-round to ensure reliable pedestrian access.

TABLE 18 TRANSPORTATION DEMAND MANAGEMENT PLAN (CONTINUED)

Strategy		Measures
Facilitate and Increase Transit Use	*The site's access to local and regional transit services provides convenient connections across the City, into the downtown core, and across the GTA at large.* *Increase awareness and viability of transit travel options for commuter and recreational travel purposes, capitalize on the improving transit context, and support the use of transit for short and long-distance travel by site users.*	**External Infrastructure Planning / Site Planning & Design** 8. Construction of a new Park Lawn GO Station. 9. Creation of a new multi-modal transit node along the Lake Shore West GO corridor. 10. Provision of new dedicated LRT track facilities along Lake Shore Boulevard West and to the transit hub. 11. Realignment of the existing TTC surface transit services to deliver an integrated and central mobility hub. 12. Minimize intermodal transfer times by creating an integrated transit station between TTC streetcars, buses, and GO trains. **Operations & Management** 13. Collaboration with public transit agencies (TTC and Metrolinx) to coordinate and plan for service expansion. 14. Provision of transit screens and real-time information in publicly accessible areas to encourage transit use.
Support and Increase Bicycle Use	*Provide physical and operational infrastructure on-site and cooperate with the City to enhance bicycle connectivity within the area and the broader network.* *The site's proximity to these prospective cycling connections will provide safe, convenient, and reliable pathways that connect to the downtown and adjacent communities surrounding the site.*	**External Infrastructure Planning / Site Planning & Design** 15. Cycling facilities and connections will be provided and enhanced at the site (i.e. Park Lawn Road, Relief Road, Loop Road, and Lake Shore Boulevard) and within the immediate area. 16. The proposed bicycle parking supply will meet TGS Zone 2, Tier 2 standards. 17. Convenient access (dedicated Station access) to the bicycle parking to / from the new GO Station will be provided within close proximity. 18. Consideration will be given to providing bike-share locations near and around the new GO Station and Master Plan area. **Operations & Management** 19. Monitor bike-share locations and real-time availability of supply through a smartphone app for convenience to site users and visitors. 20. Provision of cycling services and repair / maintenance stations within development blocks.

TABLE 18 TRANSPORTATION DEMAND MANAGEMENT PLAN (CONTINUED)

Strategy		Measures
Reduce and Manage Parking Supply	*Reduce car ownership needs and the attractiveness of car use for residents, employees and visitors by encouraging higher vehicle occupancy and the use of other travel modes.* *The reduced of residential and non-residential parking standards applied to the proposed development encourages site users to re-consider the use of a car.*	**Site Planning & Design** 21. Residential and non-residential parking will be provided at reduced parking standards. 22. Non-residential parking will be provided within a paid commercial parking facility. 23. Sharing of parking amongst non-residential uses will maximize the efficiency of the supply.
Reduce Auto Ownership & Usage	*Reduce the need for residents and employees to own a car for occasional travel and reduce the likelihood of privately-owned car use as a primary travel mode, particularly during peak periods.* *Reducing the use and ownership of private vehicles reduce traffic demand within the site itself and the local street network. This allows greater opportunities for a more efficient use of vehicle parking provided on-site (i.e. non-auto infrastructure).*	**Operations & Management** 24. Provision of information to site residents and employees regarding the availability of shared mobility services provided within the area. 25. Car-share will be provided on the site within publically accessible areas of the parking garage. 26. Carpooling spaces and carpooling program dedicated for office use. **Post-Occupancy Monitoring** 27. Establish a monitoring program for the car-share usage provided on-site.
Increase TDM Communication and Awareness	*Inform and raise awareness of non-automobile travel options for the site, actively promote non-automobile travel options, services, and develop and coordinate TDM programs / indicatives with employment tenants within the context of the broader strategies in place.* *The provision of ongoing promotional and educational programs increases the site's ability to fully adapt the strategy based on changing demand and special circumstances as they may arise.*	**Operations & Management** 28. New residential, office and retail tenants will be made aware of the existing transit services and active transportation facilities on-site and in proximity to the site. 29. Wayfinding signage will be provided to raise awareness about key destinations (on-foot distance) and the transit and other non-auto services offered on-site and within the area. **Post-Occupancy Monitoring** 30. Provision of transportation information screens located in accessible (pedestrian-focused) locations to inform travelers, on an on-going basis, the time, location, and travel schedules of the multiple travel options available on-site (i.e. broader taxi / ride-share provider service networks, transit / bike share provisions and other transportation services).



P:\80138\0117. Graphics\Illustrator

FIGURE 10 TRANSPORTATION DEMAND MANAGEMENT PLAN ELEMENTS

8.0 RESIDENT PARKING CONSIDERATIONS

8.1 OVERVIEW OF APPROACH

The approach adopted in establishing the residential parking standard for the Christies site is as follows:

1. **Understanding the site mobility context in the future;**
2. **Understanding the travel and parking characteristics of the future context; and**
3. **Implementing and supporting the use of reduced parking as a proactive TDM measure.**

The **Site's Future Mobility Context (Section 6.0)** will be significantly different from today. The Master Plan will deliver substantial transportation infrastructure, such as the new GO station and integrated Transit Hub, that will provide new access to high-order transit services.

Importantly, Humber Bay Shores will become a "complete" community with a mix of land uses supported by a pedestrianized local street network that will change the way site and area residents access daily needs. Significant localization of trips is anticipated for the community.

The **Mobility Characteristics of the Future Context (Section 8.2)** are reviewed based on the travel demand forecasting that was undertaken and discussed in the initial October 2019 submission. The projected residential modal shift is generally attributed to the following:

- The localization of trips given the new urban, mixed-use community development;
- The support for active travel given the new cycling connections and pedestrian focused public realm; and, significantly,
- The increased use in transit travel given the new access to GO RER services and integrated LRT and bus routes.

The future context and projected mobility characteristics are specifically compared to the following proxy areas:

- The Bloor-Dundas / High Park Area
- The Liberty Village / City Place Area
- The Yonge-Eglinton / Midtown Area

The **Utilization of Reduced Parking as a Proactive TDM Measure (Section 7.0)** is recommended as part of the proposed TDM plan.

As discussed in the current Zoning By-law review **(Section 5.0)**, constraining parking supplies is a tool that has, to date, been widely used in Downtown Toronto. The Christies Master Plan provides local planning with the opportunity to implement a similar, proactive approach to influencing (in this case, reducing) vehicular use in the context of a truly transit-oriented, mixed-use development plan.

Constraining parking supplies through a reduced parking standard is considered an effective measure of reducing vehicle use. This strategy supported by the balance of the TDM measures will maximize the benefits of the significant transit and sustainable transportation investments being made as part of the development and public planning.

The implementation of a proactive TDM plan will enable a progressive (reduced) resident parking standard to manage and reduce vehicular travel to / from the site.

Approach to a Reduced Resident Parking Standard

Understanding the **changing mobility context of the site** and local area and recognizing the **significant Master Plan infrastructure contributions and public planning initiatives**.

Understanding how this new mobility context of the site and local area will have **different travel characteristics and parking needs**.

Implementing a **Transportation Demand Management (TDM) plan** supporting the adoption of a progressive parking standard through a variety of site TDM measures.

8.2 FUTURE RESIDENT MOBILITY CHARACTERISTICS

In order to project how travel patterns for the site will change from existing to future conditions with the implementation of the transportation infrastructure outlined in **Section 6.0**, travel distribution by mode was reviewed for the local area.

As outlined in the initial October 2019 submission material, residential travel characteristics are anticipated to be influenced by both distribution and mode share considerations. Existing patterns will change with new transit access and strengthened connections, new urban community development, and new active network connectivity. There will also be changes in travel patterns as areas of the City redevelop as employment centres and destination nodes. Proxy comparisons to other comparable sites were utilized for estimation purposes.

The following section provides a brief overview of the key contributing elements to the shift in mode share (refer to the October 2019 submission material for the full discussion relating to travel forecasting).

The key elements are as follows:

- Delivery of a complete community
- Delivery and connection of active infrastructure
- Delivery of an integrated GO station / transit hub

The approximate projected shift in residential mode share is as follows:

- Auto Driver: 60% → 30%
- Transit: 30% → 45%
- Active: 2% → 15%
- Passenger: 8% → 10%

Notably, it is projected that the auto driver mode share will reduce from approximately **60%** (existing) to approximately **30%** (future).

Table 21 outlines this residential mode share shift with a summary of the corresponding contributing mobility infrastructure.

It is noteworthy that the derived mode splits and resulting travel demands are consistent with the 2041 City model forecasts for the 2150 Lake Shore Boulevard West development established by the City as part of the modelling process being undertaken as part of the City's Park Lawn – Lake Shore Transportation Master Plan.

This consistency in forecasts derived as part of the transportation reports submitted as part of the Christies development application and those macro model forecasts established independently by the City are supportive of the validity and appropriateness of the future modal splits and forecasts outlined herein.

TABLE 21 APPROXIMATE RESIDENTIAL AUTO DRIVER MODE SHIFT CONTRIBUTION

		Approximate Mode Share Contribution
	Existing Residential Auto Driver Mode Share	**60%**
Complete Community	• Mixed-use and urban community • Internalize daily trips • Provision of public park and open and interactive spaces (i.e. Galleria) • Connectivity and permeability of site	-10%
Active Infrastructure	• Bike lanes on Park Lawn and Lake Shore that connect to trail systems and through site along Loop Road • Cycling corridor along Relief Road • Traffic safety signals along Park Lawn, Lake Shore, and Relief Road • Distribution of bicycle parking and repair stations • Continuous, ample sidewalks and multi-use paths	-5%
Transit Hub	• Park Lawn GO Station • Realignment and dedicated ROW of streetcar • Bus routes • Integrated facilities • Station access considerations	-15%
	Projected Auto Driver Mode Share	**30%**

8.2.1 Complete Community

The mix of uses across the Master Plan enables a close co-relationship that will allow each use to service and support each of the others. Key in this regard is that residents and employees of the site and area will be served and supported by the retail component located on the lower levels of each building which, in turn, will be reciprocally supported and frequented by a highly localized “internal” population of people who will be able to travel to / from the various stores and amenities without the use of a car.

As such, a large component of trips are expected to be between local land uses (i.e. internalized within the local Humber Bay Shores community).

It is projected that approximately 10% of residential person trips will be made locally during the peak weekday periods.

The local trip distribution assumption is compared to the percent of local trips made within the Bloor-Dundas, Liberty Village, and Yonge-Eglinton neighbourhoods as presented in **Table 22**.

TABLE 22 PERCENT LOCAL TRIPS

Bloor-Dundas	Liberty Village	Yonge-Eglinton	Projected Site
6%	8%	12%	10%

A fundamental assumption of the local area trips is that they are made by active means of travel, primarily by walking given the proximity of the broader Humber Bay Shores community to the Christies development and the quality and extent of the active mobility features as part of the Master Plan.

8.2.2 Active Infrastructure

Active trips that are external to the site are also anticipated to increase with the provision and connection of active infrastructure to the greater network.

As previously noted in **Section 6.0**, the Master Plan will deliver substantial infrastructure that will contribute to the improvement of site and area active mobility context. Today, active travel is in the order of 2%. It is assumed that this will increase to 5%.

8.2.3 Resultant Active Share

The total (resultant) active mode share, therefore, includes local trips made primarily on foot, which is projected to be in the order of 10%. As noted with access to a mix of uses, many daily needs will be completed locally by active means of travel.

It also includes active trips made external to the site, supported by improved active facilities and connectivity to the greater area network. Active external trips are projected to be approximately 5%

Considering the above, the overall resultant active mode share is projected to be in the order of 15%. The mode share is compared to that of Liberty Village, Bloor-Dundas, and Yonge-Eglinton as presented in **Table 23**.

TABLE 23 PERCENT ACTIVE TRIPS

Bloor-Dundas	Liberty Village	Yonge-Eglinton	Projected Site
21%	23%	18%	15%

8.2.4 Transit Hub

As discussed, the Master Plan will deliver on-site and other area transit investments, including the new GO Station, realignment and dedicated ROW of streetcar, bus routes, integration of facilities, as well as Station access considerations.

The adopted future transit mode share was estimated based on the new transit infrastructure and projected travel time benefits associated with the new station and service improvements.

A comparison of proxy areas with similar transit access considerations was utilized in determining appropriate mode shares. For instance the transit access of Bloor-Dundas and Liberty Village areas were considered, along with the Yonge-Eglinton area.

The Bloor-Dundas / High Park area context includes transit accessibility to the Bloor Line and GO service. The transit mode share for residential uses is approximately 48%. This area is located in the order of a 20 to 25 minute transit travel trip to the downtown areas of the City (i.e. Dundas West station to Osgoode Station / Union Station).

The Liberty Village / City Place area context includes transit access to the LRT and GO services. Similarly, the transit mode share for residential uses is approximately 38% (with a greater proportion of travel being undertaken using active travel means).This area is located in the order of a 20 to 25 minute transit travel trip to downtown (i.e. Liberty Village to St. Andrew / Union Station).

The Yonge-Eglinton area has access to amenities, services, and employment, with primary transit access along the Line 1 subway corridor with a 15 to 20 minute transit travel trip to the downtown areas of the City (i.e. Eglinton Station to Queen Station / Union Station). The transit mode share for residential uses in this area is approximately 50%.

The anticipated transit travel time savings of the future site context are summarized in **Table 25**. Transit travel time to Union Station, for example, will be in the order of 15 minutes (a travel time saving of approximately 25 minutes from today).

It is projected that the site transit mode share will be in the order of 45%. This transit mode share is comparable to the key proxy areas and is presented in **Table 24**.

