Memorandum

TO:
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FROM:
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PROJECT:
8003-07
4050 Yonge Street

DATE:
November 3, 2021

SUBJECT: 4050 YONGE STREET – SUPPLEMENTAL TRANSPORTATION ANALYSES OF SETTLEMENT DEVELOPMENT PROGRAMME IN CONJUNCTION WITH SEPTEMBER/OCTOBER 2021 MEDIATION PROCESS – **CONFIDENTIAL AND WITHOUT PREJUDI CE**

1.0 INTRODUCTION

The Easton's Group has retained BA Group to provide transportation consulting services in association with revisions to the proposed redevelopment of the 4050 Yonge Street site (the Site).

The original Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) was submitted in 2010 by the then Build Toronto (now CreateTO) to permit the construction of an office building with ancillary ground floor retail and restaurant uses on the Site. BA Group prepared an Urban Transportation Considerations (UTC) report in 2011 that reviewed the office-based mixed-use development application, including the parking (vehicular and bicycle) requirements, service vehicle needs, site circulation characteristics, and traffic impacts on the adjacent public street network. A subsequent review of the various technical studies submitted in support of the OP and Zoning Amendment by the City of Toronto, including the transportation considerations report, was reviewed and approved by City staff, and draft OP and Zoning documents were prepared. Ratification of the development approval documents awaited City Council approval.

In subsequent development applications, the Easton's Group modified slightly the development project (relative to the Build Toronto application of 2011) that introduced a hotel component to the Project, (with restaurant and retail GFA) and a reduced office GFA component in 2015/2016 and further modified the development application in January 2020, following careful consideration of the office leasing/sales market in the immediate environs, to reduce the office GFA component and introduce residential land uses into the mixed-use development programme while modestly increasing the development plan's hotel (room) component. BA Group prepared revised UTC reports for both revised development applications.

In December 2020 a re-submission of the Zoning By-law Amendment (ZBA) application was made to the City of Toronto consisting of 300 residential units, approximately 18,657 square metres of hotel GFA (included 248

hotel suites), 3,984 square metres of office GFA and 907 square metres of at grade retail and restaurant uses.

As part of the December 2020 Zoning By-law Amendment Application for the site BA Group previously prepared a memorandum evaluating the transportation related aspects of the proposed development programme.

A further resubmission of the Zoning By-law Amendment (ZBA) application was made in April 2021 for the subject site to the City of Toronto again consisting of 300 residential units, approximately 18,657 square metres of hotel GFA (included 248 hotel suites), 3,984 square metres of office GFA and 907 square metres of at grade retail and restaurant uses.

The Easton's Group referred the application to the Ontario Land Tribunal (OLT) and in September/October of 2021 a Mediation process began. That Mediation process lead to the following development programme outlined in **Table 1** which responds to the issues raised and discussed during mediation on a without prejudice basis:

TABLE 1 DEVELOPMENT PROGRAMME COMPARISON

Land Use	April 2021 Proposal [1]	Nov. 2021 Settlement Dev. Programme[4]	Net Difference Apr. 2021 vs Nov. 2021 Settlement Dev. Programme
Residential	300 units	656 units	+ 356 units
Office	3,984 m^2 GFA	3,991 m^2 GFA	+ 7 m^2 GFA
Ground Floor Retail & Restaurant [3]	907 m^2 GFA	1,581 m^2 GFA	+ 674 m^2 GFA
Hotel	18,657 m^2 GFA (approx.. 248 suites)	0 m^2 GFA	- 18,657 m^2 GFA (approx.. 248 suites)
Parking (minimum parking supply)	646 Parking spaces and 256 bicycle parking spaces	398 Parking spaces and 691 bicycle parking spaces	-248 vehicular spaces +435 bicycle spaces
Loading	1 Type 'B' 1 Type 'G' 2 Type 'C'	1 Type 'B' 1 Type 'G' 2 Type 'C'	No change
Access	Single access driveway off of Wilson Ave	Single access driveway off of Wilson Ave	No change

Notes:
1. Based on site statistics included in BA Group's April, 2021 4050 Yonge Street – Response to City Comments Letter.
2. Based on site plans dated November 2, 2021 by IBI Group Architects.
3. Includes ground floor restaurant GFA.

The following sections of the memorandum provides an updated review of the key transportation related aspects of the proposed Settlement development programme including:

- A review of the revised ground floor vehicular Site circulation characteristics;
- A review of the proposed minimum vehicular and bicycle parking requirements and service vehicle loading requirements of the Settlement programme; and,
- A review of the proposed Transportation Demand Management plan associated with the Settlement programme.

2.0 SITE PLAN REVIEW

As a result of the Mediation process, and on a without prejudice basis, the Site Plan layout, particular at the ground floor level from a transportation related perspective, has been revised to reflect the following:

1. Adjustments to the pu/do areas within the site to modify how pu/do activities would occur on the west and east sides of the internal driveway associated with the Site;
2. Review the configuration of the proposed Site driveway onto Wilson Avenue with a view to narrowing the driveway width and positioning the driveway such that it reflects a more tangent alignment relative to the drive aisle leading to the on-site pu/do areas, parking garage access and loading area decreasing the overall width and working appropriately with the on-site pu/do areas; and,
3. Ensure that modifications to the proposed tower buildings continues to result in appropriate internal vehicular manoeuvring characteristics, especially within the pu/do areas and the loading area.

Our review and conclusion with respect to resulting ground floor modifications to the development programme modifications are summarized below per the numbering above.

2.1 PU/DO ACTIVITIES

a. The attached architectural **Drawing A.08 (Appendix A)** illustrates the revised Ground Floor plan associated with the Settlement Site Plans. This includes the modifications to the two pick-up and drop-off (pu/do) areas proposed for the mixed-use development Site Plan and the drive aisle leading to the ramp that accesses the below-grade parking garage and the on-site enclosed loading area.

b. The pu/do areas continue to reflect separate facilities for the west tower and east tower, which includes the office, retail, and restaurant uses.

c. The pu/do area associated with the West Tower has been modified to reflect a revised ground floor layout. The West Tower now includes a larger presence along the Wilson Avenue frontage and a pedestrian path leading from Wilson Avenue to the lobby doors of the West Tower, which are now situated along north-south portion of the pu/do area associated with the west tower. These architectural modifications were requested by City staff.

d. The East Tower pu/do remains essentially the same as in previous Ground Floor layouts, modified only to respond to the slightly repositioned drive aisle leading to the loading area (this was due to a slightly rotation of the West Tower, relative to previous Ground Floor layouts. No practical impact results due to this change.

e. The West Tower continues to accommodate a minimum of three vehicles queued in the pu/do area while permitting vehicles to enter and exit by the queued vehicles. The East Tower continues to accommodate a minimum of two vehicles queued in the pu/do area while permitting vehicles to enter and exit by the queued vehicles.

2.2 SITE DRIVEWAY WIDTH / CONFIGURATION

f. A review of the vehicle manoeuvring requirements of the design vehicles that would frequent the Site on a regular basis has resulted in a narrowing of the Site driveway from 12.0 metres to 9.6 metres.

g. This assumes the City's standard driveway configuration (i.e., "dustpan" design which does not employ radii on the driveway edges, rather a chamfered triangular area that is sloped to better integrate the driveway into the boulevard condition and make it more compatible with pedestrian movements across the driveway – which have priority), albeit with a wider cross-section to facilitate the design vehicle manoeuvring.

h. The design vehicles that dictate the width include:

   i. The City of Toronto's Overhead Refuse collection vehicle and its dimensional characteristics) turning from the curb lane on Wilson Avenue; and,

   ii. The TAC SU and HSU design vehicles turning from the curb lane on Wilson Avenue.

i. The 9.6 metre driveway dimension also includes the provision of three lanes for vehicular movements at Wilson Avenue;

   i. one 3.3 metre inbound lane

   ii. two outbound lanes at 3.3 metres (right turns) and 3.0 metres (left turns).

j. The provision of three lanes in necessary to manage reasonable on-site queuing and to ensure that inbound operations are also appropriately managed and do not unreasonably impact the boulevard condition or Wilson Avenue operations.

k. The position of the driveway along the Wilson Avenue frontage has "shifted" 1.6 metre to the east to improve the relationship between the driveway position where it meets the Wilson Avenue street-line and the on-site drive aisle that facilitates access to the pu/do areas, the ramp that accesses the below-grade parking garage and the on-site consolidated service vehicle loading area. The resulting alignment reflects a less curvilinear path for vehicles to follow when entering or exiting from Wilson Avenue.

l. This "shift" is consistent with discussions with City of Toronto Transportation Services and City of Toronto Transportation Planning staff. This arrangement also incorporates the revised pedestrian pathway leading into the west pu/do area and to the West Tower lobby doors.

m. The resulting driveway configuration is noted on **Drawing A.08** in **Appendix A**.

2.3 ON-SITE VEHICULAR MANOEUVRING CHARACTERISTICS

n. Access to the below-grade parking garage occurs from the same location on-site; i.e., just before entering the enclosed consolidated loading area that serves the entire Site. The Ramp to the below-grade parking is positioned in the same relative way to the loading area and the East Tower pu/do area.

o. The proposed service vehicle loading area continues reflect 1 Type G, 1 Type B, and 2 Type C loading spaces within the enclosed area.

p. Access to and egress from the loading area continues to occur in a forward motion. Similar entry and exit warning systems are proposed at the entry to the loading area to warn motorists using the internal drive aisle and ramp to the below grade parking and those motorists using the East Tower pu/do area that service vehicles could be exiting the loading area.

q. **Drawings VMD-1 through VMD-16** (**Appendix B**) illustrates the vehicular manoeuvring characteristics of all design vehicles within and through the ground floor of the Site. Design vehicles include:

   i. City of Toronto Overhead front loading refuse collection vehicle;

   ii. TAC HSU (Heavy Single Unit) design vehicle;

   iii. TAC SU (Single Unit) design vehicle;

   iv. TAC LSU (Light Single Unit) design vehicle; and,

   v. 2020 Dodge Grand Caravan GT (passenger vehicle design vehicle for pu/do areas).

r. It is worthy to note that the **"east" pu/do area** exhibits the following characteristics:

   i. This configuration involves forward-in and forward-out movements from and to the internal Site driveway that connects Wilson Avenue with the below-grade parking garage ramp and the consolidated Site loading area.

   ii. It permits vehicles engaged in the pu/do manoeuvre to also access the below-grade ramp or exit back towards Wilson Avenue – albeit the manoeuvre to the parking garage from the east pu/do area is low volume movement.

   iii. It permits appropriate sight-lines when both entering and exiting the pu/do area relative to the internal N-S driveway and relative to vehicles exiting the below-grade ramp and the loading area as well as vehicles entering the Site from Wilson Avenue. Appropriate Warning/signaling systems would be implemented (per note above) alerting motorists of vehicular movements / manoeuvring within or exiting the loading area.

   iv. Appropriate dimensional characteristics are adopted to accommodate passenger vehicles engaged in the pu/do activities.

s. It is also worthy to note that the **"west" pu/do area** exhibits the following characteristics.

   i. This configuration involves forward-in and forward-out movements from and to the internal Site driveway that connects Wilson Avenue with the below-grade parking garage ramp and the consolidated Site loading area.

   ii. It permits vehicles engaged in the pu/do manoeuvre to also access the below-grade ramp or exit back towards Wilson Avenue.

iii. It permits appropriate sight-lines when both entering and exiting the pu/do area relative to the internal N-S driveway relative to vehicles exiting the below-grade ramp and the loading area as well as vehicles entering the Site from Wilson Avenue.

iv. Appropriate dimensional characteristics are adopted to accommodate passenger vehicles engaged in the pu/do activities.

v. The relationship between the two pu/do areas do not impede or affect the inbound or outbound vehicle manoeuvring needs of loading operations or vehicles headed directly to the below-grade parking garage facilities.

vi. The provision of the suggested pu/do facilities eliminates the need for and risk to pedestrians having to cross the internal Site driveway to access the respective building cores (residential on the west side and residential/office/retail on the east side of the internal Site driveway).

3.0 REVIEW OF VEHICULAR PARKING

3.1 ZONING BYLAW PARKING REQUIREMENTS

The parking requirements for the development programme have been updated for the current development programme. A summary of the parking requirements based on the North York Zoning Bylaw 7625 and the City of Toronto By-law 569-2013 as well as Estimated Parking Demand are summarized below in **Table 2**, **Table 3** and Table 5 **,** respectively.

It is important to note that the current in-force zoning bylaw provisions are those associated with the former City of North York Zoning Bylaw 7625 requirements. It is therefore relevant to consider the range of minimum parking requirements having taken into account the City of North York Zoning Bylaw 7625 requirements.

TABLE 2 MINIMUM ZONING BY-LAW 7625 REQUIREMENTS

Land Use	Minimum Parking Requirement	Intensity (m2 GFA / Number of units)	Number of Parking Spaces Required
Office	1 parking space per 46 m^2 GFA	3,991	87
Retail	1 parking space per 28 m^2 GFA	993	35
Restaurant ground floor	1 / 6.54 m^2 of GFA	588	90
Residential Visitors	0.25 parking spaces / unit for visitors	656	164
Residential Units	1.25 spaces / unit for residents	656	820
Total Parking	Non-Resident (including residential visitor spaces) Resident Total		376 820 1,196

TABLE 3 CITY OF TORONTO ZONING BY-LAW 569-2013 (POLICY AREA 3)

Land Use	Minimum Parking Requirement	Intensity (m2 GFA / Number of units)	Minimum Number of Parking Spaces Required	Min. Parking Requirements including Shared Parking Factors		
				AM	PM	EVE
Office	1.0 / 100 m^2 GFA	3,991	39	100% 39	60% 23	0% 0
Retail	1.0 / 100 m^2 GFA	993	9	20% 1	100% 9	100% 9
Restaurant ground floor	No Minimum	588	0	100% 0	100% 0	100% 0
Residential Visitors	0.1 spaces / unit	656	65	10% 6	35% 22	100% 65
Residential Units Bachelor 1 Bdrm 2 Bdrm 3 Bdrm Total	(Spaces / Unit) 0.6 0.7 0.9 1.0	(Number of Units) 68 249 276 63 656	(Number of Spaces) 40 174 248 63 525	100% 525	100% 525	100% 525
Total Parking	Non-Resident (including residential visitor spaces) Resident Total		174 270	46 525 571	54 525 579	74 525 599

Notes:
1. PA3 zone used given proximity to York Mills Subway Station on the Yonge Subway Line

3.2 PROPOSED PARKING SUPPLY

The proposed minimum vehicular parking supply reflects a parking reduction based upon the following considerations:

1. Consistency with planning policy context at various levels of government;
2. Precedents that have been observed in other North American cities;
3. The locational context of the proposed development, which is highly supportive of non-automobile modes of travel;
4. Historic mode share trends in the area surrounding the Site;
5. Parking trends observed at residential apartments in transit-oriented areas;
6. The proposed TDM measures for the Site that will influence parking demand; and
7. The strategic marketing of the proposed development.

The Site is located in an area that is exceptionally well served by the City's transportation networks, including being literally on top of the Yonge Subway Line. The Site is well positioned to take advantage of available services, and is highly supportive of a building with a reduced parking supply.

Residential parking standards outlined in Zoning By-law 7625 and Zoning Bylaw 569-2013 can be considered to overstate the parking needs of a residential building in an area that is well served by transit. This has been

recognized by many City Council decisions and minor variance approvals that have implemented parking reductions for such developments.

The following provides an overview of the contextual factors influencing parking demand at residential buildings in the Site area, and the adequacy of the proposed parking strategy in this instance.

3.2.1 Consistency with Planning Policy Context

Provincial policy supports reduction or elimination of parking minimums in transit accessible areas, and both provincial and local policy encourage the facilitation of active transportation. In particular, the City of Toronto Official Plan includes strategies to promote active transportation and reduce auto dependence.

Through the deliberate restriction in vehicular parking, and support for active and sustainable travel modes, the proposed development of the Site will help to implement the ideas contained in the City's Official Plan.

The proposed parking arrangements are in accordance with existing and emerging City of Toronto policies, as the proposed parking supply is a significant reduction (towards elimination, as per emerging City of Toronto policy) of the parking minimum in an effort to encourage a sustainable development that relies on residents using transit, car-share, walking and / or cycling for their daily travel.

