



## LEA Consulting Ltd.

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October 1, 2008

Our Ref.: 8598-200

Marco VanderMaas  
Sweeny Sterling Finlayson & Co. Architects Inc.  
468 Wellington St. W.  
Suite 200  
Toronto, ON  
M5V 1E3

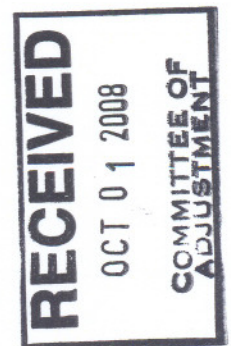
Dear Mr. VanderMaas:

**Re: Parking and Loading Review – Addition to Existing Commercial Building  
134 Peter Street and 364-370 Richmond Street West, Toronto**

As per your request, this letter report was prepared to review parking and loading requirement of the aforementioned development application (see **Figure 1**). The subject is currently occupied by two buildings, which will be connected by additional office spaces that are to be constructed on top of these two buildings (see **Figure 1**). The existing buildings do not provide on-site loading space facilities nor any parking spaces. As a result, current loading activities occur along the public lane at the northerly property line.

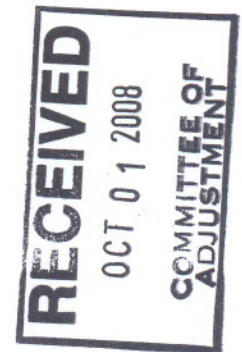
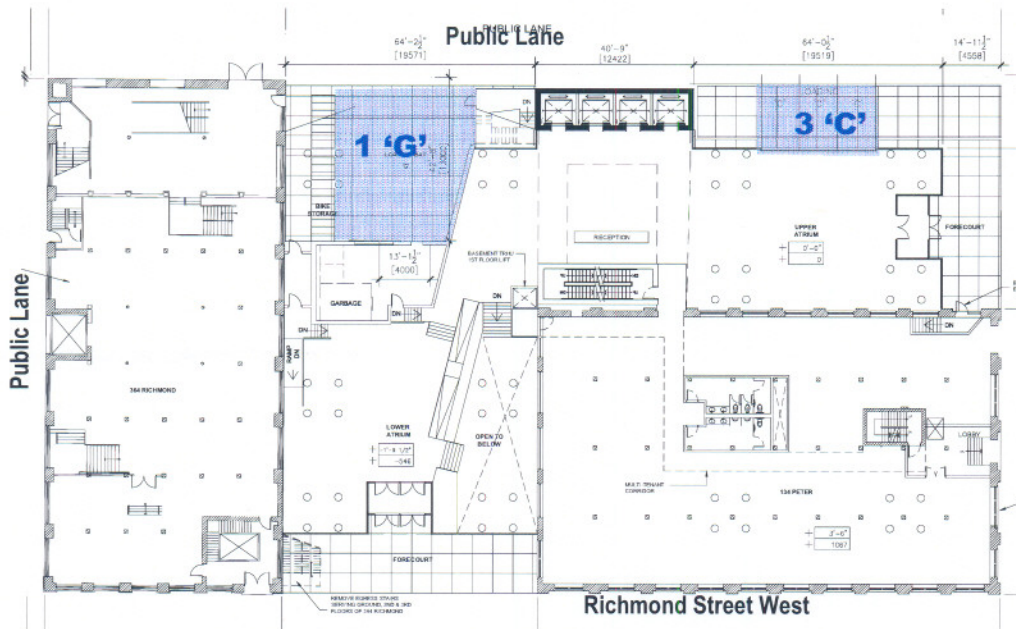


**Figure 1** Site Location



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Accompanying the proposed addition to the existing buildings, four on-site loading spaces will be provided in order to formalize and improve loading activities. Of the four loading spaces contemplated, one Type 'G' loading space will be provided so that garbage pick-up activity can occur on-site without interrupting vehicular circulations in the private lane. In addition, three Type 'C' loading spaces are proposed near Peter Street to facilitate small vehicle deliveries.



**Figure 2 Proposed Loading Areas**

The following sections provide a detailed assessment of parking and loading of the proposed development application.