TABLE 24 PERCENT TRANSIT TRIPS

Bloor-Dundas	Liberty Village	Yonge-Eglinton	Projected Site
48%	38%	50%	45%

TABLE 25 EXISTING-FUTURE ESTIMATED SITE TRANSIT TRAVEL TIMES

To/From	Estimated Peak Hour Travel Time			Estimated Travel Time Savings
	Existing Drive	Existing Transit	Future Transit	
Union Station	40 mins	40 mins	15 mins	25 mins
St Clair Station	55 mins	50 mins	35 mins	15-20 mins
Finch Station	65 mins	70 mins	55 mins	10-15 mins
Future East Harbour Station	40 mins	75 mins	20 mins	20-55 mins
Port Credit Station	25 mins	35 mins	15 mins	10-20 mins
Pickering Station	70 mins	80 mins	60 mins	10-20 mins

Notes:
1. Based on transit reach analysis updated in January 2021.
2. Values rounded to the nearest 5 minutes.

8.2.5 Auto Share

The three key elements discussed above (complete community, active infrastructure, and transit hub) each contribute to establishing a context that enables a reduction in the residential site auto driver mode share.

Today, the local area auto driver mode share is in the order of **60%**. It is projected that this will reduce by approximately half to **30%** given the future mobility context.

Again, drawing upon the key proxy areas of Bloor-Dundas and Liberty Village, as well as the Yonge-Eglinton area, the projected auto driver mode share is compared to each of the proxies.

The Bloor-Dundas and Liberty Village areas have an auto driver mode share of approximately 27% and 31%, respectively. The Yonge-Eglinton area has an auto driver mode share of approximately 28%.

This proxy area comparison is presented in **Table 26**.

TABLE 26 PERCENT AUTO DRIVER TRIPS

Bloor-Dundas	Liberty Village	Yonge-Eglinton	Projected Site
27%	31%	28%	30%

Importantly, and as noted earlier, the total site vehicle travel demand forecasts as part of the October 2019 submission have been validated through the City's modelling efforts for the City-led Secondary Plan process. This is further discussed in the following section.

8.2.6 Vehicle Travel Forecasts

As part of the Secondary Planning process and supporting Transportation Master Plan, the City is conducting a multi-resolution (macro / meso / micro) modelling exercise to establish future travel demand forecasts and evaluate projected traffic operations. The model includes forecasts for the Christies Master Plan, accounting for all proposed infrastructure improvements including Park Lawn GO station.

Total site-related vehicle travel demands have been extracted from the City's model and compared to the site vehicle travel demands projected by BA Group as part of the previous submission. Both vehicle demands are summarized below in **Table 27**. The City and BA Group vehicle travel forecasts for the site are of similar order of magnitude and, as such, validate the overall travel forecasting completed by BA Group.

Note that the reported trips are for the overall site vehicle travel (not residential only). However, this overall consistency in forecasts derived as part of the transportation reports submitted as part of the Christies development application and those macro model forecasts established independently by the City are supportive of the validity and appropriateness of the future modal splits and forecasts outlined herein.

As such, the 30% residential auto driver mode share assumption is considered appropriate.

TABLE 27 VEHICLE TRAVEL FORECASTS (TOTAL SITE TRIPS)

	AM Peak			PM Peak		
	In	Out	2-Way	In	Out	2-Way
BA Group[1]	450	900	1,350	1,005	775	1,780
City	470	805	1,275	985	780	1,765

Notes:
1. Based on the vehicle trip generation updated in the October 2019 report.

8.3 RECOMMENDED RESIDENT PARKING STANDARDS

The future mobility context of the site will change as a result of the transit, active and community infrastructure, facilities, and uses to be delivered through the development proposal.

It is projected that the site will have a residential auto driver mode share comparable to the Liberty Village and Bloor-Dundas areas, as well as the Midtown / Yonge-Eglinton area given the planned employment and range of associated area uses. The site projected auto driver mode share is approximately 30%.

To understand and establish an appropriate parking rate that corresponds with the future planned context and projected mode share, the average parking demands of the same three proxy areas were reviewed.

As previously discussed, the **Bloor-Dundas / High Park** and **Liberty Village / City Place** areas of West Toronto have a context with transit access to subway (Line 2), GO train, and LRT services. Transit travel to the downtown areas of the City is in the order of a 20 to 25 minutes (i.e. Dundas West Station to Osgoode Station / Union Station and Liberty Village to St. Andrew / Union Station). The residential auto driver mode share for the two proxy areas is approximately 27% and 31%, respectively.

Current observed resident parking demands in these areas range approximately as follows (based on the data and information presented in **Section 5.0**):

- Bloor-Dundas / High Park: 0.40 to 0.60 spaces per unit (0.45 spaces per unit average)
- Liberty Village / City Place: 0.30 to 0.55 spaces per unit (0.45 spaces per unit average)

Similarly, parking approvals and parking sales data within these neighbourhoods of West Toronto range from approximately 0.35 to 0.55 spaces per unit and 0.30 to 0.50 spaces per unit, respectively.

The **Midtown / Yonge-Eglinton** area context reflects a range of community and employment uses north of the city centre. The primary transit access is to the Line 1 subway corridor with a 15 to 20 minute transit travel trip to the downtown areas of the City (i.e. Eglinton Station to Queen Station / Union Station). The residential auto driver mode share for the area is approximately 28%.

Current observed resident parking demands for the area range as follows (based on the data and information presented in **Section 5.0**):

- Midtown / Yonge-Eglinton: 0.20 to 0.50 spaces per unit (0.35 spaces per unit average)

Parking approvals and supporting sales data similarly reflect a range of approximately 0.20 to 0.60 spaces per unit and 0.15 to 0.50 spaces per unit, respectively.

The West Toronto parking and transit context is illustrated in **Figure 11**.

The above parking demand data for the three proxy areas is summarized in **Table 28**.

TABLE 28 PARKING DEMAND RATES

Bloor-Dundas	Liberty Village	Yonge-Eglinton	Projected Site
Range:0.40 to 0.60 Average: 0.45	Range: 0.30 to 0.55 Average: 0.45	Range: 0.20 to 0.50 Average: 0.35	0.40

Notes:
1. Parking rates provided as spaces per unit.

It is recommended to adopt a resident parking rate of **0.40 spaces per unit**. The recommended rate is well within the range of parking demands currently being observed across the three key proxy areas.

Given the future transit access of the site (approximately 15 minutes to downtown Toronto) – similar to (if not better than) the West Toronto proxy areas - and the highly urban "complete" community of the Master Plan - similar to the Yonge-Eglinton area - the recommended rate of 0.40 spaces per unit is considered appropriate for the site's future mobility and urban context. The recommended standard can be considered a proactive approach to minimizing vehicular use and will be supported by the comprehensive Transportation Demand Management (TDM) plan, as outlined in **Section 7.0**.

Setting a proactive (yet appropriate) parking standard, complimented by a comprehensive TDM plan, is important in supporting the investments being made both privately and publicly in more sustainable mobility infrastructure and to advance contemporary and sustainable planning framework.

FIGURE 11 WEST TORONTO PARKING TRENDS

8.3.1 Summary of Recommendation Considerations

As noted, the approach to establishing the residential parking needs of the site is as follows:

1. Understanding the changing mobility context of the site and local area and recognizing the significant Master Plan infrastructure contributions and public planning initiatives;

2. Understanding how this new mobility context of the site and local area will have different travel characteristics and parking needs; and

3. Implementing a Transportation Demand Management (TDM) plan supporting the adoption of a progressive parking standard through a variety of site TDM measures.

Table 29 summarizes the future travel and parking characteristics of the site, reflective of the new mobility context. The key infrastructure to be delivered as part of the Master Plan that will contribute to establishing this future context is summarized in **Table 30**. Similarly, the TDM measures that will further support the Master Plan to manage and reduce vehicular travel to and from the site is included in **Table 30**.

The site's future context and characteristics (including the proposed **0.40 space per unit** residential parking rate) are strongly supported by the three key proxy areas:

- Bloor-Dundas
- Liberty Village
- Yonge-Eglinton

TABLE 29 SUMMARY OF MODE SHARE AND PARKING CHARACTERISTICS

Mode Share and Parking Characteristics			
Bloor-Dundas	**Liberty Village**	**Yonge-Eglinton**	**Projected Site**
Mode Share • Active Trips 21% • Transit Trips 48% • Auto Driver Trips 27% **Local Trips** 6%	**Mode Share** • Active Trips 23% • Transit Trips 38% • Auto Driver Trips 31% **Local Trips** 8%	**Mode Share** • Active Trips 18% • Transit Trips 50% • Auto Driver Trips 28% **Local Trips** 12%	**Mode Share** • Active Trips 15% • Transit Trips 45% • Auto Driver Trips 30% **Local Trips** 10%
Parking Demand • Range: 0.40 to 0.60 • Average: 0.45	**Parking Demand** • Range: 0.30 to 0.55 • Average: 0.45	**Parking Demand** • Range: 0.20 to 0.50 • Average: 0.35	**Parking Demand** • 0.40 spaces per unit

Notes:
1. Parking rates provided as spaces per unit.

TABLE 30 SUMMARY OF MOBILITY INFRASTRUCTURE AND TDM MEASURES

Mobility Infrastructure		
Complete Community	**Active Infrastructure**	**Transit Hub**
• Mixed-use and urban community • Internalize daily trips • Provision of public park and open and interactive spaces (i.e. Galleria) • Waiting and interactive areas • Strong permeability and connectivity throughout site (i.e. daily local trips)	• Bike lanes on Park Lawn and Lake Shore that connect to trail systems and through site along Loop Road • Cycling corridor along Relief Road • Traffic safety signals along Park Lawn, Lake Shore, and Relief Road • Distribution of bicycle parking/repair stations • Continuous, ample sidewalks / multi-use paths	• Park Lawn GO Station • Realignment and dedicated ROW of streetcar • Bus routes • Integrated facilities • Station access considerations
TDM Measures		
Auto Use / Ownership (reduction)	**Active**	**Transit**
• Variety of proposed on-site uses, facilities, and amenities located within a short walking / cycling distance • Reduced residential and non-residential parking standards • Non-residential parking is shared among uses • Potential provision of carpool spaces and carpooling program for office users • Provision of car share that is monitored, publicly accessible, and conveniently located on-site	• Bicycle parking supply will meet TSG Tier 2 Standards • Cycling and / or pedestrian routes along Park Lawn Road, Lake Shore Boulevard, Relief Road and Loop Road • Provision of bike share stations that is monitored, publicly accessible, and conveniently located on-site • Bike parking that is secure, accessible, and convenient • Widened sidewalks and multi-use trails • Wayfinding and signage to key destinations and other modes will be provided on-site • New site tenants will be made aware of active transportation services and facilities on-site and within the area • Provision of transportation information screens that are publicly accessible at all times	• Construction of new GO Station • New multi-modal (transit-oriented) node / hub including future transit improvements and integration (streetcars, buses, GO trains) • Provision of transit information screens that are publicly accessible at all times • New site tenants will be made aware of transit services and facilities on-site and within the area through wayfinding signage

9.0 NON-RESIDENT PARKING CONSIDERATIONS

The current Zoning By-law parking standards (for Rest of City areas) are not appropriate for the proposed development.

The Master Plan is to deliver substantial mobility infrastructure that will change the mobility context and travel characteristics, for the site, Humber Bay Shores (HBS), and, more broadly, southeastern Etobicoke.

Given the site's future mobility context, described in detail in **Section 6.0**, it is proposed to adopt a low, yet appropriate, minimum set of parking standards for non-residential land uses.

It is recommended to adopt non-residential parking standards that are generally reflective of Policy Area 2 and adopt a parking deployment strategy that permits and enables the site-wide sharing of parking facilities. The deployment strategy, which maximizes the use of site parking supplies, is further detailed in the following section.

The non-resident parking standards proposed for the Master Plan are as follows:

- Visitor 0.10 spaces per unit
- Retail 1.00 spaces per 100m^2 GFA
- Restaurant 0.00 spaces per 100m^2 GFA
- Office 1.00 spaces per 100m^2 GFA
- School 0.50 spaces per 100m^2 GFA
- Community 0.50 spaces per 100m^2 GFA

It is also recommended to adopt the sharing provisions outlined in Zoning By-law 569-2013 for all non-resident parking to maximize the usage of provided parking, to enable multiple user groups to utilize an available parking space and to minimize all non-resident parking requirements across the project.

9.1 PARKING DEPLOYMENT STRATEGY

A site-wide parking deployment strategy has been developed as part of the site planning and design to ensure both the most efficient use of parking infrastructure and resources, and to minimize the intrusion of driveways within the heart of the Master Plan.

Key to the parking strategy is the proposal to provide non-resident parking within shared parking facilities located beneath the development plan. As such, the non-residential parking supply can be minimized and shared between the various component land uses.

Below-grade connections across the site plan will enable the sharing of the non-resident parking supply between development blocks, and allow for the distribution of parking traffic to all site driveways.

The ability to share parking in a pooled commercial format is essential in order to maximize efficiency and ensure parking is not under-utilized or oversupplied.

Land uses have varying parking occupancy demands, and it is important to understand such temporal variations to provide parking in the most efficient way where spaces are being occupied in a manageable manner.

The usage patterns of residential visitor, commercial / retail, and office parking vary across the course of a typical day. For instance, retail uses tend to peak during the mid to late afternoon whereas residential visitor demands typically peak later in the early and late evening periods. Office demands peak during the morning and reduce over the course of a typical weekday and are very limited during the weekday evenings and on weekends.