3.2.2 Toronto Green Standard

The Toronto Green Standard (TGS) sets sustainable design requirements for new developments. The TGS implements the environmental policies of the City of Toronto Official Plan and the requirements of multiple City divisions through the community planning and development approvals process administered by the City Planning Division. The purpose of the TGS is to improve air quality, reduce urban heat island effect, and is a tool used to achieve the City's greenhouse gas emission targets. Tier 1 of the TGS is a mandatory requirement of the planning approval process, while Tier 2 is a higher, voluntary standard.[1]

Tier 1 of TGS requires developments to be designed to encourage low-emissions transportation and encourage non-auto modes of transportation. Tier 1 standards set a requirement for single occupancy auto vehicle trips generated by the proposed development to be reduced by 15 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures, including bicycle parking, showers (depending on the uses in the building), and sustainable mobility spaces if minimum parking standards are exceeded. Tier 2 standards of the TGS require single occupancy vehicle trips to be reduced by 30 percent through a greater implementation of TDM measures including higher bicycle parking ratios, publicly accessible bicycle parking and the provision of a Bike Share station on the Site or on the adjacent public boulevard.

Providing vehicle parking can encourage automobile ownership, which in turn encourages single occupant automobile commuting. The most direct, effective way to effect change in travel behaviour is to reduce the

[1] There are also two additional voluntary levels, Tiers 3 and 4, which apply to select areas including building energy efficiency, water and solid waste, but not transportation.

amount of vehicular parking available to commuters. The implementation of various TDM initiatives are more effectively implemented in tandem with limited vehicular parking.

The proposed minimum resident parking supply of 228 spaces (0.35 spaces/unit on average) is reduced from the minimum Zoning requirement of 525 to 820 spaces (0.80 to 1.25 spaces/unit on average). This reflects a 57% to 72% reduction in minimum resident parking supply from the minimum Zoning requirement; which could result in a corresponding reduction in vehicle ownership and the resulting trips generated from these vehicles. The effect of this reduction would exceed the 15 percent to 30 percent reduction in single occupancy auto trips that are Tier 1 and Tier 2 standards of the TGS. Thus, reducing the parking requirement would be in line with the City's stated policy intentions.

3.2.3 Ongoing Review of Parking Requirements for New Development – City of Toronto

On January 19, 2021, the Planning and Housing Committee of the City of Toronto asked staff to review the parking requirements outlined in the City's Comprehensive Zoning Bylaw 569-2013 in order to better align them with the objectives of the City of Toronto's Official Plan. The Review is being guided by the principle that "*parking zoning standards should allow only the maximum amount of automobile parking reasonably required for a given use and **minimums** should be avoided except where necessary to ensure equitable access*", such as for accessible parking or in areas which would be difficult to serve with transit.

This review process is ongoing and is expected to conclude by the end of 2021.

The first round of public engagement occurred on June 1, 2021 and the second round of public engagement occurred in September, 2021. The proposed new guiding principle (in *italics* above) is reflective of the objectives of the parking review, namely:

- Support land- and cost-efficient forms of development;
- Encourage transportation alternatives to the automobile;
- Allow for quick understanding and easy application; and,
- Ensure sufficient parking to meet equity needs

As noted above these are consistent with the City's Official Plan policies.

Findings of the City of Toronto's review include:

- The number of apartment households without vehicles as a percentage of total apartment households has been increasing since the mid-1980's when the first Transportation Tomorrow Survey was conducted;
- Costs of providing parking has been steadily rising with the costs of a single parking space within a structured parking context becoming a significant component of the housing cost;
- A significant percentage of developments in the City of Toronto have been seeking and being approved with parking reductions relative to the prevailing minimums; and,
- Jurisdictions in North America and elsewhere have been experiencing similar trends

As a result of the work completed in this City of Toronto lead review, the City has identified directions that staff are further reviewing, including:

- Simplify the zoning bylaw by reducing the number of land use categories and reduce (but expand) the Policy Areas found in Zoning Bylaw 569-2013 and better align bike parking land use categories with those use for automobile parking;
- Clarify expectation for infrastructure to support non-auto travel and development a process for aligning the revised Policy Areas when planned transit infrastructure comes on-line;
- Eliminate Minimum Parking requirements (the previous Minimum Parking requirements are now the Maximum Parking rates across City). Reduce the residential visitor parking requirements, and ensure Accessible parking requirements would now be tied to the Maximum Parking requirements across the City of Toronto; and,
- Implement corresponding policies to encourage active transportation and transit modes.

The ongoing City lead study confirms and endorses the broader Provincial and City Official Plan directions noted herein. It also reinforces characteristics of the subject Site and Project, supporting the proposed parking reductions associated with the Project. These findings will go to the City of Toronto's Planning and Housing Committee on November 25, 2021 for endorsement.

3.2.4 Urban Residential Precedents

As growth in cities and urban centres increase, transit connections and access to alternative modes of transportation (i.e. walking, cycling, car-share, ridesharing, carpooling) become more critical in moving residents, visitors and employees between home, work and entertainment destinations.

Developments within major cities in North America are continuously recognizing that the location of the proposed development, in relation to transit services, car-share facilities, bike-share facilities and cycling networks plays an important role in decreasing auto ownership, and potentially alleviating traffic congestion. The integration of land use and transportation options, as occurs in Downtown Toronto, encourages the use of alternative transportation leading to more sustainable travel choices compared to auto ownership.

Parking requirements for residential developments have been decreasing below zoning by-law requirements in recent years. Major cities have also begun eliminating minimum requirements for certain uses within the downtown, recognizing the shift in attitudes towards commuting and travel patterns. Existing infrastructure (i.e. on-street parking, municipal parking) within the area is increasingly relied upon to accommodate vehicles.

Developments have made a shift towards the provision of a residential parking reduction. Examples of these developments are summarized below.

These developments are all mixed-use developments, within close proximity to transit and parking facilities within walking distance of the Site. The location of these developments, combined with the numerous travel choices available, ensures that residents, visitors and employees are able to travel to / from the Site using alternative modes of transportation.

This development proposes reduced parking for residents and visitors to the Site, recognizing its transit accessible location and car-share and bike-share options available within the Site. TDM measures are proposed to ensure that sustainable and alternate travel choices are being offered to residents.

3.2.5 Parking Demand Trending Downward Over Time

BA Group has conducted a number of parking demand studies for residential buildings in transit accessible areas of the City over a substantial period of time. BA Group obtained post-development tenant parking demand information over the last 20 years (1996 to 2015) for three rental buildings that have resident parking but have similar levels of transit access to the Site. The three buildings are as follows:

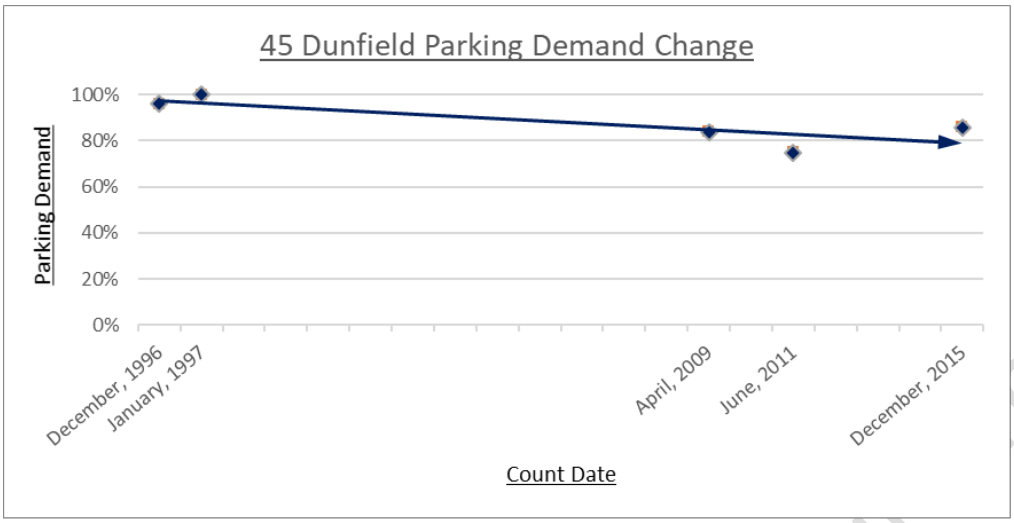
- 45 Dunfield Avenue: a rental apartment building in the Yonge / Eglinton area
  7 information points between 1996 and 2015
- 55 / 57 Charles Street West: rental / condominium buildings in the Bay / Bloor area
  6 information points between 2005 and 2015
- 77 Davisville Avenue: a rental apartment building in the Yonge / Davisville area
  8 information points between 2011 and 2013

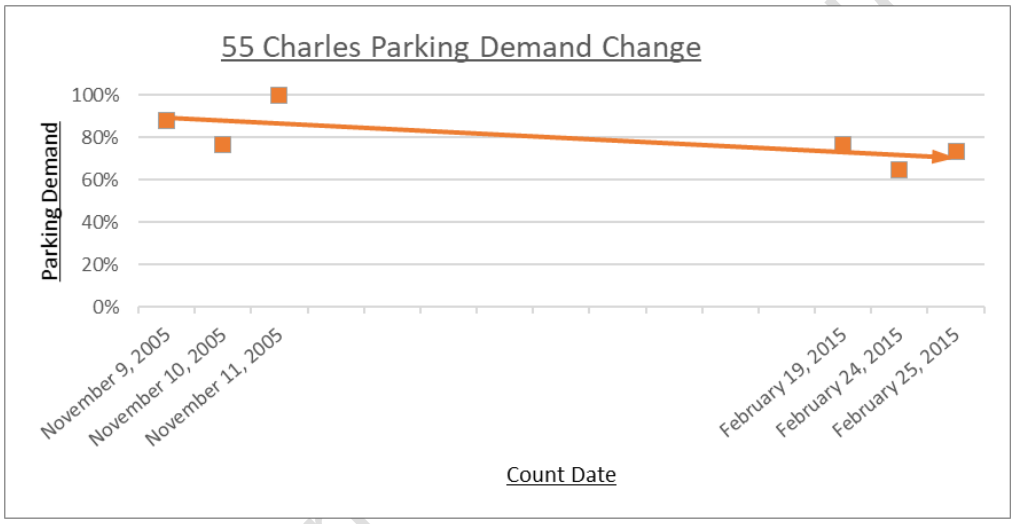
The overall history of demand recorded in each case provides a significant level of insight into the way parking demands have evolved at residential buildings over time and how they may continue to evolve in the future. Survey information recorded at these buildings is illustrated in **Figure 1**.

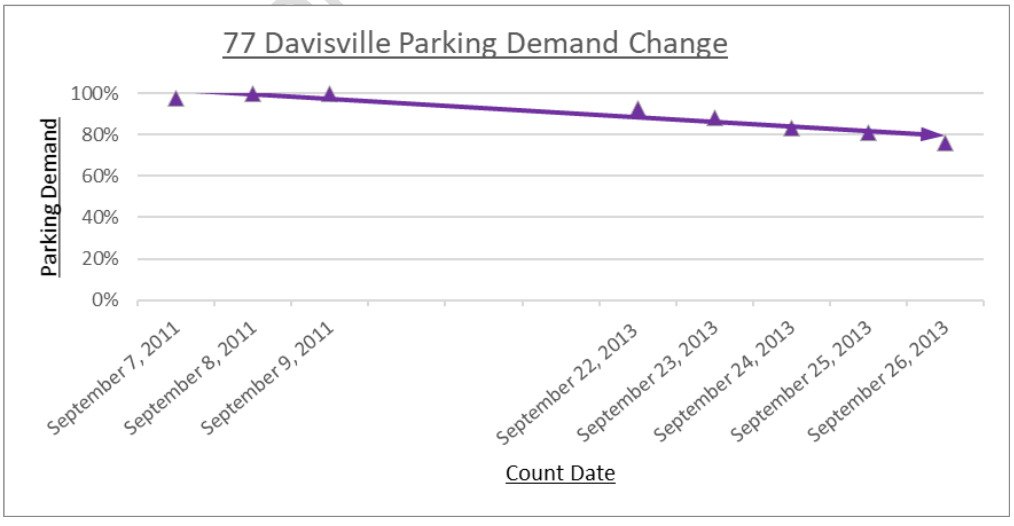
Based on this analysis, BA Group found that all three buildings have experienced a significant decrease in parking demands over the long term, supporting the TTS data that was reviewed for the area surrounding the Site. Overall resident parking demands have reduced in the order of 25 to 30 percent at each building, while the parking supply has stayed the same. This provides strong evidence of the downward trend of parking needs at residential buildings in transit accessible locations.

While the parking demand trends shown in **Figure 1** are from buildings located in different areas of the City than the Site, the trend is indicative of a general reduction in parking demand across the City in areas that are in close proximity to higher-order transit services. It is also crucial to note that these buildings have parking provided, which in itself encourages residents to own vehicles and use the available parking. The data still shows a reduction in the extent to which on-site available parking is used, which is evidence that downtown residents are more and more choosing to live without owning an automobile. Given the evidence of changes in parking demand over time, it is our opinion that the parking demand for the Site will be extremely low, especially considering the availability and quality of cycling infrastructure on-site, adjacent higher order transit and the availability of shared transportation services.

FIGURE 1: PARKING DEMAND TRENDS (1996-2015)







3.2.6 Area Transportation Context

The reduction in minimum parking supply is supported by the increase of sustainable, non-automobile infrastructure within transit accessible contexts that include transit improvements, shared mobility services, and cycling infrastructure and services. The convenience and ease of these services have resulted in a decrease in auto ownership and decreased reliance on a personal vehicle, along with a corresponding increase in transit use, cycling, and walking.

3.2.7 Proposed TDM Measures

A suite of TDM measures are being proposed as part of the Project to support the provision of reduced minimum resident or visitor parking spaces. While a reduced parking supply is a direct incentive to reduce automobile use and ownership, there are additional TDM measures that are proposed to compliment and work in tandem with the reduced parking supply. These are described in **Table 4.**

TABLE 4 PROPOSED SITE TRAVEL DEMAND MEASURES

Measure	Intent	Proposed for the Site
Reduce Car Ownership & Usage / Vehicular Parking Supply and Management	• Reduce the need for residents and employees to own a car for occasional/discretionary travel. • Reduce the likelihood of privately-owned car use for general travel, particularly during peak periods. • Encourage ride-sharing and higher vehicle occupancy. • Use parking supply as a tool to reduce automobile travel and support alternate modes • Support Car-share opportunities	• 228 parking spaces for residents of the project • 170 parking spaces or non-residents of the Project • 5 pick-up and drop-off spaces on-site for Ubers and ridesharing • 5 Car-Share spaces provided on-site within the non-residential parking allocation. • Car- Share memberships – two-year term – to all new purchasers of units within the project.
Enhance Pedestrian Access and Walkability	• Enhance the walkability of the Site at-grade and create a truly pedestrian-scaled environment. • Assist in extending a high-quality, safe, accessible, and convenient network of pedestrian linkages that enhance local pedestrian connections to the Site and progresses the area-wide pedestrian network. • Improve the quality of the public realm and pedestrian accessibility of the area to adjacent amenities, employment centers, transit stops, recreational facilities, retail and institutional centers located within the area. • Enhance the ability for residents, employees and visitors to travel between the Site and the surrounding neighborhoods and transit focal points without the use of a vehicle.	• Direct accessibility to the York Mills Subway Station on the Yonge Subway Line • Close walking distance to the York Mills GO Transit Bus Terminal; • Direct pedestrian frontage along both Yonge Street and Wilson Avenue • Enhanced pedestrian realms along the Site frontages
Encourage & Facilitate Bicycle Use	• The provision of physical and operational infrastructure on-site and within buildings. • Cooperation with the City and other stakeholders, to enhance bicycle connectivity within the area to the broader cycling network.	• Enhanced cycling infrastructure access: direct from-grade, private entrance, elevator • Enhanced cycling infrastructure quality: bicycle repair stations • 88 visitor bicycle parking spaces at-grade • Outdoor multi-modal wayfinding signage

Measure	Intent	Proposed for the Site
		• Corresponding cash contribution towards two Bike Share stations within close proximity of the Project.
Encourage Transit Use	• Increase the awareness, utility, practicality and viability of transit travel options for commuter and recreational travel purposes to / from a range of locations across the City and further afield. • Enable high-quality and accessible pedestrian connections to the area transit system. • Enable the universal use of transit.	• Indoor signage in lobby with real-time transit information • Outdoor multi-modal wayfinding signage • Direct access – weather protected – to York Mills Subway Station and close proximity to York Mills GOD Bus Terminal
Coordination, Communication & Promotion	• Inform and raise awareness of non-automobile travel options for the Site. • Actively promote non-automobile travel options and services. • Introduce, develop and coordinate TDM programs / initiatives with employment / retail tenants within the context of the broader strategies in place for the development as a whole. • Enable the successful management of events and special circumstances as they may arise.	• Indoor signage in lobby with real-time transit information • Outdoor multi-modal wayfinding signage

3.2.8 Proposed Marketing Strategy

The proposed development will be marketed towards people who do not own a vehicle and who rely on sustainable transportation modes to make their daily trips. There are numerous transit services and extensive active transportation infrastructure in the area that make it easy to live in the area without owning a vehicle. Additionally, there is a wide mix of surrounding uses in close proximity to the Site, so residents can easily reach places of employment and study, and conduct day to day errands and access various parks and restaurants by active transportation and transit. The close proximity of York Mills Subway Station provides for efficient travel in the north-south directions along with the surface transit routes in the area providing east-west connectivity. The Site is well situated for easy access to many employment areas and as an area of employment using active transportation/transit combinations, which would likely appeal to those working downtown where heavy traffic would delay a commute via automobile, or where parking costs are high. These keys points will be highlighted through the promotion of the units.