**Loading Review**

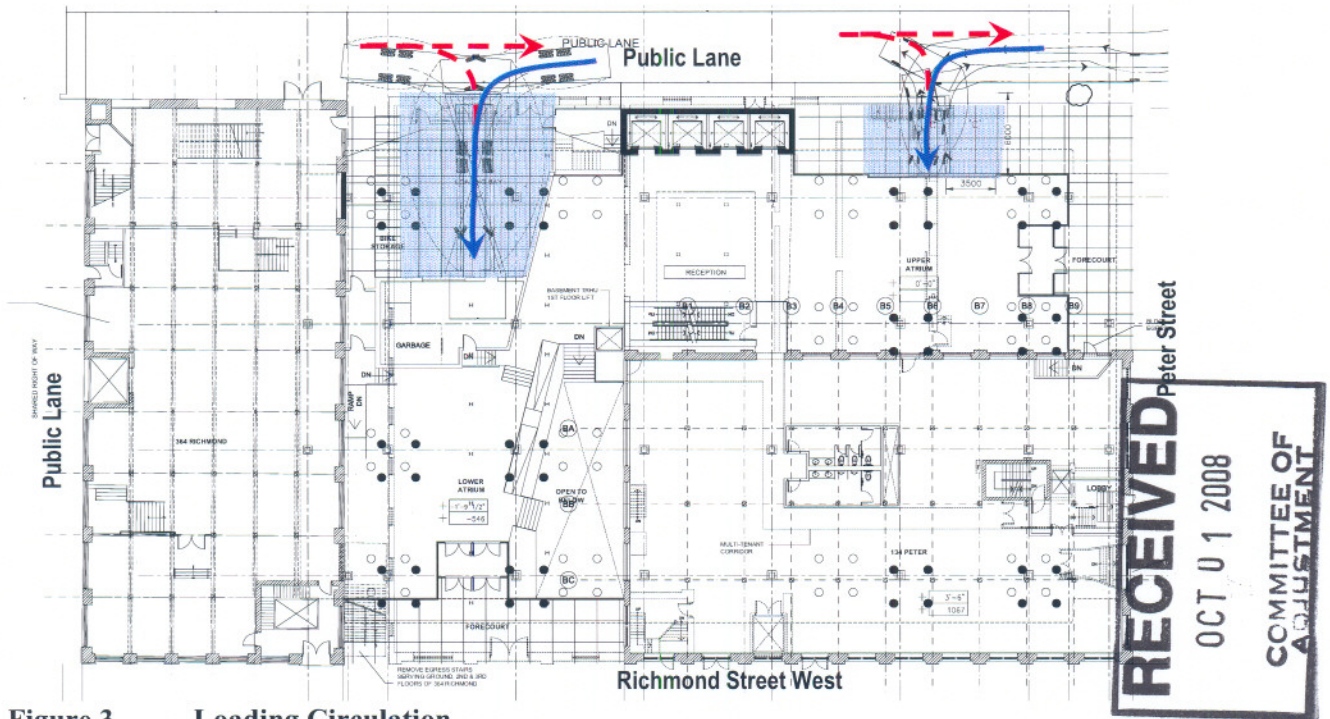
The existing buildings consist of 7,760 m<sup>2</sup> of Gross Floor Area (GFA). This development application will add another 25,000 m<sup>2</sup> of office GFA plus a public atrium space (930 m<sup>2</sup>). According to the City’s by-law, the subject site requires two (2) Type ‘B’ and three (3) Type ‘C’ loading spaces given that the total GFA is within the 28,000 m<sup>2</sup> and 51,999 m<sup>2</sup> range for loading determination.

Given that most deliveries to office buildings in the Downtown area are made through small delivery vehicles, the number of required Type ‘C’ spaces is maintained. However, instead of providing two Type ‘B’ loading spaces (11 m by 7.0 m), a generous loading area (13.0 m by 6.5 m with a vertical clearance of 6.1 m) will be provided so that the space can accommodate garbage truck sized vehicles. The proposed provision for the garbage truck will eliminate off-site garbage pick-up activities that could cause interruption to vehicular movements on the adjacent public lanes and/or roads. When this loading space is not occupied by the garbage truck, this same space can accommodate the single-unit truck such as Type ‘B’ or two small delivery vehicles such as two Type ‘C’ spaces. This arrangement acknowledges the limited availability of land on the subject site.

The truck circulation and functionality of these loading spaces was further reviewed. The subject site is bounded by Peter Street to the east, Richmond Street West to the south, and public lanes to the north and west. Due to the poor visibility at the public lane on Richmond Street West, it is recommended that all



trucks enter and exit via Peter Street. Hence, the accessibility of all four loading spaces was reviewed assuming that all trucks access the site via Peter Street only. The following figure (Figure 3) demonstrates that the loading areas are adequately configured to allow the proposed truck circulations.



**Figure 3 Loading Circulation**

**Parking Review**

The subject site currently does not provide parking. The City by-law No. 438-86, subsection 4(5).4(e) states that it “does not require the owner or occupant of a building or structure lawfully erected before March 7, 1983, or which may be lawfully erected pursuant to a building permit issued before that date, to provide motor vehicle parking facilities in respect of the use of the building for a non-residential purpose”. Since the existing buildings were established prior to 1983, the proposed addition to the subject site does not require additional parking spaces.

**Conclusion**

The proposed redevelopment application requires two Type ‘B’ and three Type ‘C’ loading spaces according to the City’s loading by-law. Since the office buildings in Downtown typically receive more frequent deliveries of smaller vehicles, three Type ‘C’ loading spaces will be provided. Given the limited vacant land on the subject site, two Type ‘B’ spaces cannot be provided. However, a generous loading area, which can also accommodate the on-site garbage pick-up activity, will be provided so that interruptions to the vehicular circulation in the surrounding road network can be eliminated. Therefore, the proposed loading configuration although it does not conform to the City’s loading by-law requirement is a reasonable proposal. Also, since the existing buildings were established prior to 1983, no additional parking spaces are required as per City’s by-law.



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Should you have any question or require further clarification, please feel free to contact the undersigned at (905) 470-0015 Ext. 277.

Yours very truly

**LEA Consulting Ltd.**

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Ahsun Lee, P.Eng.  
Transportation Engineer

cc: Andrew Brown, LEA Consulting Ltd.