Zoning By-law 569-2013 includes temporal sharing formulae that can be applied to the base parking standards when calculating overall non-resident parking needs of a proposed development.

The temporal sharing formulae will continue to apply to the proposed parking standards.

TABLE 31 NON-RESIDENT PARKING STANDARDS SHARING

Use	AM	PM	EVE
Visitor	10%	35%	100%
Office	100%	60%	0%
Retail	20%	100%	100%
School	100%	100%	20%
Community	25%	100%	100%

Pooled and shared parking across all site land uses is the most efficient way to provide parking where spaces get used more often, for more purposes recognizing the above temporal relationships of different user groups. Again, this helps to minimize parking needs and avoids unnecessary over supply of parking.

10.0 SUMMARY & CONCLUSIONS

Overview

- It is our opinion that the prevailing City of Toronto Zoning By-law 569-2013 parking standards (Rest of City areas) greatly overstate the parking needs of the proposed Christies Master Plan and are not appropriate for the application to the site.

- The Master Plan is proposing non-automobile elements that will not only provide for the future mobility needs of the site but will also greatly benefit the mobility options for all of Humber Bay Shores and the southeastern Etobicoke area.

- Significant mobility (particularly transit) investments are being made across both private and public sectors to:

    - Improve existing transit services (i.e. GO RER, Waterfront Transit Reset);
    - Create a new access to services (Park Lawn GO and integrated transit hub), and;
    - Facilitate access to transit through the public realm, pedestrian connectivity, and cycling infrastructure improvements within the area.

- The proposed mobility investments present a rare and significant opportunity to advance a highly progressive parking strategy that minimizes car usage, maximizes usage of sustainable travel options and enables the realization of a “complete” community built upon contemporary travel thinking.

- To fully support the area mobility planning and investments, and to help deliver a truly transit-oriented development, the local By-law regime must adopt a forward thinking approach to parking.

- Setting appropriate, pro-active minimum Zoning By-law parking standards is key in this regard and has an essential role in supporting the Master Plan mobility goals and in reducing automobile dependent travel from the outset of this proposal.

- Up to this point in Toronto, the most proactive support and tools (such as reduced parking standards) for increasing non-auto travel have primarily been oriented towards downtown Toronto and certain centres / nodes in the central areas of the City.

- With increasing efforts and investments being made to change travel behaviour in areas such as southeastern Etobicoke, local planning has been given a strong opportunity to initiate proactive planning through amending parking policy.

- As such, a parking strategy is proposed as part of the Zoning By-law Amendment application that seeks to establish a reduced minimum parking requirement that:

    - Recognizes the complete community and mobility environment being created in the site-surrounding neighbourhood;

    - Reflects contemporary (and significantly reduced) parking needs in areas with high transit accessibility;

    - Maximizes the sharing of parking supplies across land uses in the Master Plan; and

    - Discourages the provision of excess parking to minimize vehicular travel.

Prevailing & Proposed Standards

- The site is currently subject to the City of Toronto Rest of City Zoning By-law minimum parking rates:

    - Residential 0.95 spaces per unit (blended)
    - Visitor 0.20 spaces per unit
    - Retail 6.00 spaces per 100m^2 GFA
    - Office 1.50 spaces per 100m^2 GFA
    - School 1.50 spaces per 100m^2 GFA
    - Community 3.00 spaces per 100m^2 GFA

- Adoption of the prevailing Rest of City zoning by-law rates results in a parking requirement of 11,047 total spaces, including 7,094 residential and 3,953 non-residential spaces.

- The current Zoning By-law greatly overstates the vehicular parking needs of the site and do not appropriately reflect recent parking trends and proactive policy and planning initiatives.

- The current parking standards and Zoning By-law regime are inappropriate for the application to the proposed Master Plan.

- This is particularly relevant with respect to the new urban and transit context that will be delivered by the Master Plan, setting a new precedent of transit-oriented and "complete" community development in Etobicoke – a key component includes the future Park Lawn GO Station and integrated transit hub.

- It is proposed to adopt minimum parking standards that:

    - Reflect contemporary public policy and planning;
    - Reflect travel characteristics of the future site context;
    - Support private and public transit infrastructure investments.

- The recommended minimum parking standards are generally consistent with the Policy Area 2 parking standards for all non-residential uses while a reduced, and appropriate, blended standard is recommended for resident parking needs.

- The following minimum parking rates are proposed for the site:

    - Residential 0.40 spaces per unit
    - Visitor 0.10 spaces per unit
    - Retail 1.00 spaces per 100m^2 GFA
    - Restaurant 0.00 spaces per 100m^2 GFA
    - Office 1.00 spaces per 100m^2 GFA
    - School 0.50 spaces per 100m^2 GFA
    - Community 0.50 spaces per 100m^2 GFA
    - All other uses 1.00 spaces per 100m^2 GFA

- Adoption of the proposed parking standards would result in a new parking requirement of 4,161 total spaces, including 2,999 resident and 1,162 non-resident spaces after sharing.

- It is proposed to adopt the sharing provisions outlined in Zoning By-law 569-2013 for all non-resident parking to maximize the usage of provided parking, to enable multiple user groups to utilize an available parking space and to minimize all non-resident parking requirements across the project.

- It is also recommended to adopt a parking deployment strategy that permits and enables site-wide sharing of parking facilities and for non-resident parking to be provided on a pooled basis within a paid commercial parking facility.

Policy & Planning Context

- Recent Provincial and Municipal policies are proactively prioritizing planning transit from a network perspective, designing streets and public realm for people, connecting and expanding cycling infrastructure, and increasing multi-modal mobility options; all themes that are fundamental to the design and development of the Christies Master Plan.

- Partnerships and funding mechanisms across all levels of government and the private sector are at an all time high to construct sustainable transportation infrastructure and development.

- The Master Plan is a leading example of such collaboration, which is expected to set a precedent in delivering major transit infrastructure.

- Progressive public policy and planning directives recognize that (the reduction and minimization of) parking plays an essential role in transportation demand management (TDM) and vehicle travel reduction, and support for maximizing the usage of sustainable (non-auto) travel options.

- The Province has placed policies regarding no minimum parking standards – multiple municipalities within Ontario (more notably throughout North America) have adopted zero minimum parking, both Citywide and within transit / downtown areas.

- Notably, the City of Toronto is currently undergoing a review of the Zoning By-law 569-2013 parking standards by City Council.

Resident Parking Standards Disconnect

- Zoning By-law 569-2013 is not in line with current planning initiatives and parking trends occurring across the City.

- Zoning By-law parking standards were derived from studies and reviews undertaken prior to 2007 as part of the development of the first comprehensive Zoning By-law following amalgamation.

- This initial determination of Zoning By-law standards represents an approximate 15-year time gap that is now significantly disconnected from recent trends, contemporary mobility choice priorities, and planning directives.

- From a resident perspective, the current Zoning By-law parking standards context does not reflect a proactive approach to parking needs in transit accessible locations nor does it reflect current parking trends observed across the City.

- A comprehensive review of parking studies and approvals at residential buildings within their Zoning By-law Policy Area and parking standard context indicates a significant gap between Zoning By-law requirements and actual parking needs; parking data reveals a 30% to 60% disparity between parking standards and demands across the City.

- Most notable are the discrepancies in the Midtown and Downtown areas which reflect greater transit accessibility and support for the adoption of a reduced parking regime.

- However the disconnect between demands, Zoning By-law standards, and to some extend approvals, extends to more peripheral areas of the City, including locations in West Toronto where recorded parking demands are, on average, less than half of current Zoning By-law requirements.

Future Mobility Context & Transportation Demand Management

- The future site mobility context is largely based upon the following transit and active transportation planning investments:
    - Delivery of a new **transit hub** that provides access to the Metrolinx Lakeshore West GO that integrates multiple modes (particularly local transit);
    - Delivery of a responsive **street network** with new street linkages and improvements that prioritize the needs of non-auto modes;
    - Delivery of **active infrastructure** that provides connections between key destinations within and around the site by establishing sustainable travel options; and
    - An **urban plan** that creates a strong public realm network through the provision of a mixed-use community and truly livable neighbourhood by way of urban and functional design.
- The key elements of the Master Plan, combined with other public transit and planning initiatives, will provide unprecedented levels of new transit capacity and accessibility for the area, as well as active infrastructure connectivity across the site and with the greater area network.
- Park Lawn GO will provide community access to the GO rail services and RER service improvements, which will offer all-day GO service with 12-minute headways (or better over time as service expands).
- Humber Bay Shores will be able to access downtown Toronto (Union Station) in approximately 15 minutes, a travel time saving of 25 minutes from today; similarly, travel times towards Mississauga (Port Credit Station) will change from approximately 35 to 15 minutes.
- The Master Plan creates a local environment that will establish cycling as a strong and viable travel option across Humber Bay Shores and the surrounding area, including trips made to / from the planned Transit Hub (i.e. “Last Mile”) and the commercial centre of the Master Plan.
- The Master Plan enables walking to be the primary travel mode for trips made locally within the Humber Bay Shores area; core elements of the plan and a wide range of amenities and services can be reached on foot and without the use of a car.
- Notably, all of the Master Plan area falls within a 5-minute walk of the Transit Hub while the vast majority of the broader Humber Bay Shores area is located within a walk of less than 10 minutes; the “last mile” of any transit-based journey can be readily made on-foot within an attractive environment.
- In addition to the major infrastructure and development changes to be delivered through the Master Plan, it is proposed to adopt a comprehensive TDM plan that will further encourage the use of active and sustainable transportation modes, respond to the mobility needs of site residents, employees and patrons, and reduce dependence on the private automobile.
- Minimizing and managing the parking supply is one of the most effective demand management tools that can be used to reduce auto reliance and support travel by other mobility means; it is a key and essential measure of the proposed TDM plan.

Resident Parking Considerations

- The prevailing parking standards are not appropriate for application to the Master Plan.

- The approach to establishing an appropriate and proactive resident parking standing is as follows:

    - Understanding the changing mobility context of the site and local area and recognizing the significant Master Plan infrastructure contributions and public planning initiatives;

    - Understanding how this new mobility context of the site and local area will have different travel characteristics and parking needs; and

    - Implementing a Transportation Demand Management (TDM) plan supporting the adoption of a progressive parking standard through a variety of site TDM measures.

- The Master Plan will deliver substantial transportation infrastructure, such as the new GO station and integrated Transit Hub that will provide new access to high-order transit services.

- Transit travel times from the site to downtown Toronto, specifically Union Station, are to be in the order of 15 minutes - a travel time saving of approximately 25 minutes from today.

- Humber Bay Shores will become a “complete” community with a mix of land uses supported by a pedestrianized local street network that will change the way site and area residents access daily needs; significant localization of trips is anticipated.

- Given the new transportation context that is being established and delivered in Humber Bay Shores – the site is projected to have travel characteristics that are much different from today.

- Today, area residents currently have an approximate 60% auto driver mode share – it is projected that future site residents will travel differently and have an auto driver mode share of approximately 30%

- This projected residential modal shift from **60% to 30% auto driver** is generally attributed to:

    - **Complete Community**: the localization of trips given the new urban, mixed-use community development;

    - **Active Infrastructure:** the support for active travel given the new cycling connections and pedestrian focused public realm; and, significantly,

    - **Transit Hub:** the increased use in transit travel given the new access to GO RER services and integrated LRT and bus routes.

- The approximate projected shift in residential mode share is as follows:

Auto Driver:	60%	→	30%
Transit:	30%	→	45%
Active:	2%	→	15%
Passenger:	8%	→	10%

- The projected mobility context and characteristics are specifically compared to the following proxy areas:
    - **Bloor-Dundas:** Approximate 20 to 25 minute transit trip to downtown / Union
    - **Liberty Village:** Approximate 20 to 25 minute transit trip to downtown / Union
    - **Yonge-Eglinton:** Approximate 15 to 20 minute transit trip to downtown / Union
- With respect to local trip making, it is projected that approximately **10%** of weekday peak period resident site trips will be made within the local area by means of active travel, primarily walking; the proxy areas compare as follows:
    - Bloor-Dundas 6%
    - Liberty Village 8%
    - Yonge-Eglinton 12%
- With respect to total active travel (local and external) the site is projected to have a resultant residential active mode share of approximately **15%**; the proxy areas compare as follows:
    - Bloor-Dundas 21%
    - Liberty Village 23%
    - Yonge-Eglinton 18%
- With respect to transit travel, the site is projected to have a transit mode share of approximately **45%**; the proxy areas compare as follows:
    - Bloor-Dundas 48%
    - Liberty Village 38%
    - Yonge-Eglinton 50%
- It is projected that the site will have a residential auto driver mode share of approximately **30%**; the proxy areas compare as follows:
    - Bloor-Dundas 27%
    - Liberty Village 31%
    - Yonge-Eglinton 28%
- Importantly, the October 2019 total site auto travel forecasts for the Master Plan are within a comparable order of magnitude with the forecasts projected by the City of Toronto's macro / meso / micro modelling processes being advanced as part of the Park Lawn - Lake Shore Master Plan.
- This overall consistency in forecasts derived as part of the transportation reports submitted as part of the development application and those established independently by the City TMP are supportive of the validity and appropriateness of the future modal splits and forecasts outlined above.
- Resident parking demands of the proxy areas are reviewed to establish the anticipated parking needs of the future site context:
    - **Bloor-Dundas:** 0.40 to 0.60 spaces per unit (0.45 spaces per unit average)
    - **Liberty Village:** 0.30 to 0.55 spaces per unit (0.45 spaces per unit average)
    - **Yonge-Eglinton:** 0.20 to 0.50 spaces per unit (0.35 spaces per unit average)
- It is recommended to adopt a resident parking rate of **0.40 spaces per unit**, as it is well within the range of demands currently observed across the proxy areas, and can be considered a proactive approach to minimizing vehicular use.