When marketing the units in the proposed development, Easton's Group will state that a limited number of parking spaces are provided on-site because of the close proximity to nearby transit, cycling, and walking infrastructure, and will emphasize that a range of measures are being proposed to support resident travel needs.

The key marketing messages will include that it is easy to not own a car at the proposed development for reasons that include:

1. The easiest and quickest way to travel to the downtown core is via transit with direct access to the subway;
2. There will be easy access to the pick-up/drop-off zone on-site for rideshare, delivery and taxi services
3. Branding towards active lifestyle
4. An on-site, weather-protected waiting area is provided for Uber, Lyft, and taxis

When analyzing the recent experience of downtown condominiums, it is not uncommon to find buildings with a surplus of parking spaces that cannot be sold at market prices, as a result of people's choice to live without owning a vehicle. The 'unbundling' of parking spaces from the sale of condominium units has come as a result of purchasers' desire to a) understand the true cost of vehicle ownership, and b) to have the choice to live without a vehicle. In this regard, a large number of studio and one bedroom units have sold without parking. There is a strong marketing case for taking this approach in this location, and they are proud to showcase a progressive, transit oriented, environmentally friendly building.

3.2.9 Parking Construction Conditions, Costs, and Long-term Resident Cost Savings

Below-grade parking construction costs have risen dramatically in recent years. These costs are becoming a significant component of the resulting housing costs that are passed along to the purchasers of new apartment style housing.

Affordability of housing (i.e., supporting land- and cost-efficient forms of development) is one of the objectives of the policy review of Zoning Bylaw Parking rates being undertaken by the City of Toronto. A reduction in parking relative to the prevailing Zoning Bylaw parking requirements will directly contribute to more affordable housing in the Project's area.

Reducing the amount of parking within the development will reduce the long-term costs associated with ongoing life-cycle costs in below-grade maintenance and rehabilitation as well as year-over-year property tax savings (assessed as part of the privately owned parking space units as well as part of the common elements in the condominium fees) – thereby further enhancing the affordability of residential living expenses of the residents of the Project.

3.3 REVIEW OF THE NON-RESIDENTIAL PARKING SUPPLY

Non-residential minimum parking rates have been maintained at either the Policy Area 3 parking rates (residential visitor, office and retail) or the parking rates established through prior development applications associated with the subject Site (restaurant). Proposed Shared Parking Factors reflect assumptions used in prior versions of the development application.

3.4 SUMMARY OF PROPOSED MINIMUM PARKING SUPPLY

TABLE 5 summarizes the proposed minimum parking supply rates and quantity of minimum parking for the 4050 Yonge Street project for both residential and non-residential land uses.

TABLE 5 4050 YONGE STREET – PROPOSED MINIMUM PARKING SUPPLY WITH SHARED PARKING TAKEN INTO CONSIDERATION

Land Use	Estimated Minimum Parking Demand		Weekday Shared Parking Estimations		
	Minimum Parking Demand Rate	Parking Spaces	Morning	Mid-day	Evening
Office (3,991 m^2)	1.0 / 100 m^2 GFA	39	100% 39	100% 39	10% 3
Retail (993 m^2)	1.0 / 100 m^2 GFA	9	35% 3	100% 9	95% 8
Restaurant ground floor (588 m^2)	16 / 100 m^2 GFA	94	30% 28	75% 70	100% 94
Residential Visitor (656 units)	0.1 spaces / unit	65	10% 6	35% 22	100% 65
Residential (656 units)	0.35 spaces per unit	228	228	228	228
Totals	Minimum Non-Resident (incl. visitor)	207	76	140	**170**
	Minimum Resident	228	228	228	**228**
	Total Minimum Parking Supply	435	304	368	**398**

Notes:

1. Shared parking percentages from ULI Shared Parking, 2nd Edition – consistent with Prior March 14, 2016 Memoranda and January 2020 UTC report prepared by BA Group in support of 2016 Office-Hotel Development Application on the 4050 Yonge Street lands and the Office-Residential-Hotel Dev. Application, respectively.

Zoning By-law 569-2013 parking requirements can be considered to overstate the minimum parking requirements in the Site context. Parking demand trends have shown that private automobile use is declining, as supported by data including: proxy parking demands and rental records, all of which are lower than prevailing Zoning By-law rates. Additionally, it is further supported by reduced parking precedents in urban Toronto, the availability of non-automobile travel alternatives, area car-share service availability, and the proposed TDM measures associated with the Site. The parking reductions are also consistent with Provincial and City of Toronto policy and emerging policy directions being considered by City of Toronto Council this month.

The proposed development will be advertised with a parking reduction, as it is practical to commute between the area and possible work destinations via sustainable transportation modes. The units will be marketed to future residents with limited, unbundled parking spaces available. Units will also be appealing to potential tenants who currently do not use / own a vehicle or who may wish to no longer spend income on the costs of private vehicle ownership.

The proposed minimum parking supply will meet the needs of the overall site.

4.0 REVIEW OF BICYCLE PARKING

According to the applicable Zoning Bylaw for the Site (7625) no bicycle parking is required.

Application of the City's Comprehensive Zoning Bylaw 569-2013 Zone 1 rates results in a total requirement of 603 Long Term bicycle parking spaces (591 Resident and 12 non-resident) and 88 Short Term bicycle parking spaces (66 Resident and 22 non-resident). The Zone 1 bicycle parking rates are being proposed to be consistent with the Transportation Demand Management (TDM) plan principles and objectives.

The proposed site plan will meet or exceed this bicycle parking requirement, thereby exceeding the requirements of the City's Comprehensive Zoning Bylaw 569-2013 and the Toronto Green Standards Tier 1.

Long-term bike parking would be provided in secure weather protected rooms within the Project conveniently accessible by residents and employees of the Project. Short-term bicycle parking will be provided in convenient at-grade locations for visitors to the residential suites and non-residential uses.

5.0 REVIEW OF SERVICE VEHICLE LOADING

Application of the City of Toronto Zoning By-law 569-2013 rates is summarized below in **Table 6**. The City of Toronto By-law permits sharing of loading between certain residential and non-residential uses in clauses 220.5.10.1(9) and 40.10.90.1. These sharing rules are regularly applied to sites outside of Policy Area 1 and Policy Area 2.

Unlike parking demand, loading demands and peak loading times for non-residential uses do not change based on proximity to downtown or higher order transit. As such it is reasonable to apply the loading sharing rule permitted for Policy Areas 1 and Policy Areas 2 to the subject site. The application of the shared loading principle is an appropriate urban site planning tactic that achieves a more compact urban form and a more efficient building layout and operation.

TABLE 6 CITY OF TORONTO 569-2013 - LOADING REQUIREMENT

Land Use	Intensity (# Units / GFA m^2	Type A	Type B'	Type C'	Type G	Total
Residential	656 units	0	0	0	1	1
Office	3,984 m^2	0	1	2	0	3
Retail / Restaurant	1,581 m^2	0	2	0	0	2
Total Before Sharing		0	3	2	1	6
Total After Non-Resident Sharing [220.5.10.1(9)]		0	2	2	1	5
Total After Residents/Non-Resident Sharing [40.10.90.1]		0	1	2	1	4

5.1 LOADING SUPPLY

The loading space supply (1 Type 'G', 1 Type 'B' and 2 Type 'C' spaces) and loading area configuration is consistent with the requirements set out in Zoning Bylaw 569-2013 including application of sharing potential.

Updated vehicle manoeuvring diagrams (VMD) demonstrating design vehicle templates manoeuvring to and from the loading area are attached in **Appendix B**.

6.0 TRANSPORTATION DEMAND MANAGEMENT PLAN

A Transportation Demand Management Plan (TDM Plan) for the Site is proposed to guide the provision of viable alterative personal transportation options beyond the single-occupant, private automobile. This TDM Plan is intended to support the proposed development in general and the reduced parking proposal in particular. The suite of TDM strategies under consideration will promote the use of more active and sustainable transportation modes, respond to the mobility needs of residents, and visitors to the Site, and reduce dependence on the private automobile.

Four specific objectives define the policy framework for the TDM Plan:

- Encourage the use of alternate travel modes (transit, cycling, walking);
- Increase ride sharing and vehicle occupancy;
- Shift travel to off-peak periods; and
- Reduce vehicle kilometres travelled.

A comprehensive framework has been developed that will 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.

6.1 ORGANIZATIONAL FRAMEWORK

The broader objectives can be organized within the following categories:

- Facilitation of Reduced Car Ownership and Usage;
- Vehicular Parking Supply and Management;
- Encourage Transit Use;
- Encourage and Facilitate Bicycle Use;
- Enhance Pedestrian Access and Walkability;
- Land Use and Building Infrastructure; and
- Coordination, Communication, and Promotion

Within each of the above categories, interventions considered for application may be further organized in their implementation as the development progresses:

- **Infrastructure** (external links and facilities)
  Measures to improve the active transportation realm along the boundaries of the Site and to facilitate the integration of pedestrian, cycling and transit infrastructure
- **Facilities and features of the Site plan and design**
  Physical aspects of the internal design of the development, including its buildings, open spaces and circulation routings to promote alternative transportation modes
- **Building operations / property management**
  User-focused programs and policies enacted once the Site is operational to encourage alternative transportation modes
- **Monitoring**
  Post-occupancy data collection programs used to assess travel patterns and gauge the effectiveness of TDM strategies and the Mobility Choice Travel Plan as a whole.

6.2 TDM PLAN STRATEGIES

The Site context provides for access to public transit services and good pedestrian connectivity. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities is important for ensuring the success of the TDM strategies. To this end, the TDM Plan strategies are presented with targeted "intents" (i.e. what it is trying to achieve and for whom), accompanied by methods of implementation.

A summary of applicable mobility strategies is outlined below in **Table 7**. It is important to note that these TDM strategies will be refined throughout the application process. Proposed initiatives based on these strategies are summarized in the following section of this report.

TABLE 7 POTENTIAL SITE TRAVEL DEMAND MANAGEMENT PLAN STRATEGIES

Measure	Intent
Reduce Car Ownership & Usage / Vehicular Parking Supply and Management	• Reduce the need for residents and employees to own a car for occasional/discretionary travel. • Reduce the likelihood of privately-owned car use for general travel, particularly during peak periods. • Encourage ride-sharing, Car Sharing and higher vehicle occupancy. • Use parking supply as a tool to reduce automobile travel and support alternate modes.
Enhance Pedestrian Access and Walkability	• Enhance the walkability of the Site at-grade and create a truly pedestrian-scaled environment. • Assist in extending a high-quality, safe, accessible, and convenient network of pedestrian linkages that enhance local pedestrian connections to the Site and advances the area-wide pedestrian network. • Improve the quality of the public realm and pedestrian accessibility of the area to adjacent amenities, employment centers, transit stops, recreational facilities, retail and institutional centers located within the area. • Enhance the ability for residents, employees and visitors to travel between the Site and the surrounding neighborhoods and transit focal points without the use of a vehicle.
Encourage & Facilitate Bicycle Use	• The provision of physical and operational infrastructure on-site, within the building, and in the vicinity of the building. • Cooperation with the City and other stakeholders, to enhance bicycle connectivity within the area to the broader cycling network.
Encourage Transit Use	• Increase the awareness, utility, practicality and viability of transit travel options for commuter and recreational travel purposes to / from a range of locations across the City and further afield. • Enable high-quality and accessible pedestrian connections to the area transit system. • Enable the universal use of transit.
Land-Use & Building Infrastructure	• Offer a range of mutually-supportive residential, employment, retail, recreational, and amenity (i.e. retail, office, restaurant, etc.) spaces on-site. • Reduce the need for residents, employees and visitors to travel off-Site to address daily needs; • Shorten travel distances for residents, employees and visitors. • Provide the necessary infrastructure that will support telecommuting and home office use.
Coordination, Communication & Promotion	• Inform and raise awareness of non-automobile travel options for the Site. • Actively promote non-automobile travel options and services. • Introduce, develop and coordinate TDM programs / initiatives with employment / retail tenants within the context of the broader strategies in place for the development as a whole. • Enable the successful management of events and special circumstances as they may arise.

6.3 PROPOSED TDM INITIATIVES

Specific TDM initiatives proposed by Easton's Group as part of the mobility strategy to support the proposed development and facilitate use of alternatives to car ownership are outlined below in **Table 8**.

TABLE 8 PROPOSED TDM INITIATIVES

Initiative	Description
Rideshare Encouragement	
1. Enhanced pick-up and drop-off areas for short term vehicle stopping/waiting	Provision of an minimum of five pick-up/drop-off spaces on-site to facilitate rideshare and food / parcel delivery activities
Vehicular Parking Reductions	
1. Reduce parking for both Residents and visitors to the Project	Provision of the minimum parking rate for residents of the project that would reduce both vehicle ownership and private vehicle use (i.e., trip generation). Shared parking between non-residential uses to balance a reduction in vehicle use by visitors to the project (trip reductions) and accommodation of those visitors that do arrive by vehicle to accommodate their needs on-site.
2. Car-Share Parking spaces	5 Car Share spaces located within the Site to off-set the need for residents to own private vehicles. Provide Car-Share memberships (2 year duration) for all new purchasers of residential units within the project
Improved Cycle Access	
1. Public cycle share parking station	Provide cash equivalent for 2 Toronto Bike share stations to be located within proximity of the Site to provide cycling travel opportunities to residents and visitors.
2. Bicycle Parking Supply	Zone 1 Bike parking rates are proposed to enhance support for cycling amongst residents, visitors, employees and guests to the Site.
Best-in-class Cycle Facilities	
1. Enhanced cycling maintenance facilities	Bicycle repair stations in bike storage rooms.
2. Enhanced cycling infrastructure access	Direct access from grade, private entrance, elevator
3. Outdoor cycle parking	Proposed publicly accessible outdoor cycle racks around the building.
Improved Pedestrian Experience	
1. Widened sidewalks	Provision of increased sidewalk width along Site frontages for pedestrian activity
2. Improved at-grade lighting	Improved lighting around proposed buildings
Enhanced Communication	
1. Real-time transit information signage	Indoor signage in lobby with real-time transit information
2. Multi-model exterior wayfinding signage	Outdoor multi-modal wayfinding signage

The combination of the above proposed measures will serve to make travel by transit, walking and cycling easier, and will provide alternatives to parking a car on Site for the portion of trips that require the use of a private automobile

7.0 SUMMARY

The proposed Settlement development programme for the 4050 Yonge Street mixed use development Project reflects the following key transportation and mobility features/characteristics:

- Revised ground floor vehicular Site circulation characteristics:
  - Pick-up and Drop-off elements of the Settlement Plan have been designed to appropriately service the West and East Tower's needs and integrate into the Ground Floor vehicular circulation safely and efficiently;
  - The configuration and position of the Project driveway has been revised to reduced the driveway width to 9.6 metres (maintaining two outbound lanes and one inbound lane) and "shift" the driveway 1.6 metres to the east to better align the driveway with the internal drive aisle providing access to the pu/do areas, the ramp to the below-grade parking and to the loading area; and,
  - Vehicle manoeuvring associated with all relevant design vehicles has been reviewed and confirmed that the Site Plan would appropriately accommodate all such vehicular needs.

