

READ, VOORHEES & ASSOCIATES LIMITED



2 DUNCAN MILL ROAD • DON MILLS • ONTARIO • M3B 1Z4
TEL: (416) 445-4360 readvoorhees@rva.ca FAX: (416) 445-4809

January 6, 2009

Mario Appugliesi
Jordam & Associates
31 Edgar Avenue
North York, Ontario
M9M 2J2

Re: 2015 Avenue Road Parking

Dear Sir:

You have proposed a neighbourhood restaurant for the ground floor of the building at 2015 Avenue Road. The site is on the east side of Avenue Road and is in the block between Haddington Avenue and Dunblaine Avenue in the former City of North York. The restaurant will be known as Bistro Saveur and is planned to be limited to evening service starting after 6:00 p.m., and will be open six days a week.

You have requested me to review the parking situation for the proposed restaurant. I am pleased to provide this report.

I have discussed the project with you and your associates and some of the information in this report is based on those discussions.

The following sections describe the context of the area and the site, Zoning By-law parking requirements, operation of the proposed restaurant, anticipated parking demand, parking usage in the area, and the inherent parking supply that is associated with previous businesses on the site.

General Context

In the general area of the site, there are commercial uses on both sides of Avenue Road and they extend along some side streets for a short distance. There is a wide variety of stores in the area (clothing, hardware, travel, health, home furnishings, florist, etc.) and most of them close by 6:00 p.m. There are also some other restaurants in the area.

There are various parking facilities in the area:

- There is on-street parking on Avenue Road at all times.

- There are two nearby Toronto Parking Authority (TPA) lots. The closest is the 97-space Brooke Avenue lot which is less than a block south of the site. The other is the 32-space Roe Avenue lot which is approximately three blocks south of the site.
 - There is also on-street parking on all the side streets in the area with the normal restrictions for parking on local streets close to commercial areas. The period when parking is permitted generally starts at 6:00 p.m.
- Thus, there is a good supply of convenient parking nearby.

The building consists of the ground floor commercial area, a basement, and one second floor apartment. There are five parking spaces behind the building that are accessed via a rear laneway. Four are standard spaces and one is a tandem space.

By-law Requirements

The building is in the former City of North York and the Zoning Examiner determined that 24 parking spaces would be required. The tandem space was not considered when determining the difference between the required and actual numbers of spaces, so the deficiency was calculated to be $24 - 4 = 20$ spaces. Provision of this amount of parking is not possible.

I understand that arrangements are being made with the Fire Department Employee Credit Union at 1997 Avenue Road (approximately half a block south of the site) to rent four parking spaces for the use of restaurant customers. This type of arrangement normally requires a formal leasing agreement and the spaces must meet a distance criterion for the City to accept such spaces as part of the supply (I have requested confirmation that this type of arrangement is acceptable to the City).

Approval Process

The proposal, without the support of a parking study, requested a variance for relief from the parking requirements at a Committee of Adjustment hearing. This was considered and the Committee of Adjustment decision was that the variance application was authorized with the condition that the requirements of the Transportation Services Division with respect to payment-in-lieu of parking be met. It is understood that the Committee of Adjustment decision may have been without conditions if a supporting parking study had been provided.

The payment-in-lieu cost for a gross floor area (GFA) up to 200m² is \$2500 per space and for a larger area (the restaurant will be 235m²) the cost is \$5000 per space. Application of the \$5000 per space cost to the 20 spaces identified as the deficiency would result in a cost of \$100,000. It is understood that it is not feasible for the proposed small business to pay this amount of money.

The next step in the approval process is to request Community Council to revise the decision of the Committee of Adjustment. This report provides information to support the request. The request is for Community Council to:

- eliminate the requirement for payment-in-lieu of parking.

If this request is not granted, a secondary request is for Community Council to:

- minimize the number of parking spaces subject to payment-in-lieu, and

- apply the \$2500 per space rate in calculating the payment due.

The subsequent step will be to take the recommendations of Community Council to City Council for final approval.

Proposed Restaurant

The character of the proposed restaurant will be that of a neighbourhood bistro. The plan is that the restaurant will be open for evenings only, with service starting after 6:00 p.m. It is expected that many customers will be local residents who will walk in from their homes. Other customers who live farther away will drive and park.