Non-resident Parking Considerations

- The current Zoning By-law parking standards (for Rest of City areas) are not appropriate for the proposed development.
- It is recommended to adopt non-residential parking standards that are generally reflective of Policy Area 2.
- It is recommended to adopt a site-wide parking deployment strategy that has been developed as part of the site planning and design to ensure both the most efficient use of parking infrastructure and resources, and to minimize the intrusion of driveways within the heart of the Master Plan.
- Key to the parking strategy is the proposal to provide non-residential parking within shared commercial parking facilities located beneath the development plan.
- The non-residential parking supply can be minimized and shared between the various component land uses and development blocks.
- It is also recommended to adopt the sharing provisions outlined in Zoning By-law 569-2013 for all non-resident parking to maximize the usage of provided parking, to enable multiple user groups to utilize an available parking space and to minimize all non-resident parking requirements across the project.
- Pooled and shared parking across all site land uses is the most efficient way to provide parking where spaces get used more often, for more purposes recognizing the above temporal relationships of different user groups. Again, this helps to minimize parking needs and avoids unnecessary over supply of parking.

Summary of Recommended Standards

- It is recommended to adopt the following minimum parking rates:
    - Residential 0.40 spaces per unit
    - Visitor 0.10 spaces per unit
    - Retail 1.00 spaces per 100m^2 GFA
    - Restaurant 0.00 spaces per 100m^2 GFA
    - Office 1.00 spaces per 100m^2 GFA
    - School 0.50 spaces per 100m^2 GFA
    - Community 0.50 spaces per 100m^2 GFA
- It is recommended to adopt the sharing provisions outlined in Zoning By-law 569-2013 for all non-resident parking.
- It is recommended to permit and enable site-wide sharing of parking facilities and for non-resident parking to be provided on a pooled basis within a paid commercial parking facility.

APPENDIX A:
Parking Demand Data

District	Address	City	Province	Units	Demand Rate	Survey Date	Major Intersection	Policy Area	Note		
Downtown	33 Charles St E	Toronto	Ontario	420 units	0.34	April 2012	Yonge St / Charles St E	PA1		**DOWNTOWN**	
Downtown	33 Charles St E	Toronto	Ontario	420 units	0.37	April 2012	Yonge St / Charles St E	PA1		MIN	0.06
Downtown	33 Charles St E	Toronto	Ontario	420 units	0.27	May 2012	Yonge St / Charles St E	PA1		AVG	0.24
Downtown	33 Charles St E	Toronto	Ontario	420 units	0.29	May 2012	Yonge St / Charles St E	PA1		MAX	0.43
Downtown	33 Charles St E	Toronto	Ontario	420 units	0.37	May 2012	Yonge St / Charles St E	PA1			
Downtown	38 Charles St E	Toronto	Ontario	349 units	0.25	April 2012	Yonge St / Charles St E	PA1			
Downtown	38 Charles St E	Toronto	Ontario	349 units	0.27	April 2012	Yonge St / Charles St E	PA1			
Downtown	38 Charles St E	Toronto	Ontario	349 units	0.27	April 2012	Yonge St / Charles St E	PA1			
Downtown	38 Charles St E	Toronto	Ontario	349 units	0.24	May 2012	Yonge St / Charles St E	PA1			
Downtown	38 Charles St E	Toronto	Ontario	349 units	0.25	May 2012	Yonge St / Charles St E	PA1			
Downtown	21 Nelson St & 126 Simcoe St	Toronto	Ontario	671 units	0.34	June 2012	Simcoe St / Adelaide St W (Nelson St)	PA1			
Downtown	761 & 763 Bay St	Toronto	Ontario	1197 units	0.43	June 2012	Bay St / College St	PA1			
Downtown	155 Wellesley St E	Toronto	Ontario	115 units	0.18	August 2012	Sherbourne St / Wellesley St E	PA1			
Downtown	155 Wellesley St E	Toronto	Ontario	115 units	0.18	August 2012	Sherbourne St / Wellesley St E	PA1			
Downtown	155 Wellesley St E	Toronto	Ontario	115 units	0.18	August 2012	Sherbourne St / Wellesley St E	PA1			
Downtown	39 Parliament St	Toronto	Ontario	183 units	0.34	April 2013	Parliament St / Front St E (Gristmill Lane)	ROC			
Downtown	51 Trolley Cres	Toronto	Ontario	351 units	0.23	January 2014	King St E / Trolley Cres	ROC			
Downtown	51 Trolley Cres	Toronto	Ontario	351 units	0.23	January 2014	King St E / Trolley Cres	ROC			
Downtown	51 Trolley Cres	Toronto	Ontario	351 units	0.24	January 2014	King St E / Trolley Cres	ROC			
Downtown	700 Bay St	Toronto	Ontario	223 units	0.27	January 2014	Bay St / Gerrard St W	ROC			
Downtown	700 Bay St	Toronto	Ontario	223 units	0.28	January 2014	Bay St / Gerrard St W	ROC			
Downtown	101 Charles St E	Toronto	Ontario	437 units	0.43	May 2014	Jarvis St / Charles St E	ROC			
Downtown	50 Portland St	Toronto	Ontario	232 units	0.35	February 2015	Portland St / Wellington St W	PA1			
Downtown	55 & 57 Charles St W	Toronto	Ontario	399 units	0.20	February 2015	Bay St / Charles St W	PA1			
Downtown	55 & 57 Charles St W	Toronto	Ontario	399 units	0.23	February 2015	Bay St / Charles St W	PA1			
Downtown	55 & 57 Charles St W	Toronto	Ontario	399 units	0.23	February 2015	Bay St / Charles St W	PA1			
Downtown	633 Bay St	Toronto	Ontario	494 units	0.32	November 2015	Bay St / Dundas St W (Edward St)	PA1			
Downtown	633 Bay St	Toronto	Ontario	494 units	0.32	November 2015	Bay St / Dundas St W (Edward St)	PA1			
Downtown	75 McCaul St	Toronto	Ontario	552 units	0.17	November 2016	Dundas St E / McCaul St	PA1			
Downtown	75 McCaul St	Toronto	Ontario	552 units	0.20	November 2016	Dundas St E / McCaul St	PA1			
Downtown	75 McCaul St	Toronto	Ontario	552 units	0.20	November 2016	Dundas St E / McCaul St	PA1			
Downtown	155 Dundas Street E	Toronto	Ontario	148 units	0.09	May 2016	Dundas St E / Jarvis St	ROC			
Downtown	155 Dundas Street E	Toronto	Ontario	148 units	0.07	May 2016	Dundas St E / Jarvis St	ROC			
Downtown	155 Dundas Street E	Toronto	Ontario	148 units	0.10	May 2016	Dundas St E / Jarvis St	ROC			
Downtown	350 & 390 Queens Quay W	Toronto	Ontario	502 units	0.22	September 2013	Queens Quay W / Lower Spadina Ave	ROC			
Downtown	350 & 390 Queens Quay W	Toronto	Ontario	502 units	0.24	September 2013	Queens Quay W / Lower Spadina Ave	ROC			
Downtown	350 & 390 Queens Quay W	Toronto	Ontario	502 units	0.25	September 2013	Queens Quay W / Lower Spadina Ave	ROC			
Downtown	350 & 390 Queens Quay W	Toronto	Ontario	502 units	0.31	September 2013	Queens Quay W / Lower Spadina Ave	ROC			
Downtown	350 & 390 Queens Quay W	Toronto	Ontario	502 units	0.33	September 2013	Queens Quay W / Lower Spadina Ave	ROC			
Downtown	70 Temperance St	Toronto	Ontario	798 units	0.06	September 2017	Richmond St W / Bay St	PA1			
Downtown	70 Temperance St	Toronto	Ontario	798 units	0.06	September 2017	Richmond St W / Bay St	PA1			
Downtown	290 Adelaide St W	Toronto	Ontario	393 units	0.22	September 2017	Adelaide St W / John St	ROC			
Downtown	290 Adelaide St W	Toronto	Ontario	393 units	0.22	September 2017	Adelaide St W / John St	ROC			
Downtown	55 Charles St E	Toronto	Ontario	76 units	0.16	March 2018	Charles St E / Church St	PA1			
Downtown	55 Charles St E	Toronto	Ontario	76 units	0.22	March 2018	Charles St E / Church St	PA1			
Downtown	55 Charles St E	Toronto	Ontario	76 units	0.22	March 2018	Charles St E / Church St	PA1			
Midtown	45 Dunfield Ave	Toronto	Ontario	576 units	0.31	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2		**MIDTOWN**	
Midtown	45 Dunfield Ave	Toronto	Ontario	576 units	0.36	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2		MIN	0.19
Midtown	45 Dunfield Ave	Toronto	Ontario	576 units	0.37	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2		AVG	0.36
Midtown	45 Dunfield Ave	Toronto	Ontario	576 units	0.37	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2		MAX	0.48
Midtown	77 Davisville Ave	Toronto	Ontario	483 units	0.41	September 2011	Davisville Ave / Yonge St	ROC			
Midtown	77 Davisville Ave	Toronto	Ontario	483 units	0.42	September 2011	Davisville Ave / Yonge St	ROC			
Midtown	77 Davisville Ave	Toronto	Ontario	483 units	0.42	September 2011	Davisville Ave / Yonge St	ROC			
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.35	May 2016	Yonge St / St. Clair Ave	ROC			
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.39	May 2016	Yonge St / St. Clair Ave	ROC			
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.34	May 2016	Yonge St / St. Clair Ave	ROC			
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.34	May 2016	Yonge St / St. Clair Ave	ROC			
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.39	May 2016	Yonge St / St. Clair Ave	ROC			

District	Address	City	Province	Units	Demand Rate	Survey Date	Major Intersection	Policy Area	Note
Midtown	33 Rosehill Ave	Toronto	Ontario	629 units	0.39	May 2016	Yonge St / St. Clair Ave	ROC	
Midtown	101 Roehampton Ave	Toronto	Ontario	129 units	0.19	January 2016	Yonge St / Roehampton Ave	PA2	
Midtown	88 Erskine Ave	Toronto	Ontario	498 units	0.26	March 2016	Yonge St / Erskine Ave	PA2	
Midtown	88 Erskine Ave	Toronto	Ontario	498 units	0.26	March 2016	Yonge St / Erskine Ave	PA2	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.37	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.39	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.30	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.34	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.31	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.31	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.31	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	44 Jackes Ave	Toronto	Ontario	629 units	0.35	May 2016	Yonge St / Jackes Ave	ROC	
Midtown	35 Saranac Blvd	Toronto	Ontario	341 units	0.47	June 2016	Bathurst St / Saranac Blvd	ROC	
Midtown	35 Saranac Blvd	Toronto	Ontario	341 units	0.48	June 2016	Bathurst St / Saranac Blvd	ROC	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.41	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.39	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.40	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.38	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.39	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.35	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.39	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.39	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.41	November 2019	Yonge St / Eglinton Ave	438-86	
Midtown	2388 Yonge St & 31 Montgomery Ave	Toronto	Ontario	233 units	0.41	November 2019	Yonge St / Eglinton Ave	438-86	
Toronto West	363 Sorauren Ave	Toronto	Ontario	156 units	0.46	April 2013	West Toronto / Bloor Dundas	438-86	
Toronto West	60 Heintzman St	Toronto	Ontario	664 units	0.51	April 2016	West Toronto / Dupont Dundas	ROC	
Toronto West	60 Heintzman St	Toronto	Ontario	664 units	0.51	April 2016	West Toronto / Dupont Dundas	ROC	
Toronto West	60 Heintzman St	Toronto	Ontario	664 units	0.51	April 2016	West Toronto / Dupont Dundas	ROC	
Toronto West	60 Heintzman St	Toronto	Ontario	664 units	0.51	April 2016	West Toronto / Dupont Dundas	ROC	
Toronto West	60 Heintzman St	Toronto	Ontario	664 units	0.49	April 2016	West Toronto / Dupont Dundas	ROC	
Toronto West	111 Pacific Ave	Toronto	Ontario	750 units	0.47	November 2019	West Toronto / High Park	ROC	
Toronto West	111 Pacific Ave	Toronto	Ontario	750 units	0.46	November 2019	West Toronto / High Park	ROC	
Toronto West	111 Pacific Ave	Toronto	Ontario	750 units	0.45	November 2019	West Toronto / High Park	ROC	
Toronto West	65 High Park Ave	Toronto	Ontario	966 units	0.38	April 2016	West Toronto / High Park	ROC	
Toronto West	65 High Park Ave	Toronto	Ontario	966 units	0.38	April 2016	West Toronto / High Park	ROC	
Toronto West	35, 65, 95 High Park Ave & 66 Pacific Ave	Toronto	Ontario	988 units	0.59	February 2020	Bloor St W / High Park Ave	ROC	
Toronto West	77 Quebec Ave	Toronto	Ontario	330 units	0.40	August 2012	West Toronto / High Park	438-86	
Toronto West	40 High Park Ave	Toronto	Ontario	328 units	0.42	September 2012	West Toronto / High Park	438-86	
Toronto West	111 Pacific Ave	Toronto	Ontario	750 units	0.48	March 2016	West Toronto / High Park	ROC	
Toronto West	150 Sudbury St	Toronto	Ontario	569 units	0.29	May 2013	West Toronto / Liberty Village	438-86	
Toronto West	38 Joe Shuster Way	Toronto	Ontario	517 units	0.29	June 2013	West Toronto / Liberty Village	438-86	
Toronto West	1030 King St W	Toronto	Ontario	602 units	0.50	October 2016	West Toronto / Liberty Village	438-86	
Toronto West	1030 King St W	Toronto	Ontario	602 units	0.50	May 2017	West Toronto / Liberty Village	438-86	
Toronto West	38 Dan Leckie Wy	Toronto	Ontario	401 units	0.49	September 2013	West Toronto / City Place	438-86	
Toronto West	15 Iceboat Terrace	Toronto	Ontario	835 units	0.57	September 2013	West Toronto / City Place	438-86	
Toronto West	75 & 85 Queens Wharf Road	Toronto	Ontario	943 units	0.41	June 2017	West Toronto / City Place	438-86	
Toronto West	75 & 85 Queens Wharf Road	Toronto	Ontario	943 units	0.41	June 2017	West Toronto / City Place	438-86	
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.59	April 2018	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.59	April 2018	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.47	April 2018	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.45	April 2018	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.47	April 2018	Bloor St / Islington Ave	ROC	Adjacent to Islington Station