- Proposed minimum vehicular and bicycle parking requirements and service vehicle loading requirements of the Settlement programme:
  - The proposed vehicular parking reflects an appropriate reduction in vehicular parking, particularly for the residents of the Project. This is supported by way of consistency with City of Toronto and Provincial policy objectives and directions; Precedents that have been observed in other North American cities; The locational context of the proposed development, which is highly supportive of non-automobile modes of travel; Historic mode share trends in the area surrounding the Site; The proposed TDM measures for the Site that will influence parking demand; and The strategic marketing of the proposed development
  - Non-residential parking rates and shared parking patterns continue to reflect either Policy Area 3 parking rates (visitor parking, office and retail parking) or parking supply rates that have been provided as part of prior development applications for the subject Site;
  - Bicycle parking rates consistent with Zone 1 within the Zoning Bylaw 569-2013 are proposed in order to support the proposed TDM Plan and to exceed the Tier 1 Toronto Green Standards.
  - Loading provisions meet the City of Toronto zoning bylaw 569-2013 including the application of loading space sharing to achieve a more compact urban development design.

- Proposed Transportation Demand Management plan associated with the Settlement programme:
  - The comprehensive TDM Plan includes a range of measures to support and enhance non-vehicular travel modes in support of a reduced vehicular impact upon the public street transportation network and to encourage use of public transit and active transportation modes.

In summary, the proposed Settlement Plan development programme represents an appropriate urban development that takes advantage of its locational attributes and will minimize its impact upon the public street network and offer support and encourage use of non-vehicular travel modes.

The Proposed Settlement Site Plan appropriately accommodates the transportation needs of the Project.

APPENDIX A:
Reduced Architectural Site Plans – IBI Group, Nov. 2, 2021 - "Confidential and Without Prejudice"

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Toronto ON M4V 1K9
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PRELIMINARY STATS
14 28 STOREY RESIDENTIAL

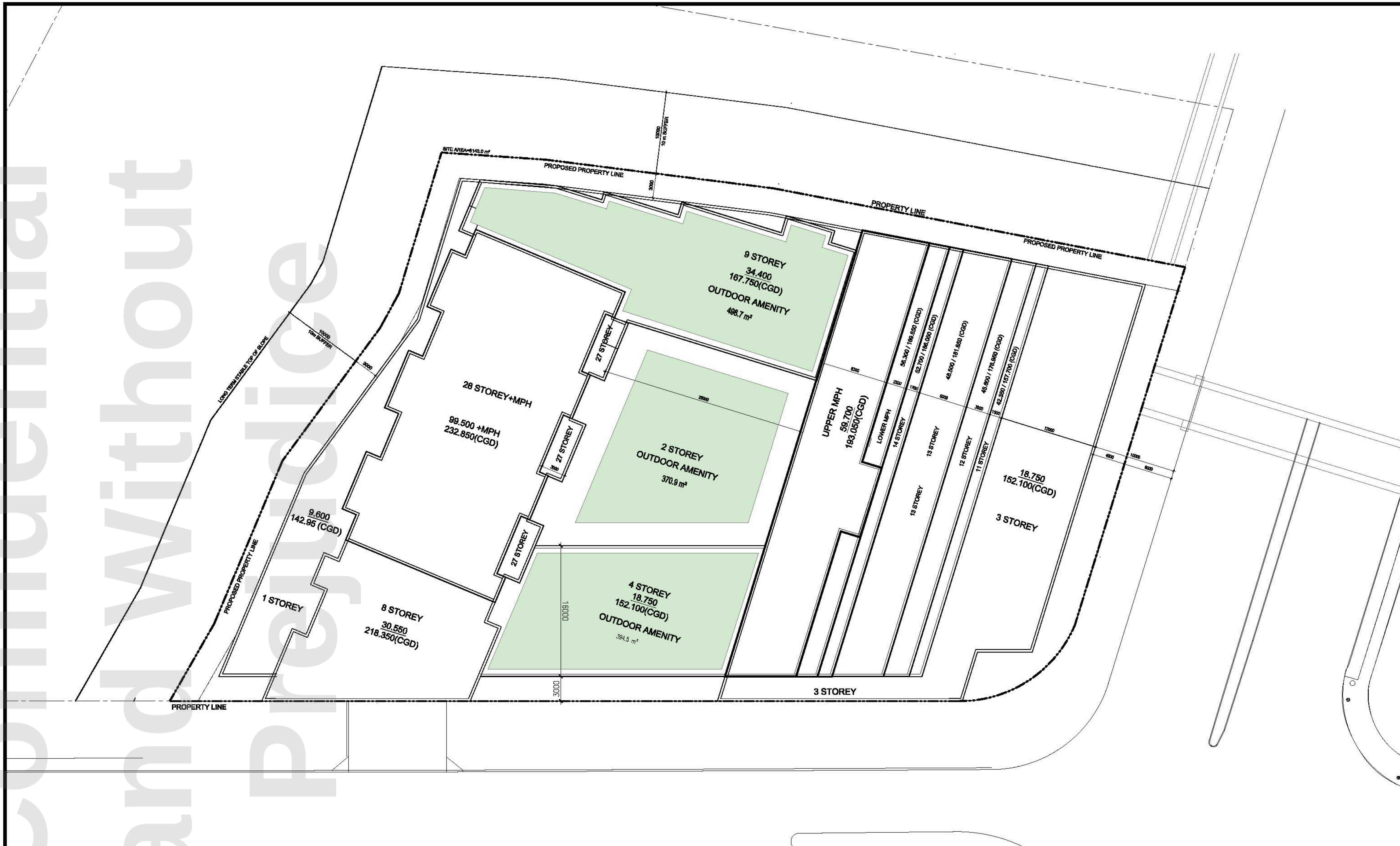
4050 YONGE STREET
RESIDENTIAL PROPOSAL
AS PER 569-2013 CWZBL

CONFIDENTIAL, WITHOUT PREJUDICE AND FOR THE PURPOSE OF MEDIATION

10% of Units are to be #-bedroom Units

Parking Statistics represents "Minimum Parking Requirements" and "Minimum Parking Supply"

EAST TOWER														WEST TOWER								TOTAL		
			COMMERCIAL					CONDO						CONDO										
FLOOR	GCA	DEDUCT	OFFICE AREA	RETAIL AREA	RESTAURANT AREA	TTC AREA	GFA	AMENITY IN	AMENITY OUT	GFA	UNITS	NSA	BIKES	GCA	AMENITY IN	AMENITY OUT	DEDUCTIBLE	GFA	UNITS	NSA CONDO	BIKES	GCA	ZONING GFA	
	m²	m²	m²	m²	m²	m²	m²	m²	m²	m²		m²		m²	m²	m²	m²	m²		m²		m²	m²	ft²
1	2,506	120	215	993	588	97	1,893			588				1,600	166		905.0	529			20	4,106	3,010	32,399
MEZZ								272						1,505	161		500.0	1,005			198	1,505	1,005	10,818
2	1,948	60	1,888				1,888							2,341	318	396	87.0	1,936	37			4,289	3,824	41,161
3	1,948	60	1,888				1,888							2,341			87.0	2,254	37			4,289	4,142	44,584
4	1,245	43						72		1,130	17			2,341			87.0	2,254	37			3,586	3,384	36,425
5	1,245	43						72		1,130	17			1,875	47	395	75.0	1,800	29			3,120	2,930	31,538
6	1,245	43						72		1,130	17			1,875			75.0	1,800	29			3,120	2,930	31,538
7	1,245	43						72		1,130	17			1,875			75.0	1,800	29			3,120	2,930	31,538
8	1,245	43								1,202	17			1,875			75.0	1,817	29			3,120	3,019	32,496
9	1,245	43								1,202	17			1,495			63.0	1,437	24			2,740	2,639	28,406
10	1,245	43								1,202	18			899	60	521	43.5	841	10			2,144	2,043	21,991
11	1,245	43								1,202	18			899			43.5	841	12			2,144	2,043	21,991
12	1,173	43								1,130	18			899			43.5	856	12			2,072	1,985	21,370
13	1,022	43								979	14			899			43.5	856	12			1,921	1,835	19,746
14	698	43								655	9			899			43.5	856	12			1,597	1,511	16,259
MPH	600													899			43.5	856	12			1,499	856	9,209
														899			43.5	856	12			899	856	9,209
														899			43.5	856	12			899	856	9,209
														899			43.5	856	12			899	856	9,209
														19 899			43.5	856	12			899	856	9,209
														20 899			43.5	856	12			899	856	9,209
														21 899			43.5	856	12			899	856	9,209
														22 899			43.5	856	12			899	856	9,209
														23 899			43.5	856	12			899	856	9,209
														24 899			43.5	856	12			899	856	9,209
														25 899			43.5	856	12			899	856	9,209
														26 899			43.5	856	12			899	856	9,209
														27 899			43.5	856	12			899	856	9,209
														28 830			43.5	787	12			830	787	8,466
														MPH 600								600		
SUB	19,855	713	3,991	993	588	97	5,669	560	0	12,680	179	0		36,735	752	1,312	2,856	32,789	477	0	218	56,590	51,137	550,437
																		TOTAL RESIDENTIAL GFA					45,468	489,417
	LONG TERM BIKES REQUIRED		603		RESIDENTIAL CAR PARKING REQUIRED		228		TOTAL NUMBER OF UNITS			656					TOTAL RETAIL GFA					1,678	18,062
	LONG TERM BIKES PROVIDED		603		RESIDENTIAL CAR PARKING PROVIDED		228											TOTAL OFFICE GFA					3,991	42,959
	SHORT TERM BIKES REQUIRED		88		NON-RESIDENTIAL CAR PARKING REQUIRED		170		INDOOR AMENITY REQUIRED 2 m² PER UNIT			1,312										51,137	550,437
	SHORT TERM BIKES PROVIDED		88		NON-RESIDENTIAL CAR PARKING PROVIDED		170		OUTDOOR AMEITY REQUORED 2 m² PER UNIT			1,312		NET SITE AREA m²		6,145	FSI	8.32						
	TOTAL BICYCLES REQUIRED		691		TOTAL CAR PARKING REQUIRED		398		INDOOR AMENITY PROVIDED			1,312		GROSS SITE AREA m²		12,986	FSI	3.94						
	TOTAL BICYCLES PROVIDED		691		TOTAL CAR PARKING PROVIDED		398		OUTDOOR AMENITY PROVIDED			1,312												



APPLICANT:
EASTON'S GROUP OF COMPANIES
GATEWAY CENTRE
3100 STEELES AVE. EAST, SUITE 601
MARKHAM, ONTARIO L3R 8T3

ISSUED		
No	DATE	DESCRIPTION
1	JANUARY 29, 2020	ISSUED FOR OPA, REZONING & SPA
2	DECEMBER 10, 2020	RE- ISSUED FOR OPA, REZONING & SPA
3	APRIL 12, 2021	RE- ISSUED FOR OPA, REZONING & SPA
4	OCTOBER 29, 2021	ISSUED FOR MEDIATION

NORTH ARROW
N

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS

ROOF PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE: 1:200
DATE: NOVEMBER 02, 2021
JOB NO.: 37798
DWG NO.: A.13

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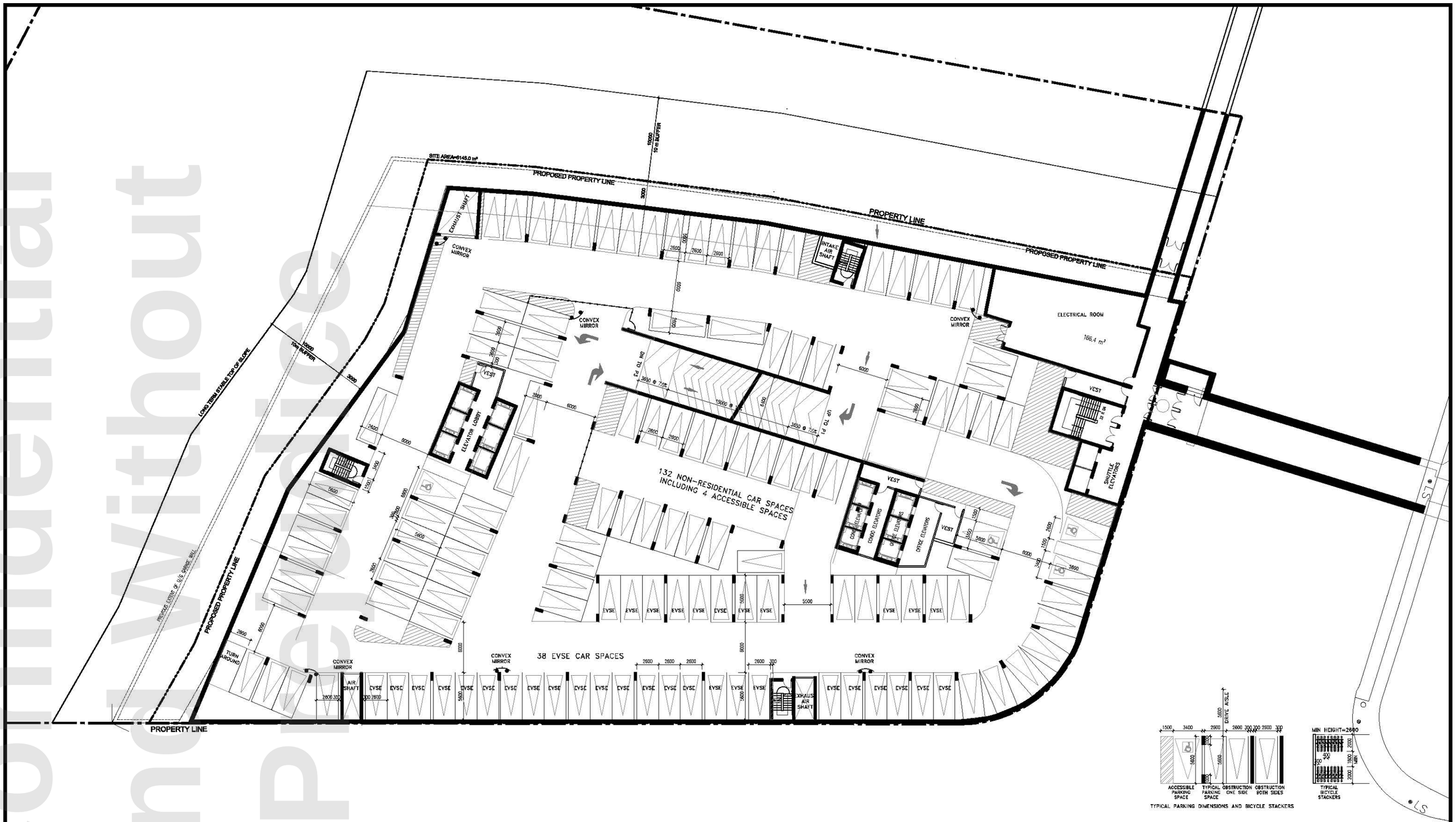

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NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS

P2 PARKING LEVEL

4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
DWG NO.:	A.06

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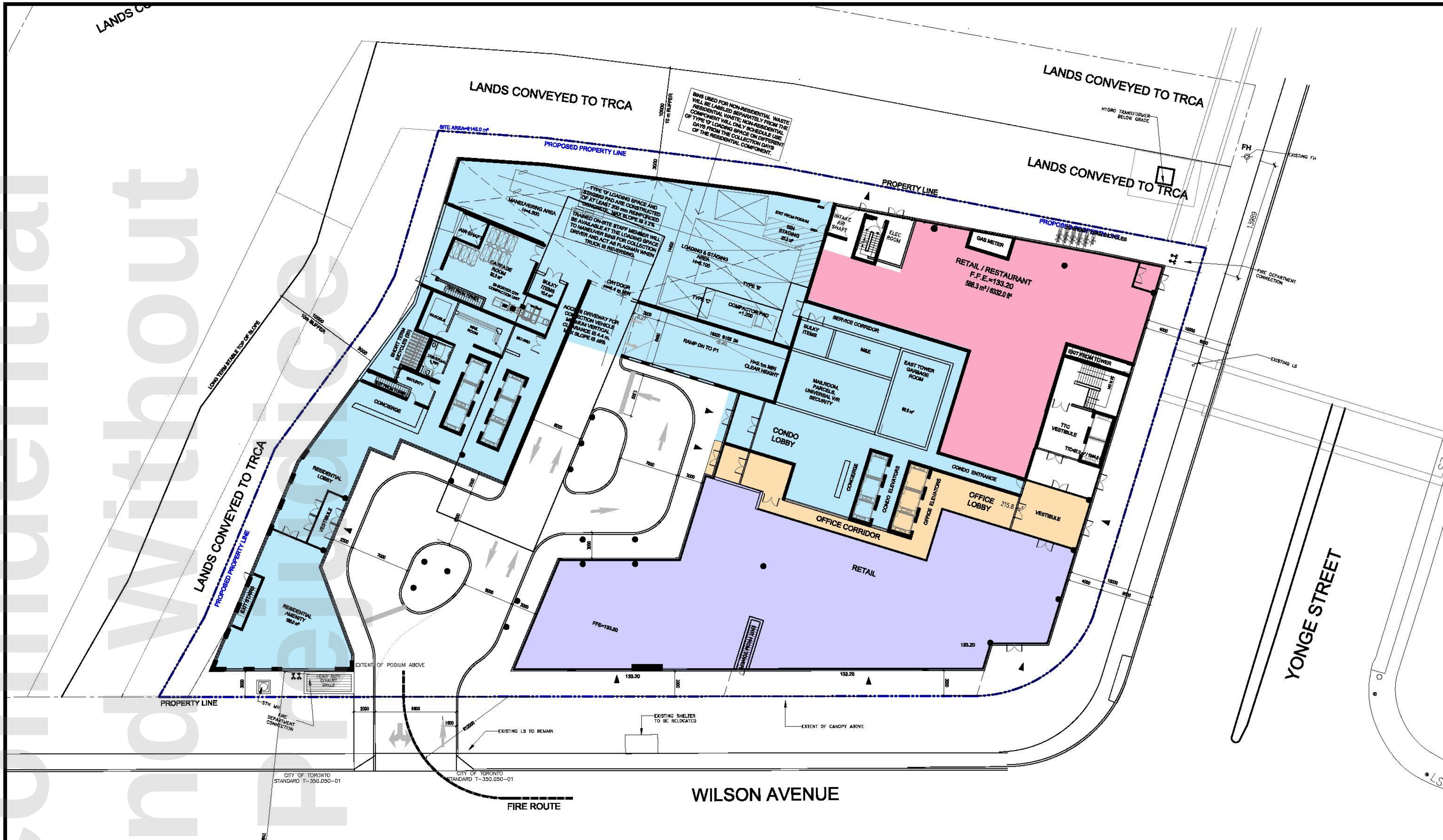

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ISSUED

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NORTH ARROW

PROPOSED 14 STOREY AND 28 STOREY RESIDENTIAL BUILDINGS

GROUND FLOOR PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE: 1:200
DATE: NOVEMBER 02, 2021
JOB NO.: 37798
DWG NO.: A.08

SEAL

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ISSUED		
No	DATE	DESCRIPTION
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NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS
WEST BUILDING 2-4 FLOOR PLAN
EAST BUILDING 2-3 FLOOR PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
DWG NO.:	A.13

SEAL

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3	APRIL 12, 2021	RE- ISSUED FOR OPA, REZONING & SPA
4	OCTOBER 29, 2021	ISSUED FOR MEDIATION

NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS
WEST BUILDING 5-8 FLOOR PLAN
EAST BUILDING 4-7 FLOOR PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
DWG NO.:	A.13

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
MANSOOR H. KAZEROUNI
LICENCE
5990

IBI GROUP
7th Floor-55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

APPLICANT:
EASTON'S GROUP OF COMPANIES
GATEWAY CENTRE
3100 STEELES AVE. EAST, SUITE 601
MARKHAM, ONTARIO L3R 8T3

ISSUED		
No	DATE	DESCRIPTION
1	JANUARY 29, 2020	ISSUED FOR OPA, REZONING & SPA
2	DECEMBER 10, 2020	RE- ISSUED FOR OPA, REZONING & SPA
3	APRIL 12, 2021	RE- ISSUED FOR OPA, REZONING & SPA
4	OCTOBER 29, 2021	ISSUED FOR MEDIATION

NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS

WEST BUILDING 9 FLOOR PLAN
EAST BUILDING 8 FLOOR PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
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SEAL

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APPLICANT:
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GATEWAY CENTRE
3100 STEELES AVE. EAST, SUITE 601
MARKHAM, ONTARIO L3R 8T3

ISSUED		
No	DATE	DESCRIPTION
1	JANUARY 29, 2020	ISSUED FOR OPA, REZONING & SPA
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3	APRIL 12, 2021	RE- ISSUED FOR OPA, REZONING & SPA
4	OCTOBER 29, 2021	ISSUED FOR MEDIATION

NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS

WEST BUILDING 11-27 FLOOR PLAN
EAST BUILDING 9-11 FLOOR PLAN

4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
DWG NO.:	A.13

SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
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ISSUED		
No	DATE	DESCRIPTION
1	JANUARY 29, 2020	ISSUED FOR OPA, REZONING & SPA
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4	OCTOBER 29, 2021	ISSUED FOR MEDIATION

NORTH ARROW

PROPOSED 14 STOREY AND
28 STOREY RESIDENTIAL BUILDINGS

WEST BUILDING 11-27 FLOOR PLAN
EAST BUILDING 12 FLOOR PLAN
4050 YONGE STREET, TORONTO, ONTARIO

SCALE:	1:200
DATE:	NOVEMBER 02, 2021
JOB NO.:	37798
DWG NO.:	A.13

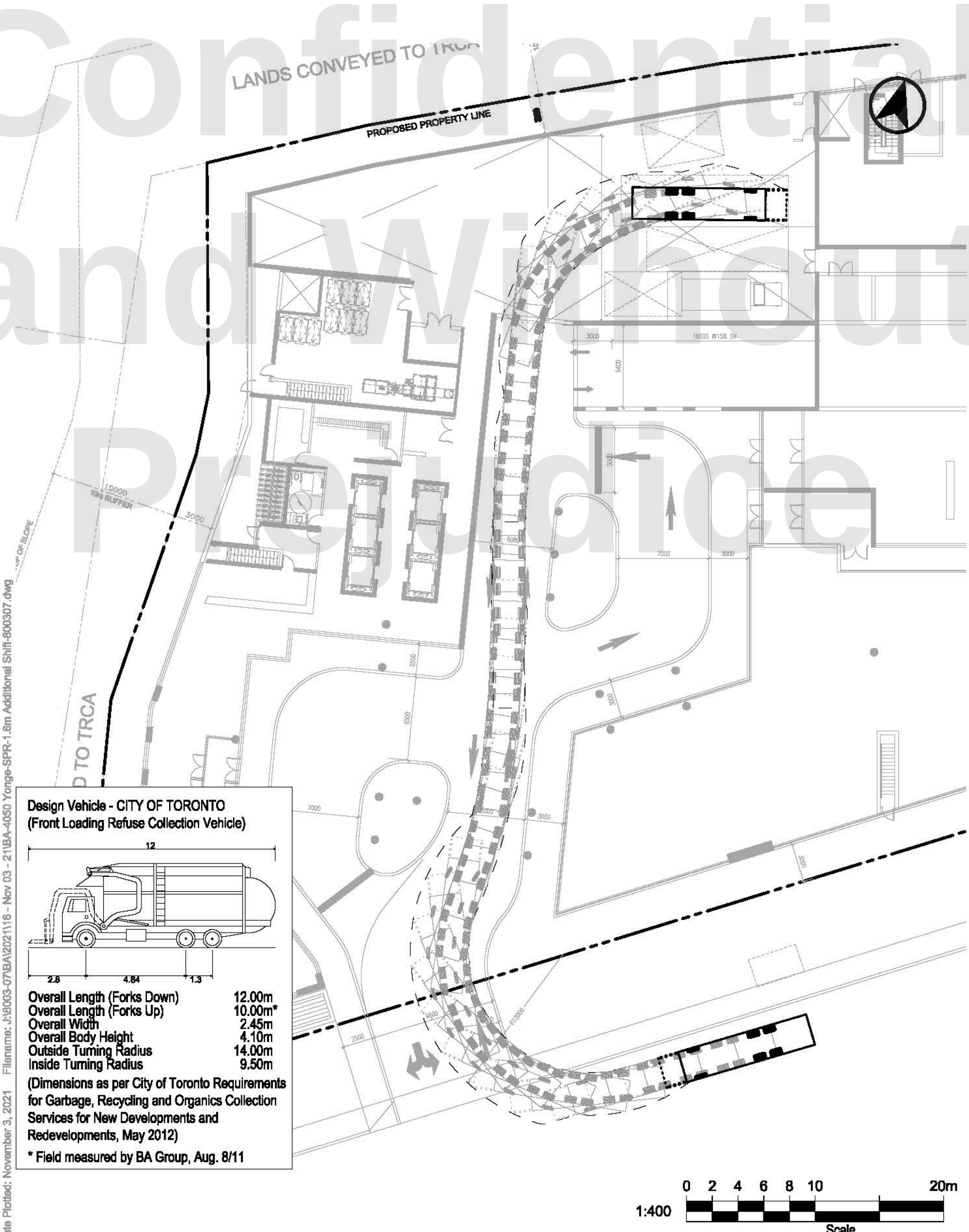
SEAL

ONTARIO ASSOCIATION OF ARCHITECTS
MANSOOR H. KAZEROUNI
LICENCE
5860

IBI GROUP
7th Floor-55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

APPENDIX B:
Vehicle Manoeuvring Diagrams – BA Group Nov. 3, 2021 - "Confidential and Without Prejudice"

BA Consulting Group Ltd.
300 – 45 St. Clair Ave. W
Toronto ON M4V 1K9
TEL 416 961 7110
EMAIL bagroup@bagroup.com

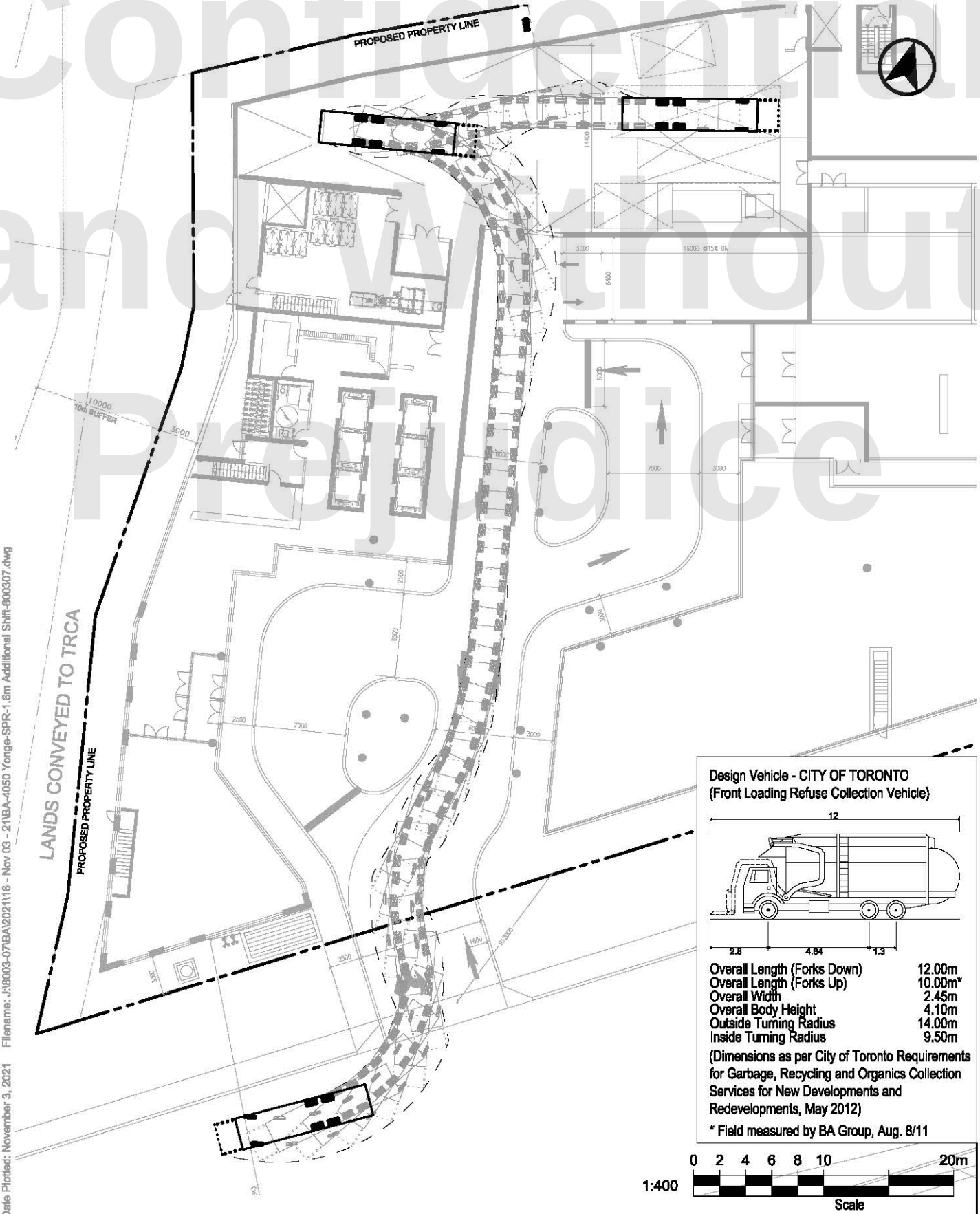


BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
CITY OF TORONTO GARAGE TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-01



Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m
Overall Length (Forks Up)	10.00m*
Overall Width	2.45m
Overall Body Height	4.10m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

* Field measured by BA Group, Aug. 8/11

1:400

0 2 4 6 8 10 20m

Scale

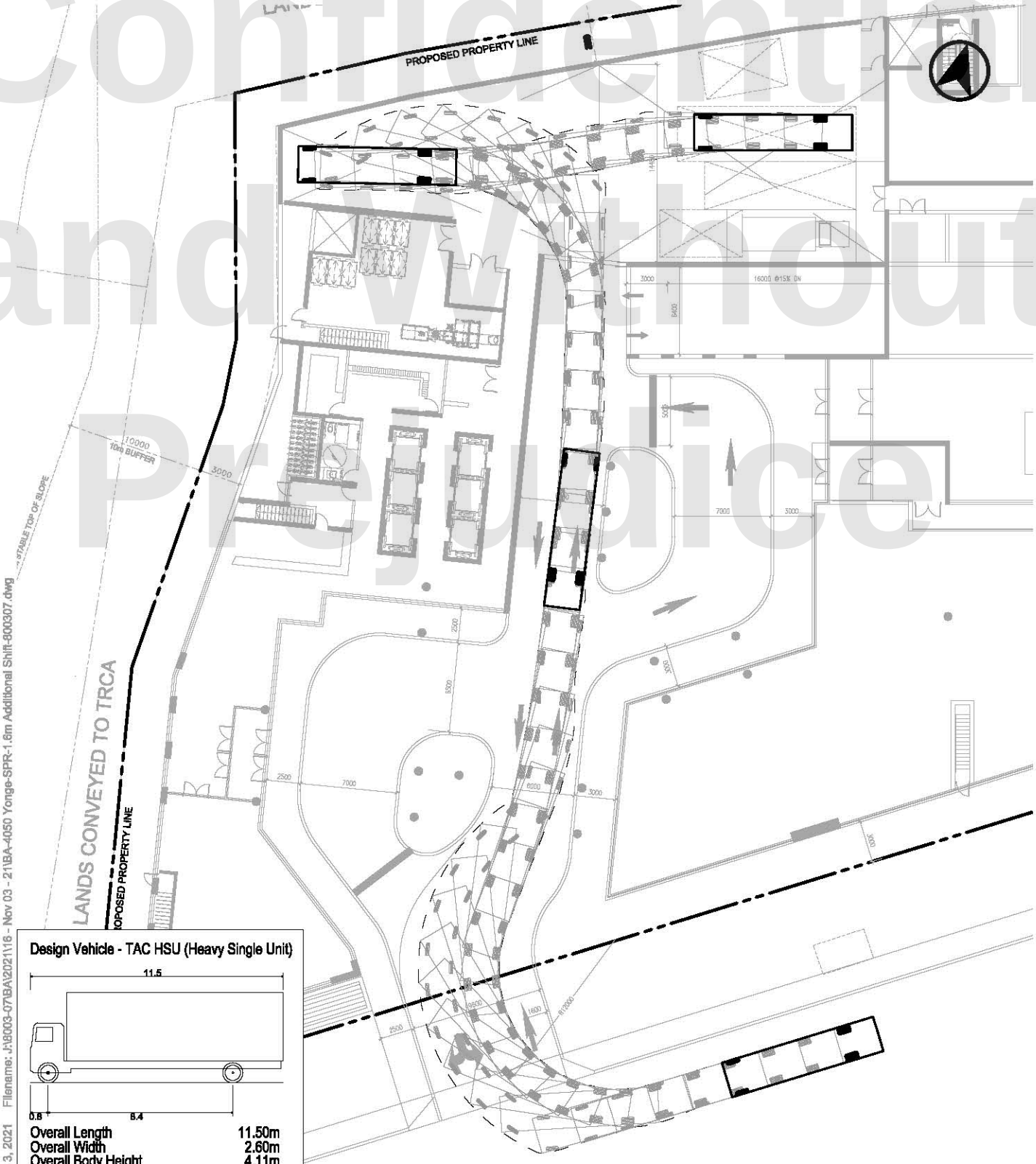
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
CITY OF TORONTO GARAGE TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-02



Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

1:400 Scale: 0 2 4 6 8 10 20m

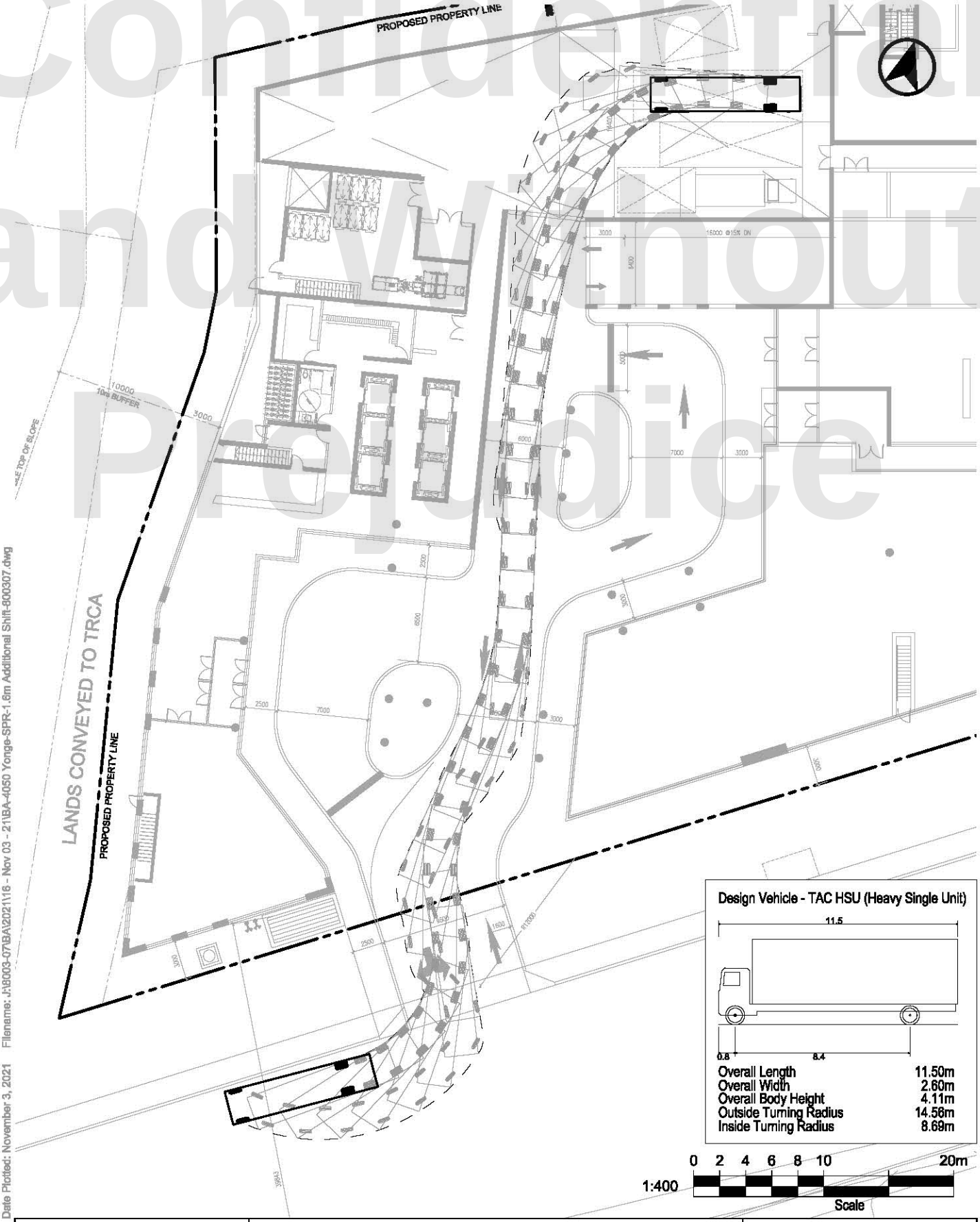
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT (HSU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-03



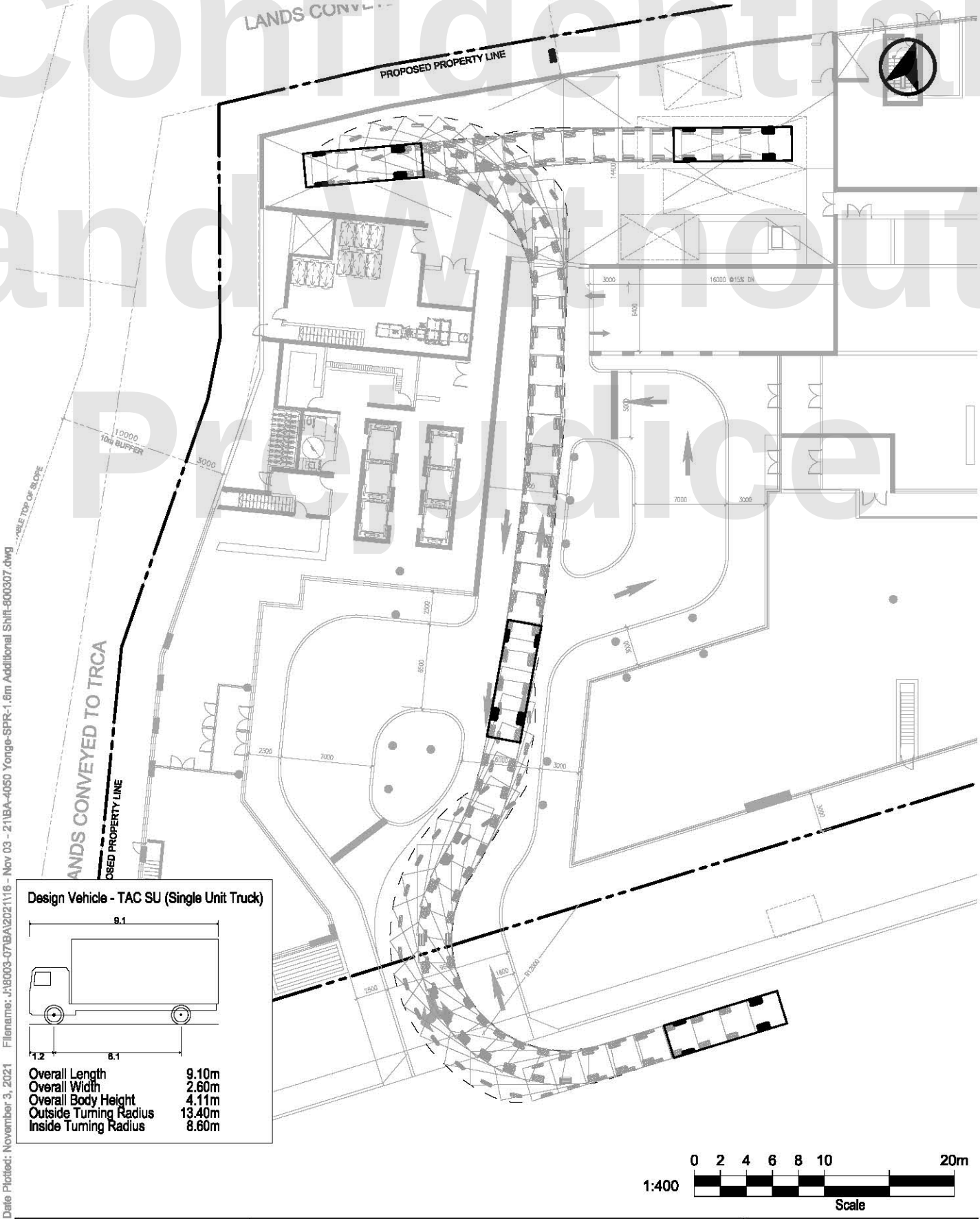
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT (HSU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-04



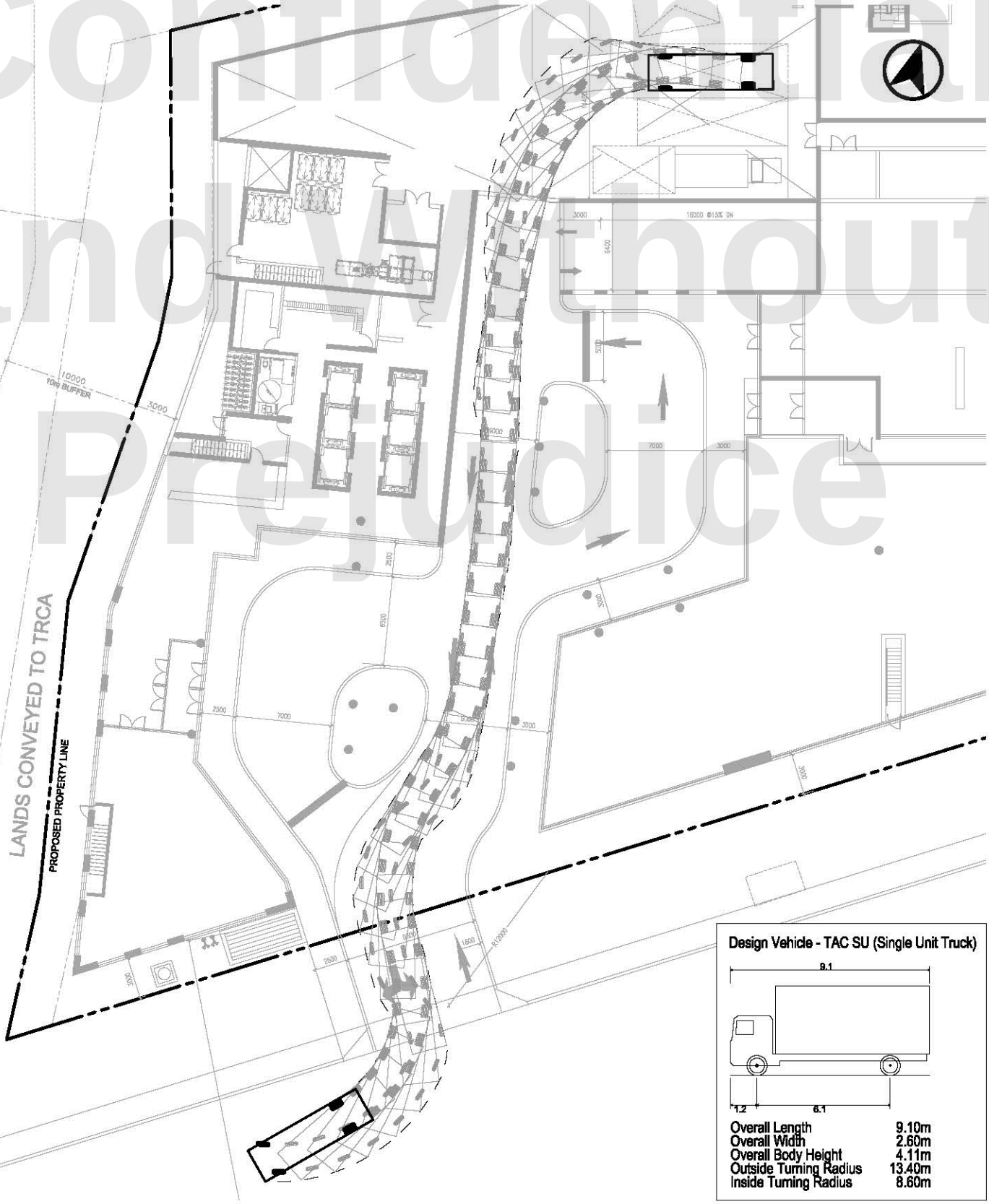
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT (SU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-05



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

1:400

0 2 4 6 8 10 20m

Scale

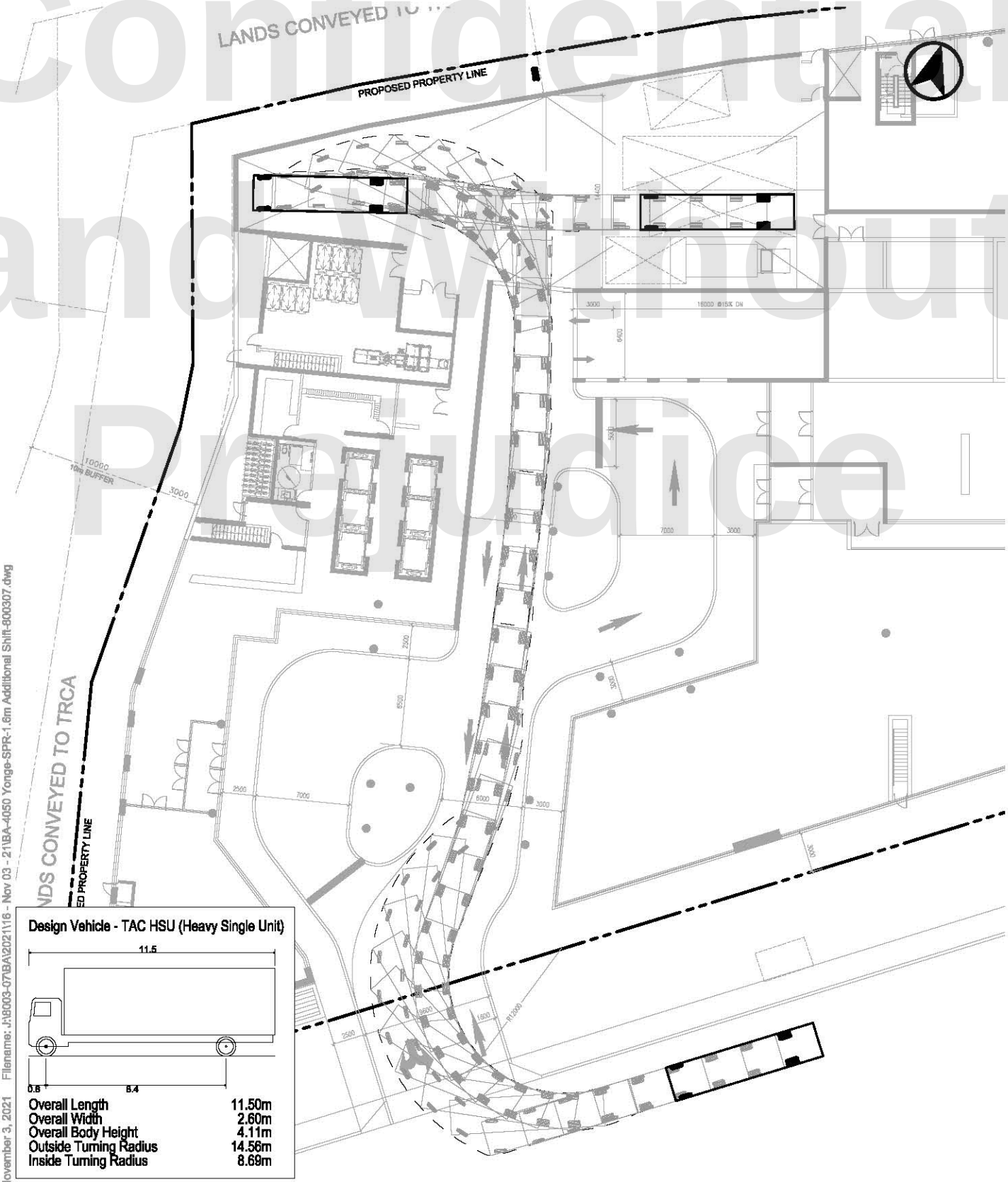
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT (SU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-06



Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

1:400

0 2 4 6 8 10 20m

Scale

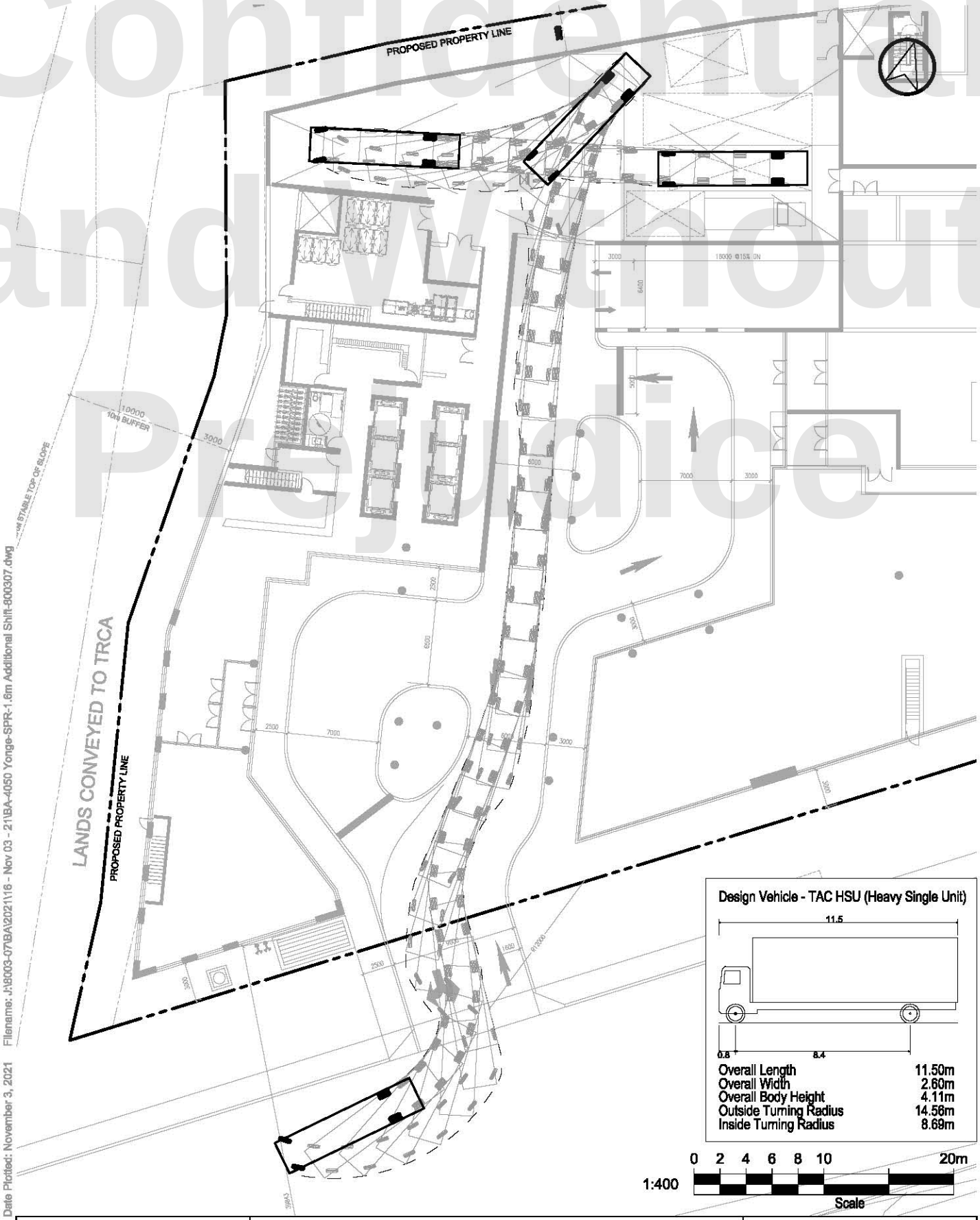
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT (HSU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-07



Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

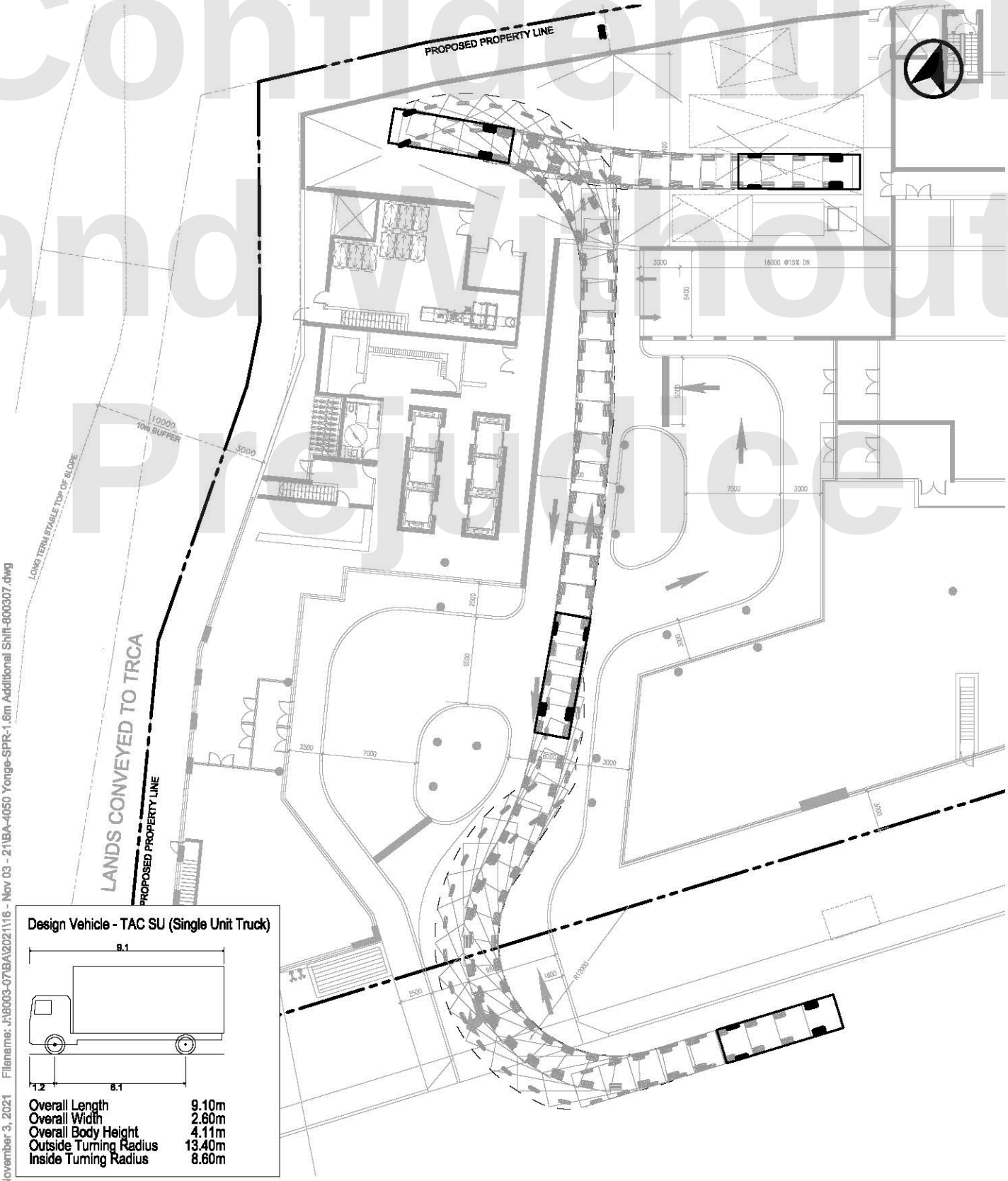
Date Plotted: November 3, 2021

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT (HSU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-08



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

1:400

0 2 4 6 8 10 20m

Scale

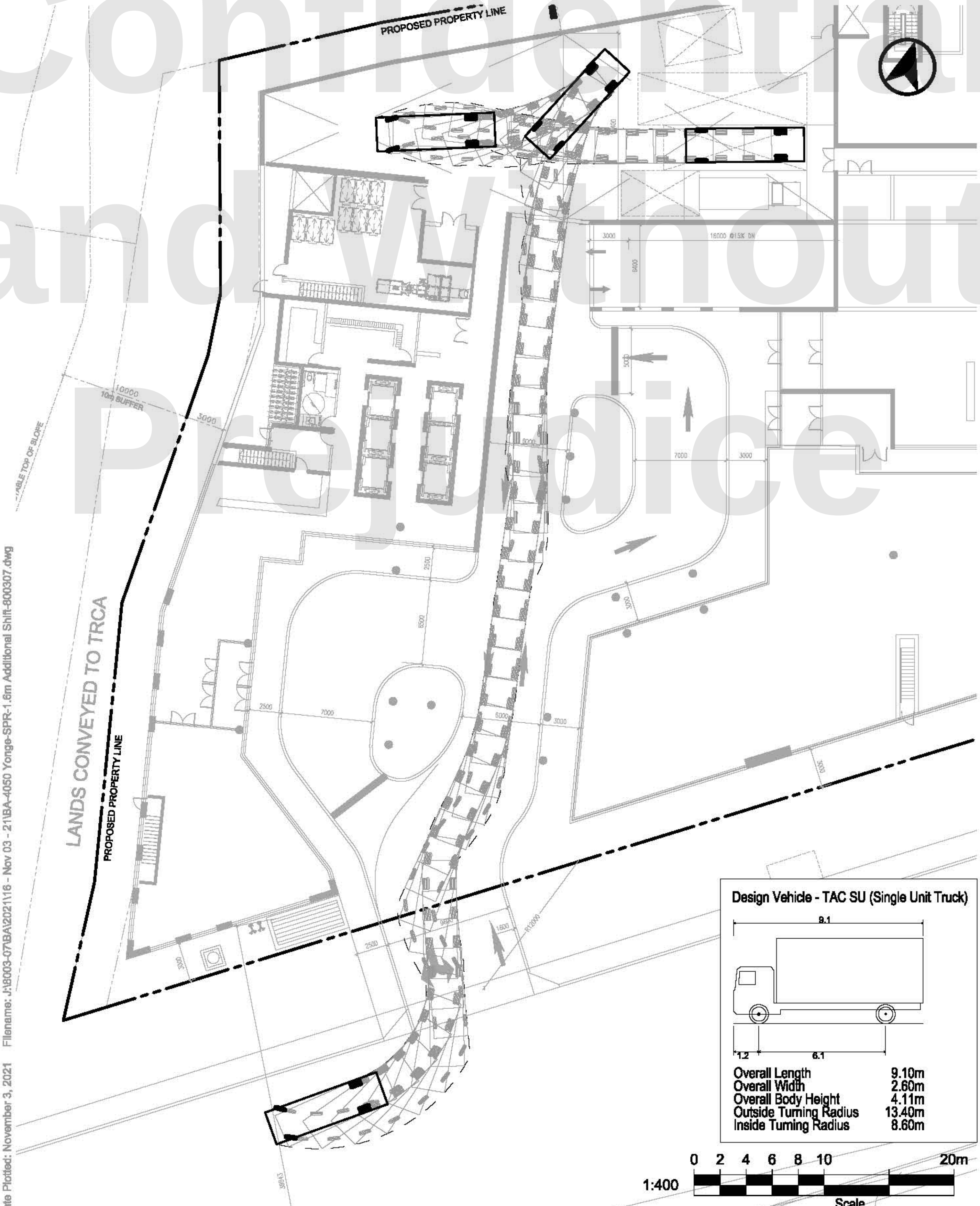
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT (SU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-09

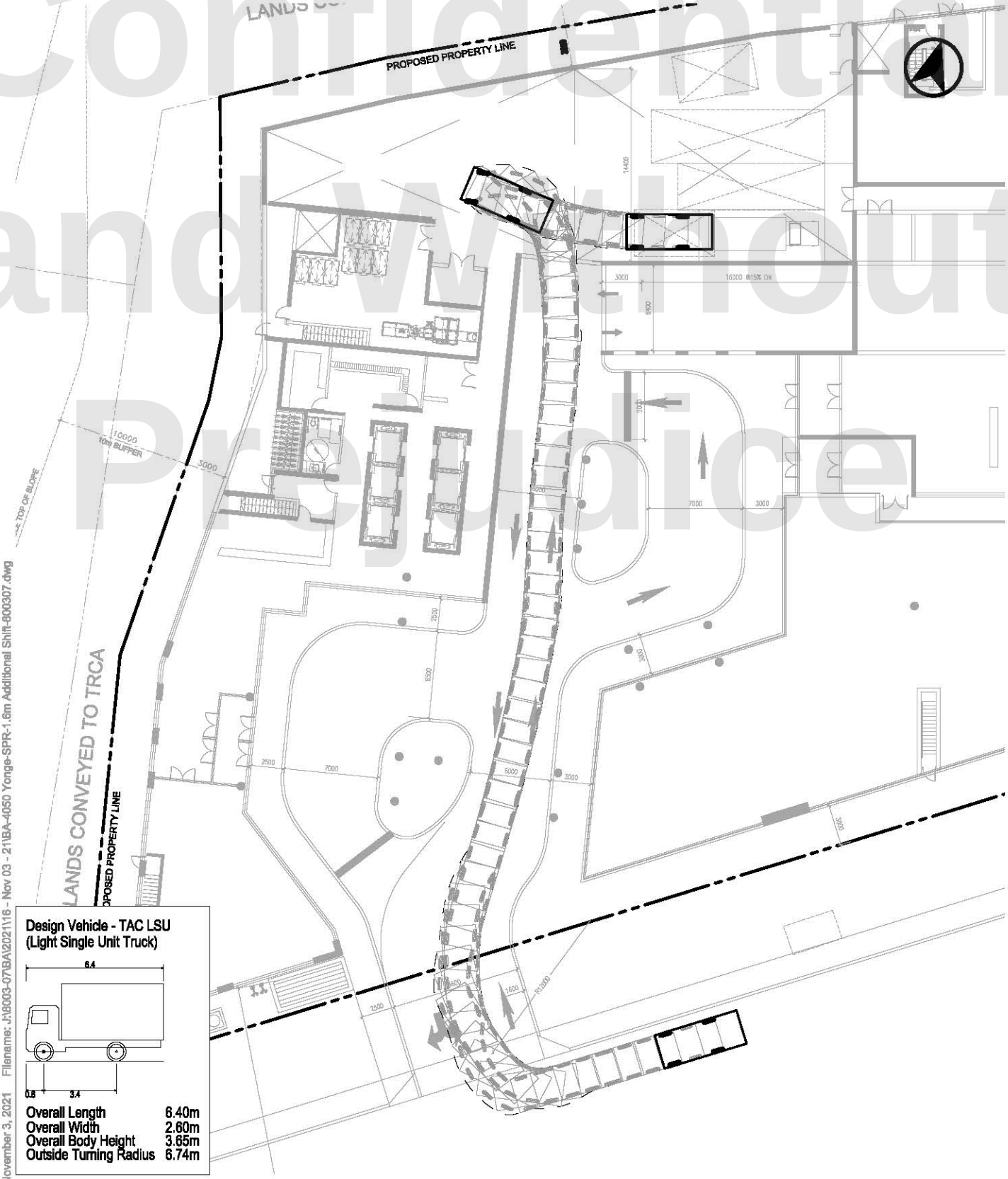


Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021\16 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET
VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT (SU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-10