The architect's plan for the restaurant provides for 56 seats in a dining area of 111m². The plan is that all the food preparation and service will occur on the main floor. If necessary, an area in the basement may be used for storage.

In terms of land use designations, the proposed restaurant is considered to be a High-Turnover (Sit-Down) Restaurant, which is Land Use 932 as used in research, surveys and publications by the Institute of Transportation Engineers (ITE).

Anticipated Parking Demand

The ITE publication, *Parking Generation, 3rd Edition*, shows the average peak period parking demand at a High-Turnover (Sit-Down) Restaurant in an urban environment to be 5.55 vehicles per 1000 SF GFA. Based on the architect's plan, the restaurant will have a GFA of 2533 SF. Thus, the parking demand for the restaurant is expected to be approximately 14 spaces. This is considerably less than the by-law requirement which is based on meeting the parking needs in a more suburban environment where most customers drive and park, and there are few walk-in customers.

There will also be demand for one space for the second-floor apartment. However, the chef may become the tenant in the apartment and this would reduce the demand.

Area Parking Usage

I have requested usage profiles of the two lots from the TPA and will add a discussion of them when I receive them. It would also be possible to conduct surveys at the lots at the appropriate times.

The parking usage in the TPA lots and on Avenue Road was recorded at or shortly after 6:00 p.m. on January 6 and 7, 2009. The surveys showed that ... (to be expanded)

Recent Use of the Building

The building was originally a bank and has recently been used for retail businesses. As such, there is an inherent parking supply associated with the building when used for retail purposes. Using the current Zoning By-law rate of 1 space per 28m² for the GFA of the 471m² (5066 SF) total retail area that was used (the main floor and the basement), the inherent parking supply is 17 spaces. The incremental increase in the number of spaces when shifting from a retail use (17 spaces) to a restaurant use (24 spaces) is 7 spaces.

If the request for elimination of the payment-in-lieu requirement is not granted, I suggest that Community Council consider the incremental increase of 7 spaces to be an upper limit. It is understood that the Transportation Services Division agrees with the use of the incremental increase approach.

Summary

- A small neighbourhood restaurant is planned for the main floor of the building at 2015 Avenue Road, in the former City of North York.
- The Zoning Examiner has identified a parking deficiency of 20 spaces. The restaurant cannot provide these spaces.
- A variance related to parking was requested and granted by the Committee of Adjustment with the condition that the payment-in-lieu requirements of the Transportation Services Division be met.
- Due to the GFA of the planned restaurant being slightly larger than 200m², the payment-in-lieu cost is \$5000 per space, resulting in a total cost of \$100,000. This cost is not sustainable by the proposed business.
- The applicant is requesting Community Council to eliminate the requirement for payment-in-lieu, and that if this request is not granted, a secondary request is for Community Council to minimize the number of parking spaces subject to payment-in-lieu, and apply the \$2500 per space rate in calculating the payment due.
- This request is supported by the following:
 - Analysis shows that the proposed restaurant in the planned location would have an estimated parking demand for 14 vehicles.
 - There are five on-site spaces (four standard and one tandem).
 - The previous retail business used a larger area and had an inherent parking supply of 17 spaces.
 - The restaurant will be open only after 6:00 p.m. when other businesses are closed.
 - There is a substantial amount of parking in the area - on-street parking on Avenue Road, a large TPA lot about a half block away, a smaller TPA lot about three short blocks away, and parking after 6:00 p.m. on the local side streets.
 - Arrangements are being made for restaurant customers to use four parking spaces at the nearby Credit Union.
 - Because the restaurant will not open before 6:00 p.m. when most stores have closed and parking on the local side streets becomes available, there will be a substantial amount of available parking.
 - The on-street parking and the TPA lots are intended to provide customer parking for local businesses, and this would include the proposed restaurant.

- In the current economic times, it is desirable to foster new businesses.

Please contact me if you have any questions or require additional information.

Yours very truly,

READ, VOORHEES & ASSOCIATES LIMITED

A handwritten signature in black ink that reads "B. Haigh". The signature is written in a cursive, slightly slanted style.

Bryan Haigh, P.Eng.