TORONTO WEST (ALL)	
MIN	0.29
AVG	0.46
MAX	0.59

BLOOR DUNDAS	
MIN	0.38
AVG	0.47
MAX	0.59

LIBERTY VILLAGE	
MIN	0.29
AVG	0.43
MAX	0.57

OTHER AREAS (SUBWAY ACCESS)	
MIN	0.36
AVG	0.55
MAX	0.76

District	Address	City	Province	Units	Demand Rate	Survey Date	Major Intersection	Policy Area	Note
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.73	April 2019	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
Etobicoke	25 Mabelle Ave	Toronto	Ontario	416 units	0.72	April 2019	Bloor St / Islington Ave	ROC	Adjacent to Islington Station
North York and Scarborough	55 Town Centre Ct	Toronto	Ontario	564 units	0.38	January 2010	Town Centre Crt / Borough Dr	ROC / Former Scarborough 24982	Adjacent to McCowan Station
North York and Scarborough	55 Town Centre Ct	Toronto	Ontario	564 units	0.43	January 2010	Town Centre Crt / Borough Dr	ROC / Former Scarborough 24982	Adjacent to McCowan Station
North York and Scarborough	21 Allenbury Gardens	Toronto	Ontario	127 units	0.48	January 2011	Don Mills Rd / Fairview Mall Dr	ROC	Adjacent to Don Mills Station
North York and Scarborough	5000 Jane St	Toronto	Ontario	291 units	0.36	March 2013	Steeles Ave / Jane St	ROC	Adjacent to Pioneer Village Station
North York and Scarborough	5000 Jane St	Toronto	Ontario	291 units	0.42	March 2013	Steeles Ave / Jane St	ROC	Adjacent to Pioneer Village Station
North York and Scarborough	33 King St & 22 John St	Toronto	Ontario	420 units	0.41	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent to Weston GO
North York and Scarborough	33 King St & 22 John St	Toronto	Ontario	420 units	0.46	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent to Weston GO
North York and Scarborough	33 King St & 22 John St	Toronto	Ontario	420 units	0.46	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent to Weston GO
North York and Scarborough	1650 Sheppard Ave E	Toronto	Ontario	343 units	0.73	July 2016	Don Mills / Sheppard Ave	ROC	Adjacent to Don Mills Station
North York and Scarborough	1650 Sheppard Ave E	Toronto	Ontario	149 units	0.75	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent to Don Mills Station
North York and Scarborough	1650 Sheppard Ave E	Toronto	Ontario	149 units	0.76	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent to Don Mills Station
North York and Scarborough	1650 Sheppard Ave E	Toronto	Ontario	149 units	0.72	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent to Don Mills Station
Etobicoke	240 Markland Dr	Toronto	Ontario	113 units	0.85	June 2010	Etobicoke	ROC	No subway access
Etobicoke	555 The West Mall	Toronto	Ontario	109 units	0.50	June 2012	Etobicoke	ROC	No subway access
Etobicoke	620 Martin Grove Rd	Toronto	Ontario	237 units	0.77	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
Etobicoke	620 Martin Grove Rd	Toronto	Ontario	237 units	0.79	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
Etobicoke	620 Martin Grove Rd	Toronto	Ontario	237 units	0.77	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
Etobicoke	7 & 21 Richgrove Dr	Toronto	Ontario	257 units	0.56	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
Etobicoke	7 & 21 Richgrove Dr	Toronto	Ontario	257 units	0.56	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
Etobicoke	7 & 21 Richgrove Dr	Toronto	Ontario	257 units	0.58	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke 11,737	No subway access
North York and Scarborough	1 & 2 Meadowglen Place	Toronto	Ontario	141 units	0.49	May 2012	Ellesmere Rd / Markham Rd	ROC / Former Scarborough 9510	No subway access

OTHER AREAS (NO SUBWAY ACCESS)	
MIN	0.49
AVG	0.63
MAX	0.85

District	Address	City	Province	Units	Demand Rate	Survey Date	Major Intersection	Policy Area	Note
North York and Scarborough	1 & 2 Meadowglen Place	Toronto	Ontario	141 units	0.50	May 2012	Ellesmere Rd / Markham Rd	ROC / Former Scarborough 9510	No subway access
North York and Scarborough	200 Ridley Blvd	Toronto	Ontario	91 units	0.54	May 2012	Avenue / Wilson	ROC	No subway access
North York and Scarborough	755 Steeles Ave W	Toronto	Ontario	194 units	0.80	April 2013	Steeles Ave/ Bathurst St	ROC	No subway access
North York and Scarborough	755 Steeles Ave W	Toronto	Ontario	194 units	0.83	April 2013	Steeles Ave/ Bathurst St	ROC	No subway access
North York and Scarborough	25 St. Dennis Dr	Toronto	Ontario	297 units	0.61	April 2015	Don Mills Rd / St Dennis Rd	ROC	No subway access
North York and Scarborough	25 St. Dennis Dr	Toronto	Ontario	297 units	0.61	April 2015	Don Mills Rd / St Dennis Rd	ROC	No subway access
North York and Scarborough	25 St. Dennis Dr	Toronto	Ontario	297 units	0.64	April 2015	Don Mills Rd / St Dennis Rd	ROC	No subway access
North York and Scarborough	52 Thorncliffe Park Dr	Toronto	Ontario	57 units	0.51	July 2015	Eglinton Ave E / Don Mills Rd	ROC	No subway access
North York and Scarborough	52 Thorncliffe Park Dr	Toronto	Ontario	57 units	0.53	July 2015	Eglinton Ave E / Don Mills Rd	ROC	No subway access
North York and Scarborough	54 Thorncliffe Park Dr	Toronto	Ontario	71 units	0.54	July 2015	Eglinton Ave E / Don Mills Rd	ROC	No subway access
North York and Scarborough	54 Thorncliffe Park Dr	Toronto	Ontario	71 units	0.55	July 2015	Eglinton Ave E / Don Mills Rd	ROC	No subway access
North York and Scarborough	6040 Bathurst St & 5 Fisherville Rd	Toronto	Ontario	396 units	0.55	October 2015	Bathurst St / Steeles Ave W	ROC	No subway access
North York and Scarborough	6040 Bathurst St & 5 Fisherville Rd	Toronto	Ontario	396 units	0.58	October 2015	Bathurst St / Steeles Ave W	ROC	No subway access
North York and Scarborough	160,170,180 & 200 Chalkfarm Dr	Toronto	Ontario	951 units	0.52	November 2016	Jane St / Chalkfarm Dr	ROC	No subway access
North York and Scarborough	160,170,180 & 200 Chalkfarm Dr	Toronto	Ontario	951 units	0.53	November 2016	Jane St / Chalkfarm Dr	ROC	No subway access
North York and Scarborough	160,170,180 & 200 Chalkfarm Dr	Toronto	Ontario	951 units	0.55	November 2016	Jane St / Chalkfarm Dr	ROC	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.76	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.63	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.77	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.78	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.67	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	325 Bogert Ave	Toronto	Ontario	416 units	0.62	September 2017	Sheppard Ave W / Easton Rd	ROC / Former North York 7625	No subway access
North York and Scarborough	135 Fenelon Dr	Toronto	Ontario	218 units	0.75	March 2018	Don Valley Pkway / Hwy 401	ROC	No subway access
North York and Scarborough	135 Fenelon Dr	Toronto	Ontario	218 units	0.76	March 2018	Don Valley Pkway / Hwy 401	ROC	No subway access
North York and Scarborough	2667 & 2677 Kipling Ave	Toronto	Ontario	455 units	0.57	May 2013	Kipling Ave / Finch Ave W	ROC	No subway access
North York and Scarborough	2667 & 2677 Kipling Ave	Toronto	Ontario	455 units	0.57	May 2013	Kipling Ave / Finch Ave W	ROC	No subway access
North York and Scarborough	2667 & 2677 Kipling Ave	Toronto	Ontario	455 units	0.56	June 2013	Kipling Ave / Finch Ave W	ROC	No subway access
North York and Scarborough	2667-2677 Kipling Ave	Toronto	Ontario	456 units	0.60	October 2018	Kipling Ave / Finch Ave W	ROC	No subway access
North York and Scarborough	2667-2677 Kipling Ave	Toronto	Ontario	456 units	0.64	October 2018	Kipling Ave / Finch Ave W	ROC	No subway access

APPENDIX B:
Parking Approvals Data

District	Address	City	Province	Approval Rate	Permission Through	Major Intersection	Policy Area	Note
Downtown	836 – 850 Yonge Street & 1-9A Yorkville Avenue	Toronto	Ontario	0.28	Site Specific By-law 646-2015	Bloor St W / Yorkville Ave	PA1	
Downtown	175-191 Dundas Street East & 235 Jarvis Street	Toronto	Ontario	0.08	Site-Specific By-laws 382-2016 & 383-2016 & OMB File #'s PL141461 & PL150845	Dundas St E / Jarvis St	PA1	
Downtown	40 Wellesley Street East	Toronto	Ontario	0.09	Site-Specific By-Law 524-2016 (OMB)	Yonge St / Wellesley St E	ROC	
Downtown	59-71 Mutual Street	Toronto	Ontario	0.14	LPAT File # PL160615 & Site Specific By-Laws 396-2019 (LPAT) & 397-2019 (LPAT)	Mutual St / Shuter St	PA1	
Downtown	411 Church Street	Toronto	Ontario	0.14	Site-Specific By-laws 852-2017 & 853-2017 OMB File # PL160145	Church St / Carlton St	PA1	
Downtown	219 Queen Street West	Toronto	Ontario	0.15	CoA Decision – A0621/17TEY	University Ave / Queen St W	ROC	
Downtown	186-188 Jarvis Street	Toronto	Ontario	0.16	Site-Specific By-law 1028-2014	Dundas St E / Jarvis St	ROC	
Downtown	357-391 Yonge Street & 3 Gerrard Street	Toronto	Ontario	0.17	Site Specific By-laws 1301-2019 & 1302-2019	Yonge St / Gerrard St W	PA1	
Downtown	8-20 and 30 Widmer St.	Toronto	Ontario	0.17	Site Specific Zoning By-laws 74-2019 (LPAT) and 75-2019 (LPAT) & LPAT File # PL161031 & PL151191	Widmer St / Adelaide St W	PA1	
Downtown	452-458 Richmond Street West	Toronto	Ontario	0.17	OMB File # PL160081	Spadina Ave / Richmond St W	PA1	
Downtown	480 – 494 Yonge Street and 3 Grosvenor Street	Toronto	Ontario	0.18	Site-Specific By-law 1263-2017	Yonge St / Grosvenor St	PA1	
Downtown	9-21 Grenville Street	Toronto	Ontario	0.18	OMB Decision - PL111050 (2012) & Site Specific By-Law 621-2012 (OMB)	Yonge St / Grosvenor St	PA1	
Downtown	155-163 Dundas Street East / 200 Jarvis Street	Toronto	Ontario	0.19	Site Specific By-Law 161-2012	Dundas St E / Jarvis St	ROC	
Downtown	363-391 Yonge St. and 3 Gerrard Street East	Toronto	Ontario	0.19	Accepted by City Staff, Memorandum from Dev Eng to Planning, Apr. 11/17	Yonge St / Gerrard St E	PA1	
Downtown	454-464 Yonge Street	Toronto	Ontario	0.19	Site Specific By-Law 1724-2013 & CoA Decision – A0179/17TEY	Yonge St / College St	ROC	
Downtown	102-118 Peter St. and 350-354 Adelaide Street West	Toronto	Ontario	0.20	Site Specific Zoning By-laws 1470-2017 and 1471-2017	Peter St / Adelaide St W	PA1	
Downtown	984, 990 & 1000 Bay Street	Toronto	Ontario	0.26	Site Specific Zoning By-law 838-2015 (OMB)	St. Joseph St / Bay St	ROC	
Downtown	15-35 Mercer Street	Toronto	Ontario	0.20	Site Specific By-Law 1349-2018 (LPAT)	Mercer St / John St	ROC	
Downtown	520 Richmond Street West	Toronto	Ontario	0.20	Accepted by City Staff/Council & Site Specific By-Law 1265-2018	Augusta Ave / Queen St W	ROC	
Downtown	475 Yonge Street	Toronto	Ontario	0.21	Site Specific Zoning By-laws 1472-2017 and 1473-2017	Yonge St / Alexander St	PA1	
Downtown	587-599 Yonge Street	Toronto	Ontario	0.21	Site Specific Zoning By-law 778-2016 (OMB)	Yonge St / Gloucester St	ROC	
Downtown	234 Simcoe Street, 121 St. Patrick Street and part of 220 Simcoe Street	Toronto	Ontario	0.22	Site Specific By-Laws 1250-2018 & 1251-2018	Dundas St W / St Patrick St	PA1	
Downtown	37 Yorkville Avenue & 26-32, 50 Cumberland Street	Toronto	Ontario	0.17	Site Specific By-laws 1050-2015 & 1049-2015	Bay St / Yorkville Ave	ROC	
Downtown	41 River Street	Toronto	Ontario	0.31	Zoning By-law 438-86 & Zoning By-law 569-2013	Queen St E / River St	PA1	
Downtown	90 Harbour Street and 1 York Street	Toronto	Ontario	0.32	Site Specific By-law 1649-2012	York St / Harbour St	ROC	
Downtown	50-60,62, 64 Charles Street East & 47, 61 Hayden Street	Toronto	Ontario	0.33	Site Specific By-laws 1039-2014 & 1040-2014	Church St / Charles St E	PA1	
Downtown	88 Queen Street East, 10 Mutual Street & parts of 30-50 Mutual Street	Toronto	Ontario	0.35	Site Specific By-laws 1293-2018 and 1294-2018 & CoA Decision - A0403/16TEY (2016)	Church St / Queen St E	PA1	
Downtown	45 Charles Street East	Toronto	Ontario	0.44	Site Specific By-Law 566-2013 (OMB)	Yonge St / Charles St E	PA1	
Downtown	11-25 Yorkville Ave & 16-18 Cumberland St	Toronto	Ontario	0.25	Site Specific By-laws 1684-2019 & 1685-2019	Yonge St / Yorkville Ave	PA1	
Downtown	89, 97 and 99 Church Street	Toronto	Ontario	0.19	Site Specific By-laws 1621-2019(LPAT) & 1622-2019(LPAT)	Church St / Richmond St E	PA1	
Downtown	543-553 Richmond Street West	Toronto	Ontario	0.36	Site Specific By-laws 1614-2019(LPAT) & 1615-2019(LPAT)	Richmond St W / Church St	PA1	
Downtown	321-333 King Street West	Toronto	Ontario	0.20	Site Specific By-law 122-2020 (LPAT)	King St / John St	438-86	
Downtown	79-85 Shuter Street	Toronto	Ontario	0.14	Site Specific By-laws 203-2020 (LPAT) & 204-2020 (LPAT)	Shuter St / Mutual St	PA1	

DOWNTOWN	
MIN	0.08
AVG	0.22
MAX	0.44

District	Address	City	Province	Approval Rate	Permission Through	Major Intersection	Policy Area	Note		
Downtown	540-544 King Street West and 1-7 Morrison Street	Toronto	Ontario	0.18	Site Specific By-laws 243-2020 & 244-2020	King St E / Morrison St	PA1			
Downtown	1 & 7 Yonge Street	Toronto	Ontario	0.36	Site Specific By-law 249-2020 (LPAT)	Yonge St / Queens Quay E	438-86			
Downtown	23 Spadina Avenue	Toronto	Ontario	0.41	Site Specific By-law 319-2020 (LPAT)	Spadina Ave / Fort York Blvd	438-86			
Downtown	767, 769, 771 & 773 Yonge Street	Toronto	Ontario	0.16	Site Specific By-laws 320-2020 (LPAT) & 321-2020 (LPAT) & LPAT Case No. PL170084	Yonge St / Bloor St E	PA1			
Downtown	489, 495, 499, 511, 519-529 & 539 King Street West	Toronto	Ontario	0.30	Site Specific By-laws 365-2020 (LPAT) & 366-2020 (LPAT) LPAT Case No. PL171227	King St W / Spadina Ave	438-86			
Downtown	826-834 Yonge Street & 2-8 Cumberland St	Toronto	Ontario	0.16	C of A Decision A0548/19TEY	Yonge St / Cumberland St	PA1			
Downtown	391 Cherry St	Toronto	Ontario	0.18	C of A Decision A0289/19TEY	Cherry St / Mill St	438-86			
Downtown	15, 25 & 35 Queens Quay E	Toronto	Ontario	0.40	C of A Decision A0789/19TEY	York St / Harbour St	PA1			
Midtown	18-30 Erskine Ave	Toronto	Ontario	0.30	Site-specific By-law 265-2017	Yonge St / Eglinton Ave	438-86		**MIDTOWN**	
Midtown	161 & 173-175 Eglinton Ave E	Toronto	Ontario	0.24	CoA Decision – A0881/15TEY (2015)	Eglinton Ave E / Redpath Ave	438-86		MIN	0.18
Midtown	85-91 Broadway Avenue & 198 Redpath Avenue	Toronto	Ontario	0.18	Site Specific By-laws 1344-2018 and 1345-2018	Broadway Ave / Redpath Ave	PA2		AVG	0.32
Midtown	97-99 Broadway Ave & 197 Redpath Ave	Toronto	Ontario	0.20	CoA Decision – A0663/16TEY (2016)	Broadway Ave / Redpath Ave	PA2		MAX	0.58
Midtown	150 Eglinton Ave E	Toronto	Ontario	0.21	Site-specific By-law 1215-2018 & 1218-2018	Eglinton Ave E / Redpath Ave	PA2			
Midtown	55 Eglinton Ave	Toronto	Ontario	0.23	OMB Decision PL160872 (2017)	Yonge St / Eglinton Ave	PA2			
Midtown	89-101 Roehampton Ave	Toronto	Ontario	0.25	OMB Decision PL160796 (2017)	Yonge St / Eglinton Ave	PA2			
Midtown	2263-2287 Yonge, 10 Eglinton & 25 Roehampton Ave	Toronto	Ontario	0.28	Site Specific By-law 1109-2013 & CoA Decision - A0747/14TEY (2014)		438-86			
Midtown	151-177 Roehampton Avenue & 140-144 Redpath Avenue	Toronto	Ontario	0.23	CoA Decision - A0446/16TEY(2016) Site Specific By-laws 1355-2015 & 1356-2015	Eglinton Ave E / Mount Pleasant Rd	PA2			
Midtown	183-195 Roehampton & 139-145 Redpath Ave	Toronto	Ontario	0.30	Site Specific By-law 1029-2014 & CoA Decision – A0436/16TEY (2016)	Redpath Ave / Roehampton Ave	438-86			
Midtown	45-77 Dunfield Avenue	Toronto	Ontario	0.35	Site Specific By-laws 442-2016 & 443-2016	Eglinton Ave E / Dunfield Ave	PA2			
Midtown	2131 Yonge Street & 32 Hillsdale Avenue East	Toronto	Ontario	0.35	OMB Decision - PL130924 (2015) & Site Specific By-law 69-2016 (OMB)	Yonge St / Hillsdale Ave E	438-86			
Midtown	2384 and 2388 Yonge Street and 31 Montgomery Avenu	Toronto	Ontario	0.49	Site Specific By-Law 1038-2014	Yonge St / Eglinton Ave	438-86			
Midtown	99 Erskine Avenue	Toronto	Ontario	0.58	Site Specific By-law 222-2013	Yonge St / Erskine Ave	PA3			
Midtown	30 Roehampton Ave	Toronto	Ontario	0.58	CoA Decision - A0155/15TEY(2015) & CoA Decision - A0359/12TEY(2012)	Yonge St / Eglinton Ave	ROC			
Toronto West	299 Campbell Avenue	Toronto	Ontario	0.45	CoA Decision - A0478/16TEY (2016) & Site Specific By-law 113-2016	Dupont St / Lansdowne Ave	ROC		**TORONTO WEST (ALL)**	
Toronto West	51-77 Quebec Avenue & 40-66 High Park Avenue	Toronto	Ontario	0.56	CoA Decision - A141/16EYK (2016) & OMB Hearing PL131341	Quebec Ave / Bloor St W	ROC		MIN	0.36
Toronto West	2639 Dundas Street West	Toronto	Ontario	0.36	Site Specific By-law 512-2019 & 513-2019	Dundas St W / Annette St	PA4		AVG	0.44
Toronto West	2706 -2730 Dundas Street West	Toronto	Ontario	0.42	Site Specific By-laws 252-2020 (LPAT) & 253-2020 (LPAT) LPAT Case No. PL171511	Dundas St W / Dupont St	PA4		MAX	0.56
Toronto West	39 East Liberty Street	Toronto	Ontario	0.38	CoA Decision - A0489/17TEY (2017) & Site Specific By-law 1079-2010	East Liberty St / Strachan Ave	438-86			
Toronto West	57 & 65 Brock Avenue	Toronto	Ontario	0.51	Site Specific By-law 1616-2019(LPAT)	Queen St / Brock Ave	438-86			
Toronto West	45 Strachan Avenue	Toronto	Ontario	0.42	C of A Decision A2017/19TEY	Strachan Ave / East Liberty St	438-86			
Etobicoke	5365 Dundas Street West (Phase 2 & Phase 3)	Toronto	Ontario	0.80	Site Specific By-law 1268-2018	Dundas St W / Wilmar Rd	Former Etobicoke 11,737	Blended PA3 rate; adjacent to Kipling Station	**OTHER AREAS (SUBWAY ACCESS)**	
Etobicoke	2800 Bloor Street West	Toronto	Ontario	0.80	Site Specific By-law 1194-2017 (OMB) & OMB Case No. PL140452	Bloor St W / Old Mill Rd	Former Etobicoke 11,737	Blended PA3 rate; adjacent to Old Mill Station	MIN	0.45
North York and Scarborough	2135 Sheppard Avenue East	Toronto	Ontario	0.54	CoA Decision - A0800/17NY & TLAB Case File Number: 17 268352 S45 33 TLAB (2018)	Sheppard Ave E / Consumers Rd	Former North York 7625	Adjacent Don Mills Station	AVG	0.67
North York and Scarborough	50 and 52 Finch Avenue East	Toronto	Ontario	0.80	Site Specific By-laws 120-2020 (LPAT) & 121-2020 (LPAT)	Finch Ave E / Kenneth Ave	PA4	Blended PA3 rate; Adjacent Finch Station	MAX	0.80

District	Address	City	Province	Approval Rate	Permission Through	Major Intersection	Policy Area	Note
North York and Scarborough	625 and 627 Sheppard Avenue East and 6, 8, 10 and 12 Greenbriar Road	Toronto	Ontario	0.60	Site Specific By-laws 252-2020 (LPAT) & 253-2020 (LPAT)	Sheppard Ave E / Greenbriar Rd	PA3	Adjacent Bayview and Bessarion Stations
North York and Scarborough	1255 Birchmount Road	Toronto	Ontario	0.67	C of A Decision A0115/19SC	Lawrence Ave E / Birchmount Rd	Former Scarborough By-law 24982	Adjacent Lawrence East Station
North York and Scarborough	1021-1035 Markham Road	Toronto	Ontario	0.45	Site Specific By-law 1276-2018	Ellesmere Rd / Markham Rd	ROC	Adjacent McCowan Station
Etobicoke	3560, 3580 & 3600 Lake Shore Boulevard West	Toronto	Ontario	0.88	Site Specific By-law 1723-2013	Lake Shore Blvd W / Long Branch Ave	Former Etobicoke 23/64	Blended PA4 rate; no subway access
North York and Scarborough	4569 Kingston Rd	Toronto	Ontario	0.86	Site Specific By-law 1106-2018	Morningside Ave / Kingston Rd	Former Scarborough 10327	Blended PA4 rate; no subway access
North York and Scarborough	1478-1496 Kingston Road	Toronto	Ontario	0.71	Site Specific By-laws 1409-2019 & 1410-2019	Kingston Rd / Manderley Rd	PA4	No subway access

OTHER AREAS (NO SUBWAY ACCESS)	
MIN	0.71
AVG	0.82
MAX	0.88

APPENDIX C:
Parking Sales Data

Project Address	Major Intersection	Sales Record Dates		Total No. of Units		Resident Parking Spaces Provided	Provided Resident Parking Ratio	% Sold	Projected Parking Uptake Rate				Notes
		Month	Year							%	No. Spaces	Uptake Ratio	
Downtown Toronto Condominium Parking Sales Data													
75 St Nicholas Street	Bay St / Bloor St W	May	2010	Bachelor	64	131	0.43 sps / unit	49%	Total	35%	107	0.35 sps / unit	
				1-Bedroom	181								
				2-Bedroom	63								
				Total	308								
8 Mercer Street	John St / King St W	January	2012	Bachelor	68	134	0.33 sps / unit	44%	Bachelor	4%	3	0.31 sps / unit	
				1-Bedroom	222				1-Bedroom	14%	31		
				2-Bedroom	112				2-Bedroom	76%	85		
				3-Bedroom	10				3-Bedroom	114%	11		
				Total	412				Total		129		
352 Front Street West	Spadina Ave / Front St W	June	2011	Bachelor	19	152	0.33 sps / unit	85%	Bachelor	11%	2	0.28 sps / unit	CoA decision in 2013 that reduced resident parking supply. No spaces on waiting list.
				1-Bedroom	353				1-Bedroom	18%	64		
				2-Bedroom	46				2-Bedroom	130%	60		
				3-Bedroom	47				3-Bedroom	6%	3		
				Total	465				Total		129		
117 Peter Street	Spadina Ave / Richmond St W	December	2011	Bachelor	34	170	0.41 sps / unit	66%	Bachelor	3%	1	0.34 sps / unit	Projected uptake rate includes spaces on the waiting list.
				1-Bedroom	233				1-Bedroom	5%	12		
				2-Bedroom	101				2-Bedroom	87%	88		
				3-Bedroom	42				3-Bedroom	91%	38		
				Total	410				Total		139		
ADDRESS IS CONFIDENTIAL	Jarvis St / Dundas St E	October	2015	Bachelor	257	176	0.18 sps / unit	69%	Bachelor	3%	7	0.14 sps / unit	
				1-Bedroom	412				1-Bedroom	11%	46		
				2-Bedroom	233				2-Bedroom	14%	32		
				3-Bedroom	102				3-Bedroom	59%	60		
				Total	1004				Total		145		
42 Charles Street E	Church St / Bloor St E	March	2016	Bachelor	115	127	0.27 sps / unit	31%	Bachelor	0%	0	0.11 sps / unit	
				1-Bedroom	211				1-Bedroom	3%	7		
				2-Bedroom	124				2-Bedroom	21%	26		
				3-Bedroom	20				3-Bedroom	89%	18		
				Total	470				Total		51		
50 Charles Street E	Church St / Bloor St E	March	2016	Bachelor	168	156	0.25 sps / unit	23%	Bachelor	1%	1	0.12 sps / unit	The parking sales uptake ratio for 3-bedrooms could not be determined at the time as no units had been sold. The parking space sales ratio for 3-bedroom units at 42 Charles Street E was applied to this development.
				1-Bedroom	307				1-Bedroom	5%	14		
				2-Bedroom	108				2-Bedroom	28%	30		
				3-Bedroom	35				3-Bedroom	89%	31		
				Total	618				Total		77		
88 Scott Street	Yonge St / King St E	December	2013	Bachelor	39	260	0.50 sps / unit	40%	Bachelor	0%	0	0.41 sps / unit	Uptake rate includes spaces on the waiting list. The parking sales uptake ratio for 3-bedrooms could not be determined at the time as no units had been sold. The report adopted a conservative rate at 100%
				1-Bedroom	328				1-Bedroom	20%	66		
				2-Bedroom	111				2-Bedroom	90%	100		
				3-Bedroom	47				3-Bedroom	100%	47		
				Total	525				Total		213		
297 College Street	Spadina Ave / College St	April	2015	Bachelor	1	55 (min)	0.24 sps / unit	51%	Bachelor	0%	0	0.30 sps / unit	Uptake rate includes spaces on the waiting list.
				1-Bedroom	154				1-Bedroom	17%	26		
				2-Bedroom	49				2-Bedroom	37%	18		
				3-Bedroom	23				3-Bedroom	100%	23		
				Total	227				Total		67		
587-599 Yonge Steet	Yonge St / Wellesley St	February	2016	Bachelor	109	111	0.22 sps / unit	58%	Bachelor	0%	0	0.14 sps / unit	
				1-Bedroom	172				1-Bedroom	1%	1		
				2-Bedroom	225				2-Bedroom	29%	66		
				3-Bedroom	7				3-Bedroom	83%	6		
				Total	513				Total		73		

Project Address	Major Intersection	Sales Record Dates		Total No. of Units		Resident Parking Spaces Provided	Provided Resident Parking Ratio	% Sold	Projected Parking Uptake Rate				Notes
		Month	Year							%	No. Spaces	Uptake Ratio	
ADDRESS IS CONFIDENTIAL	Yonge St / Richmond St E	April	2014	Bachelor	3	241	0.36 sps / unit	28%	Bachelor	0%	0	0.27 sps / unit	Uptake rate includes spaces on the waiting list
				1-Bedroom	472				1-Bedroom	5%	22		
				2-Bedroom	189				2-Bedroom	82%	155		
				3-Bedroom	0				3-Bedroom	100%	0		
				Total	664				Total		177		
ADDRESS IS CONFIDENTIAL	Ted Rogers Way / Bloor St E	April	2014	Bachelor	88	364	0.65 sps / unit	90%	Bachelor	5%	4	0.60 sps / unit	
				1-Bedroom	268				1-Bedroom	53%	142		
				2-Bedroom	201				2-Bedroom	95%	191		
				3-Bedroom	0				3-Bedroom	100%	0		
				Total	557				Total		337		
ADDRESS IS CONFIDENTIAL	University Ave / Dundas St W	April	2014	Bachelor	6	72	0.19 sps / unit	68%	Bachelor	0%	0	0.13 sps / unit	
				1-Bedroom	239				1-Bedroom	3%	7		
				2-Bedroom	139				2-Bedroom	31%	44		
				3-Bedroom	0				3-Bedroom	100%	0		
				Total	384				Total		51		
1000 Bay Street	Bay St / Wellesley St W	March	2016	Bachelor	120	92	0.20 sps / unit	86%	Bachelor	1%	1	0.19 sps / unit	
				1-Bedroom	235				1-Bedroom	10%	24		
				2-Bedroom	70				2-Bedroom	53%	37		
				3-Bedroom	33				3-Bedroom	69%	23		
				Total	458				Total		85		
70-72 Carlton Street	Church St / Carlton St	October	2016	Bachelor	44	105	0.22 sps / unit	52%	Bachelor	0%	0	0.15 sps / unit	
				1-Bedroom	301				1-Bedroom	3%	10		
				2-Bedroom	86				2-Bedroom	36%	31		
				3-Bedroom	46				3-Bedroom	71%	32		
				Total	477				Total		73		
ADDRESS IS CONFIDENTIAL	Church St / Carlton St	October	2016	Bachelor	86	37	0.10 sps / unit	84%	Total	8%	32	0.08 sps / unit	
				1-Bedroom	240								
				2-Bedroom	59								
				3-Bedroom	2								
				Total	387								
ADDRESS IS CONFIDENTIAL	Spadina Ave / Richmond St W	October	2016	Bachelor	11	52	0.30 sps / unit	65%	Total	20%	35	0.20 sps / unit	
				1-Bedroom	76								
				2-Bedroom	81								
				3-Bedroom	3								
				Total	171								
ADDRESS IS CONFIDENTIAL	York St / Harbour St	October	2016	Bachelor	39	163	0.25 sps / unit	87%	Total	21%	143	0.21 sps / unit	
				1-Bedroom	481								
				2-Bedroom	86								
				3-Bedroom	72								
				Total	678								
ADDRESS IS CONFIDENTIAL	York St / Harbour St	October	2016	Bachelor	97	163	0.26 sps / unit	86%	Total	22%	142	0.22 sps / unit	
				1-Bedroom	334								
				2-Bedroom	138								
				3-Bedroom	66								
				Total	635								
ADDRESS IS CONFIDENTIAL	Spadina Ave / Adelaide St W	October	2016	Bachelor	81	71	0.11 sps / unit	77%	Total	9%	56	0.09 sps / unit	
				1-Bedroom	477								
				2-Bedroom	9								
				3-Bedroom	63								
				Total	630								

Project Address	Major Intersection	Sales Record Dates		Total No. of Units		Resident Parking Spaces Provided	Provided Resident Parking Ratio	% Sold	Projected Parking Uptake Rate				Notes
		Month	Year							%	No. Spaces	Uptake Ratio	
25 Oxley Street & 24 Charlotte Street	Spadina Ave / Adelaide St W	July	2017	Bachelor	0	86	0.53 sps / unit	100%	Total	53%	86	0.53 sps / unit	The number of parking spaces sold by unit type could not be determined.
				1-Bedroom	105								
				2-Bedroom	41								
				3-Bedroom	17								
				Total	163								
224 King Street W	University Ave / King St W	July	2017	Bachelor	35	97	0.42 sps / unit	86%	Bachelor	0%	0	0.42 sps / unit	
				1-Bedroom	109				1-Bedroom	5%	5		
				2-Bedroom	66				2-Bedroom	100%	66		
				3-Bedroom	23				3-Bedroom	119%	27		
				Total	233				Total		99		
11 Charlotte Street	Spadina Ave / Adelaide St W	July	2017	Bachelor	0	64	0.28 sps / unit	98%	Bachelor	0%	0	0.29 sps / unit	
				1-Bedroom	149				1-Bedroom	0%	0		
				2-Bedroom	57				2-Bedroom	79%	45		
				3-Bedroom	26				3-Bedroom	96%	25		
				Total	232				Total		70		
39 Brant Street & 438 Adelaide Street	Spadina Ave / Adelaide St W	July	2017	Bachelor	0	119	0.50 sps / unit	45%	Bachelor	0%	0	0.30 sps / unit	The summary of the sales to date states that 95 of the parking spaces have been sold but on the individual unit count only 54 parking spaces have been sold with a unit
				1-Bedroom	190				1-Bedroom	19%	36		
				2-Bedroom	44				2-Bedroom	74%	33		
				3-Bedroom	2				3-Bedroom	100%	2		
				Total	236				Total		70		
618 Richmond Street West	Bathurst St / Richmond St W	July	2017	Bachelor	0	100	0.46 sps / unit	57%	Bachelor	0%	0	0.37 sps / unit	
				1-Bedroom	176				1-Bedroom	23%	40		
				2-Bedroom	25				2-Bedroom	65%	16		
				3-Bedroom	17				3-Bedroom	138%	23		
				Total	218				Total		80		
ADDRESS IS CONFIDENTIAL	Yonge St / Richmond St E	September	2019	Bachelor	3	241	0.35 sps / unit	70%	Bachelor	0%	0	0.27 sps / unit	
				1-Bedroom	472				1-Bedroom	6%	30		
				2-Bedroom	205				2-Bedroom	77%	157		
				3-Bedroom	4				3-Bedroom	0%	0		
				Total	684				Total		188		
Yonge & Eglinton (Midtown) Parking Sales Data													
30 Roehampton	Yonge St / Eglinton Ave	March	2015	Bachelor	0	230	0.58 sps / unit	78%	Bachelor	100%	0	0.50 sps / unit	
				1-Bedroom	229				1-Bedroom	37%	84		
				2-Bedroom	166				2-Bedroom	69%	114		
				3-Bedroom	0				3-Bedroom	100%	0		
				Total	395				Total		198		
94 Cumberland Street	Bay St / Bloor St W	March	2015	Total	204	80	0.39 sps / unit	45%	Total		74	0.36 sps / unit	The provided parking includes 80 spaces, with 9 tandem parking spaces behind 9 standard parking spaces
ADDRESS IS CONFIDENTIAL	Yonge St / Eglinton Ave	February	2016	Bachelor	5	234	0.65 sps / unit	29%	Bachelor	0%	0	0.24 sps / unit	
				1-Bedroom	179				1-Bedroom	8%	15		
				2-Bedroom	170				2-Bedroom	40%	68		
				3-Bedroom	4				3-Bedroom	100%	4		
				Total	358				Total		87		
ADDRESS IS CONFIDENTIAL	Mount Pleasant Rd/ Eglinton Ave E	October	2016	Bachelor	39	100	0.23 sps / unit	59%	Total	14%	63	0.14 sps / unit	
				1-Bedroom	338								
				2-Bedroom	59								
				3-Bedroom	1								
				Total	437								
West Toronto Parking Sales Data													
560 Front Street	Bathurst St / Front St W	November	2009	Bachelor	28	147	0.48 sps / unit	52%	Not-eligible	5%	10	0.42 sps / unit	Non-eligble for parking (178) includes studios and 1-bedroom units, while elgible for parking (125) includes 1-bedrom + den, 2-bedroom and 3-bedroom units.
				1-Bedroom	219				Not Eligilble - Special Perm.	100%	2		
				2-Bedroom	28								
				3-Bedroom	30				Eligible	93%	116		
				Total	305				Total		128		

Project Address	Major Intersection	Sales Record Dates		Total No. of Units		Resident Parking Spaces Provided	Provided Resident Parking Ratio	% Sold	Projected Parking Uptake Rate				Notes
		Month	Year							%	No. Spaces	Uptake Ratio	
Concord City Place - Block 33	Bathurst St / Lake Shore Blvd W	September	2010	Bachelor	76	547	0.61 sps / unit	75%	Bachelor	1%	1	0.45 sps / unit	Indicated that no other parking spaces would be demanded/made available for townhouses. Parking supply based on raw sales data
				1-Bedroom	639				1-Bedroom	32%	206		
				2-Bedroom	155				2-Bedroom	94%	146		
				3-Bedroom	63				3-Bedroom	100%	63		
				Townhouse	10				Townhouse	0%	5		
				Total	943				Total		421		
Concord City Place - Block 37	Bathurst St / Lake Shore Blvd W	September	2010	Bachelor	8	379	0.61 sps / unit	53%	Bachelor	0%	0	0.47 sps / unit	The parking sales uptake ratio for townhouse units could not be determined at the time as no units had been sold. The report adopted the uptake rate as 3-bedroom units. Parking supply absed on raw sales data.
				1-Bedroom	458				1-Bedroom	33%	150		
				2-Bedroom	94				2-Bedroom	80%	75		
				3-Bedroom	60				3-Bedroom	104%	62		
				Townhouse	5				Townhouse	104%	5		
				Total	625				Total		292		
30 Ordnance (South Tower)	Strachan Ave / King St W	May	2015	Bachelor	15	169	0.54 sps / unit	36%	Bachelor	0%	0	0.30 sps / unit	
				1-Bedroom	151				1-Bedroom	14%	22		
				2-Bedroom	139				2-Bedroom	45%	62		
				3-Bedroom	7				3-Bedroom	150%	11		
				Total	312				Total		95		
25 Stafford Street	Strachan Ave / King St W	July	2017	Bachelor	0	52	0.50 sps / unit	100%	Total	50%	52	0.50 sps / unit	The number of parking spaces sold by unit type could not be determined.
				1-Bedroom	81								
				2-Bedroom	18								
				3-Bedroom	4								
				Total	103								

APPENDIX C:
Detailed Bicycle Parking Requirement Calculations

Plot	Building	Use	GFA / Units (sq. m)	Short Term	Long Term	Short Term	Long Term
A1	A1-1	Residential	446	0.10	0.90	45	402
		Retail	1,160	0.25 + 3	0.13	4	2
		Total				49	404
	A1-2	Residential	258	0.10	0.90	26	232
		Total				26	232
	A1-Market	Retail	1,805	0.25 + 3	0.13	7	3
		Total				7	3
	A1-Podium	Residential	13	0.10	0.90	1	12
		Retail	3,596	0.25 + 3	0.13	13	5
		Office	318	0.15 +3	0.13	0	0
		Total				14	17
A2	A2-1	Residential	354	0.10	0.90	36	319
		Retail	545	0.25 + 3	0.13	2	1
		Total				37	320
	A2-Podium	Residential	5	0.10	0.90	1	5
		Retail	1,549	0.25 + 3	0.13	6	2
		Total				6	7
A3	A3-1	Office	9,310	0.15 +3	0.13	17	12
		Total				17	12
	A3-2	Office	1,899	0.15 +3	0.13	4	3
		Total				4	3
	A3-3	Office	5,693	0.15 +3	0.13	11	8
		Total				11	8
	A3-Podium	Office	1,466	0.15 +3	0.13	3	2
		Retail	1,565	0.25 + 3	0.13	6	2
		Total				9	4
A4	A4-1	Residential	276	0.10	0.90	28	249
		Retail	399	0.25 + 3	0.13	1	1
		Total				29	250
	A4-2	Residential	42	0.10	0.90	4	38
		Total				4	38
	A4-Podium	Residential	12	0.10	0.90	1	11
		Retail	1,860	0.25 + 3	0.13	7	3
		Total				8	14
Sub-Total						221	1310
Total						**1531**	

Plot	Building	Use	GFA / Units	Short Term	Long Term	Short Term	Long Term
B1	B1-1	Residential	224	0.10	0.90	23	202
		Total				23	202
	B1-2	Residential	92	0.10	0.90	9	83
		Retail	231	0.25 + 3	0.13	1	0
		Total				9	83
	B1-3	Residential	81	0.10	0.90	8	73
		Total				8	73
	B1-Podium	Residential	9	0.10	0.90	1	8
		Retail	1,994	0.25 + 3	0.13	7	3
		Total				8	11
B2	B2-1	Residential	381	0.10	0.90	38	343
		Retail	1,783	0.25 + 3	0.13	6	2
		Total				45	346
	B2-2	Residential	540	0.10	0.90	55	486
		Total				55	486
	B2-3	Residential	12	0.10	0.90	1	11
		Total				1	11
	B2-Podium	Residential	8	0.10	0.90	1	7
		Retail	2,628	0.25 + 3	0.13	10	4
		Total				11	11
Sub-Total						160	1222
Total						**1382**	

Plot	Building	Use	GFA / Units (sq. m)	Short Term	Long Term	Short Term	Long Term
C	C-1	Residential	448	0.10	0.90	45	403
		Total				45	403
	C-2	Residential	40	0.10	0.90	4	36
		Total				4	36
	C-3	Residential	104	0.10	0.90	10	94
		Total				10	94
	C-Podium	Residential	8	0.10	0.90	1	7
		Retail	3,606	0.25 + 3	0.13	13	5
		Total				14	12
D1	D1-1	Residential	640	0.10	0.90	64	576
		Total				64	576
	D1-2	Office	6,966	0.15 +3	0.13	11	9
		Total				11	9
	D1-3	Office	14,990	0.15 +3	0.13	25	20
		Total				25	20
	D1-Podium	Residential	5	0.10	0.90	1	5
		Retail	1,758	0.25 + 3	0.13	8	3
		Office	1,726	0.15 +3	0.13	3	2
		Total				11	10
Sub-Total						185	1160
Total						**1345**	

Plot	Building	Use	GFA / Units (sq. m)	Short Term	Long Term	Short Term	Long Term
D2	D2-1	Residential	584	0.10	0.90	58	526
		Total				58	526
	D2-2	Office	19,455	0.10	0.90	32	26
		Total				32	26
	D2-Podium	Residential	6	0.10	0.90	1	5
		Retail	3,809	0.25 + 3	0.13	15	6
		Office	1,621	0.15 +3	0.13	3	2
		Total				18	13
D3	D3-1	Residential	572	0.15 +3	0.13	57	515
		Total				57	515
	D3-2	Residential	460	0.15 +3	0.13	46	414
		Total				46	414
	D3-3	Residential	548	0.15 +3	0.13	55	493
		Total				55	493
	D3-Podium	Residential	27	0.15 +3	0.13	3	24
		Retail	775	0.25 + 3	0.13	3	1
		School	8,841	0.06 +3	0.06	9	6
		Total				15	31
Sub-Total						282	2019
Total						**2301**	

Plot	Building	Use	GFA / Units (sq. m)	Short Term	Long Term	Short Term	Long Term
E	E-1	Residential	536	0.10	0.90	54	483
		Total				54	483
	E-2	Residential	84	0.10	0.90	8	76
		Total				8	76
	E-Podium	Residential	8	0.10	0.90	1	7
		Retail	3,084	0.25 + 3	0.13	11	5
		Total				12	12
Sub-Total						74	571
Total						**645**	

Plot	Building	Use	GFA / Units (sq. m)	Short Term	Long Term	Short Term	Long Term
F	F-1	Residential	601	0.10	0.90	61	541
		Total				61	541
	F-2	Residential	32	0.10	0.90	3	29
		Total				3	29
	F-Podium	Residential	48	0.10	0.90	5	43
		Retail	2,863	0.25 + 3	0.13	11	4
		Total				16	47
Sub-Total						80	617
Total						**697**	

Sub-Total	**1002**	**6899**
Total	**7901**	

APPENDIX D:
Detailed Loading Requirement Calculations

LOADING REQUIREMENTS SUMMARY:

TABLE 1 OVERALL LOADING SUMMARY ZONING

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (7,504 units)	0 spaces	0 spaces	8 spaces	8 spaces	16 spaces
Retail (32,757 m^2)	1 space	14 spaces	0 spaces	0 spaces	15 spaces
Office (63,444 m^2)	0 spaces	6 spaces	0 spaces	6 spaces	12 spaces
Grocery (3,606 m^2)	1 space	1 space	0 spaces	0 spaces	2 spaces
Total Before Sharing	**2 spaces**	**21 spaces**	**8 spaces**	**14 spaces**	**45 spaces**
Total After Sharing	**0 spaces**	**10 spaces**	**8 spaces**	**7 spaces**	**25 spaces**
Provided	**2 spaces**	**24 spaces**	**8 spaces**	**22 spaces**	**56 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.

LOADING REQUIREMENTS PER BLOCK:

TABLE 2 BLOCK A: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,406 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (13,367 m^2)	1 space	3 spaces	0 spaces	0 space	4 spaces
Office (18,685 m^2)	0 spaces	2 spaces	0 spaces	2 spaces	4 spaces
Total before sharing	**1 space**	**5 spaces**	**1 space**	**3 spaces**	**10 spaces**
Total after sharing (§220.5.10.1(9)(A))	**1 space**	**3 spaces**	**1 space**	**3 spaces**	**8 spaces**
Total after sharing (§220.5.10.1(9)(B))	**1 space**	**3 spaces**	**1 space**	**3 spaces**	**8 spaces**
Total after sharing (§40.10.90.1 (1))	**0 space**	**3 spaces**	**1 space**	**3 spaces**	**7 spaces**
Total after sharing (§40.10.90.1 (2))	**0 space**	**3 spaces**	**1 space**	**2 spaces**	**6 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 200.5.10.1 (9) (A): “The minimum number of required Type “B” loading spaces required is the largest number of Type “B” spaces for any one of the uses listed above, plus the Type “B” loading spaces required for all other non-residential uses and not listed above;….”
3. Section 200.5.10.1 (9) (B): “The minimum number of required Type “C” loading spaces required is the largest number of Type “C” spaces for any one of the uses listed above, plus the Type “C” loading spaces required for all other non-residential uses and not listed above;….”
4. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
5. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.

TABLE 3 BLOCK B: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,347 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (6,637 m^2)	0 spaces	3 spaces	0 spaces	0 spaces	3 spaces
Total before sharing	**0 spaces**	**3 spaces**	**1 space**	**1 spaces**	**5 spaces**
Total after sharing (§40.10.90.1 (1))	**0 spaces**	**2 spaces**	**1 space**	**1 spaces**	**4 spaces**
Total after sharing (§40.10.90.1 (2))	**0 spaces**	**2 spaces**	**1 space**	**0 spaces**	**3 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building".

TABLE 4 BLOCK C: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (600 units)	0 spaces	0 spaces	1 space	1 space	2 space
Grocery (3,606 m^2)	1 space	1 spaces	0 spaces	0 space	2 spaces
Total before sharing	**1 space**	**1 spaces**	**1 space**	**1 spaces**	**4 spaces**
Total after sharing (569-2013 §40.10.90.1 (1))	**0 space**	**1 space**	**1 space**	**1 spaces**	**3 spaces**
Total after sharing (569-2013 §40.10.90.1 (2))	**0 space**	**1 space**	**1 space**	**0 spaces**	**2 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building".

TABLE 5 BLOCK D-1: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (645 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (1,758 m^2)	0 space	1 spaces	0 spaces	0 space	1 spaces
Office (23,683 m^2)	0 spaces	2 spaces	0 spaces	2 spaces	4 spaces
Total before sharing	**0 space**	**3 spaces**	**1 space**	**3 spaces**	**7 spaces**
Total after sharing (§220.5.10.1(9)(A))	**0 space**	**2 spaces**	**1 space**	**3 spaces**	**6 spaces**
Total after sharing (§220.5.10.1(9)(B))	**0 space**	**2 spaces**	**1 space**	**3 spaces**	**6 spaces**
Total after sharing (§40.10.90.1 (1))	**0 space**	**1 spaces**	**1 space**	**3 spaces**	**5 spaces**
Total after sharing (§40.10.90.1 (2))	**0 space**	**1 spaces**	**1 space**	**2 spaces**	**4 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 200.5.10.1 (9) (A): “The minimum number of required Type “B” loading spaces required is the largest number of Type “B” spaces for any one of the uses listed above, plus the Type “B” loading spaces required for all other non-residential uses and not listed above;….”
3. Section 200.5.10.1 (9) (B): “The minimum number of required Type “C” loading spaces required is the largest number of Type “C” spaces for any one of the uses listed above, plus the Type “C” loading spaces required for all other non-residential uses and not listed above;….”
4. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
5. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.

TABLE 6 BLOCK D-2: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (590 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (3,809 m^2)	0 spaces	2 spaces	0 spaces	0 spaces	2 spaces
Office (21,076 m^2)	0 spaces	2 spaces	0 spaces	2 spaces	4 spaces
Total before sharing	**0 spaces**	**4 spaces**	**1 space**	**3 spaces**	**8 spaces**
Total after sharing (§220.5.10.1(9)(A))	**0 spaces**	**2 spaces**	**1 space**	**3 spaces**	**6 spaces**
Total after sharing (§220.5.10.1(9)(B))	**0 space**	**2 spaces**	**1 space**	**3 spaces**	**6 spaces**
Total after sharing (§40.10.90.1 (1))	**0 space**	**1 spaces**	**1 space**	**3 spaces**	**5 spaces**
Total after sharing (§40.10.90.1 (2))	**0 space**	**1 spaces**	**1 space**	**2 spaces**	**4 spaces**

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
1. Section 200.5.10.1 (9) (A): “The minimum number of required Type “B” loading spaces required is the largest number of Type “B” spaces for any one of the uses listed above, plus the Type “B” loading spaces required for all other non-residential uses and not listed above;….”
2. Section 200.5.10.1 (9) (B): “The minimum number of required Type “C” loading spaces required is the largest number of Type “C” spaces for any one of the uses listed above, plus the Type “C” loading spaces required for all other non-residential uses and not listed above;….”
3. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
4. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.

TABLE 7 BLOCK D-3: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,607 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (1,239 m^2)	0 space	1 spaces	0 spaces	0 space	1 spaces
Total before sharing	**0 space**	**1 spaces**	**1 space**	**1 spaces**	**3 spaces**
Total after sharing (§40.10.90.1 (1))	**0 space**	**0 spaces**	**1 spaces**	**1 spaces**	**2 spaces**
Total after sharing (§40.10.90.1 (2))	**0 space**	**0 spaces**	**1 spaces**	**1 spaces**	**2 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
3. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.

TABLE 8 BLOCK E: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (628 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (3,084 m^2)	0 spaces	2 spaces	0 spaces	0 spaces	2 spaces
Total before sharing	**0 spaces**	**2 spaces**	**1 space**	**1 spaces**	**4 spaces**
Total after sharing (§40.10.90.1 (1))	**0 spaces**	**1 spaces**	**1 space**	**1 spaces**	**3 spaces**
Total after sharing (§40.10.90.1 (2))	**0 spaces**	**1 spaces**	**1 space**	**0 spaces**	**2 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
3. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.

TABLE 9 BLOCK F: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (681 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (2,863 m^2)	0 spaces	2 spaces	0 spaces	0 spaces	2 spaces
Total before sharing	**0 spaces**	**2 spaces**	**1 space**	**1 spaces**	**4 spaces**
Total after sharing (§40.10.90.1 (1))	**0 spaces**	**1 spaces**	**1 space**	**1 spaces**	**3 spaces**
Total after sharing (§40.10.90.1 (2))	**0 spaces**	**1 spaces**	**1 space**	**0 spaces**	**2 spaces**

Notes:
1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated February 22, 2021.
2. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.
3. Section 40.10.90.1 (2): “In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space… is provided for the non-residential uses in the same building”.