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Scale

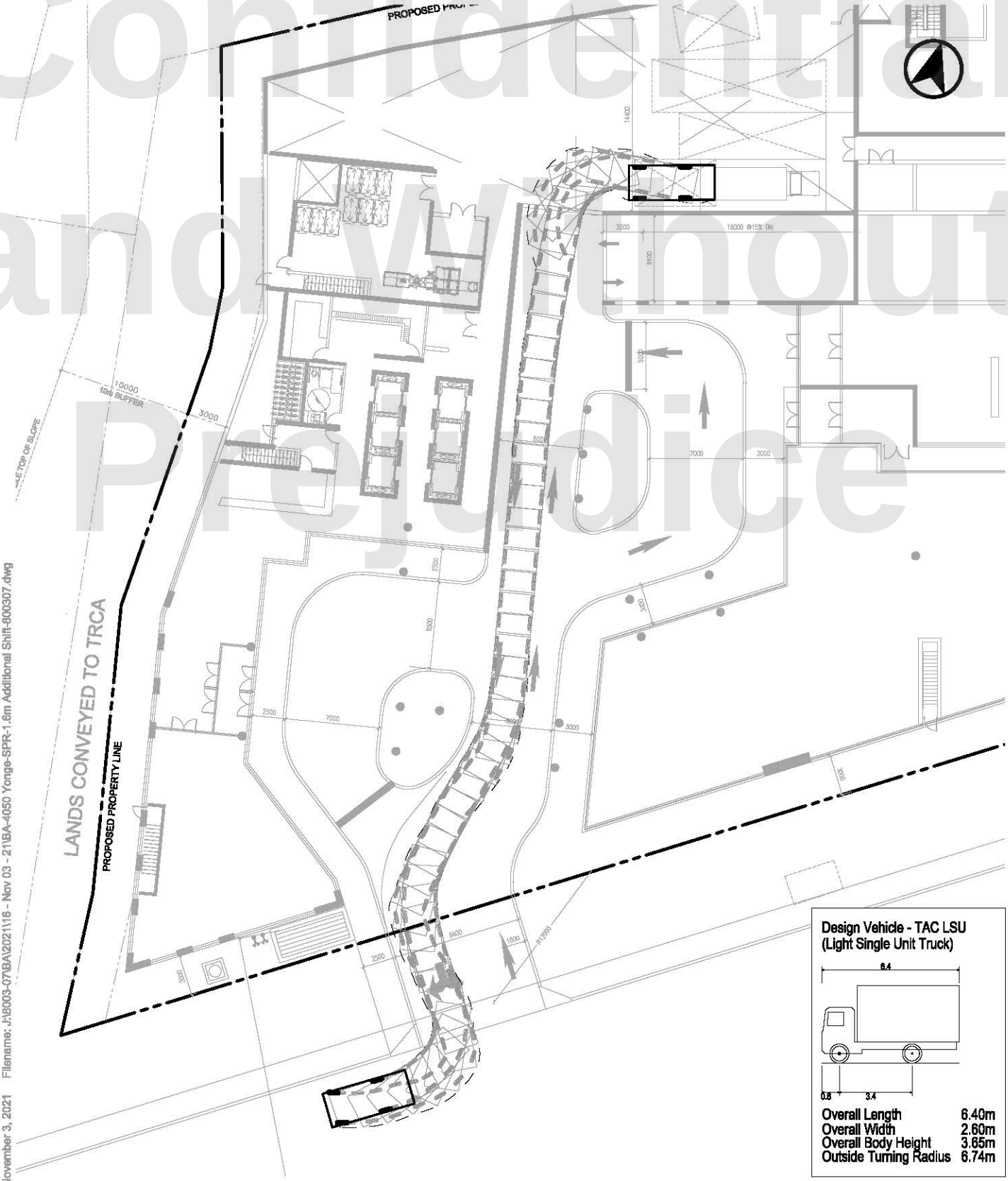
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC LIGHT SINGLE UNIT (LSU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-11



Design Vehicle - TAC LSU
(Light Single Unit Truck)

Overall Length	6.40m
Overall Width	2.60m
Overall Body Height	3.65m
Outside Turning Radius	6.74m

1:400

0 2 4 6 8 10 20m

Scale

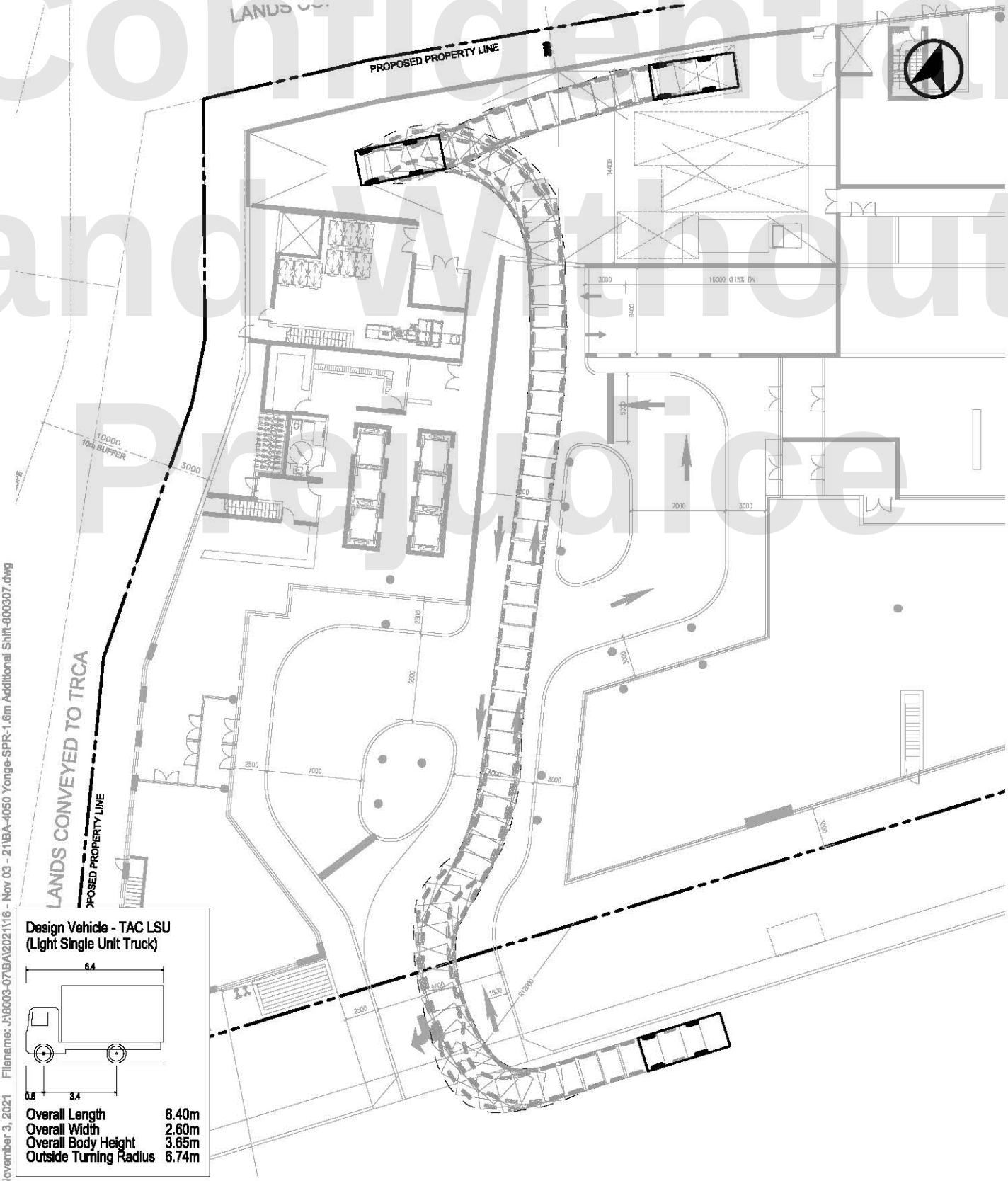
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC LIGHT SINGLE UNIT (LSU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-12



Design Vehicle - TAC LSU
(Light Single Unit Truck)

Overall Length	6.40m
Overall Width	2.60m
Overall Body Height	3.65m
Outside Turning Radius	8.74m

1:400

0 2 4 6 8 10 20m

Scale

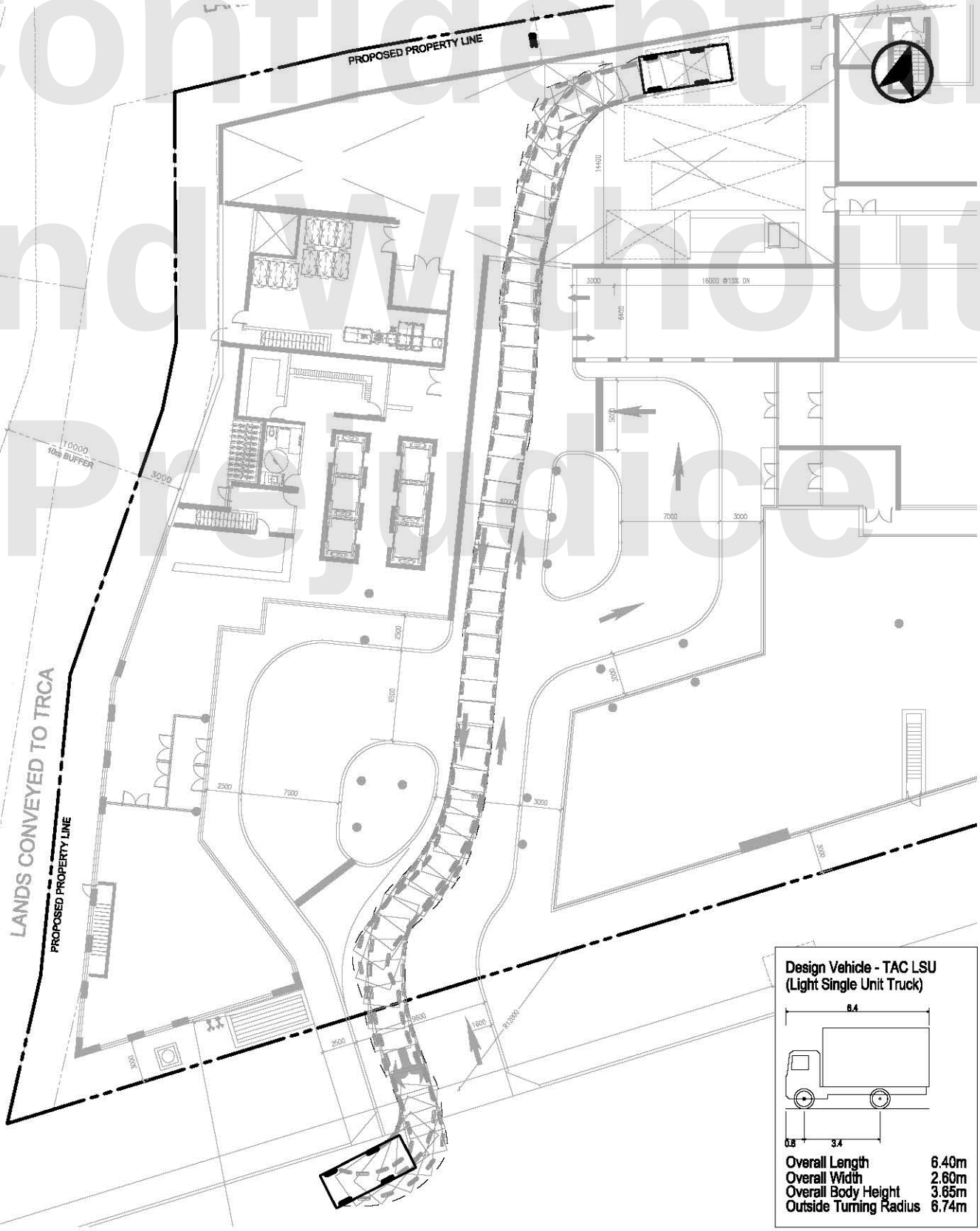
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\2021116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC LIGHT SINGLE UNIT (LSU) TRUCK
INBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-13



Design Vehicle - TAC LSU
(Light Single Unit Truck)

Overall Length	6.40m
Overall Width	2.60m
Overall Body Height	3.65m
Outside Turning Radius	6.74m

1:400 0 2 4 6 8 10 20m
Scale

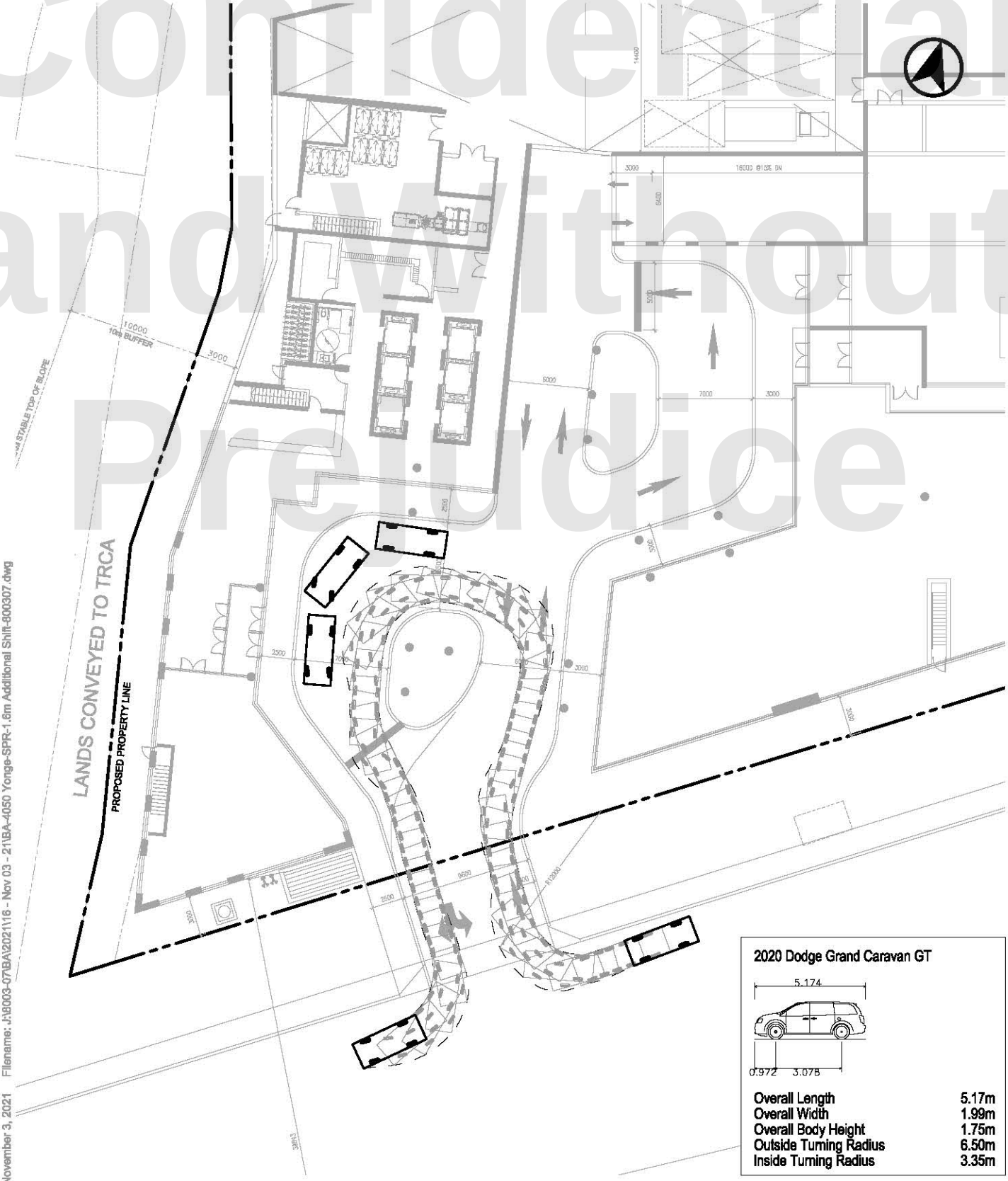
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

VEHICLE MANOEUVRING DIAGRAM
TAC LIGHT SINGLE UNIT (LSU) TRUCK
OUTBOUND

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 07, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-14



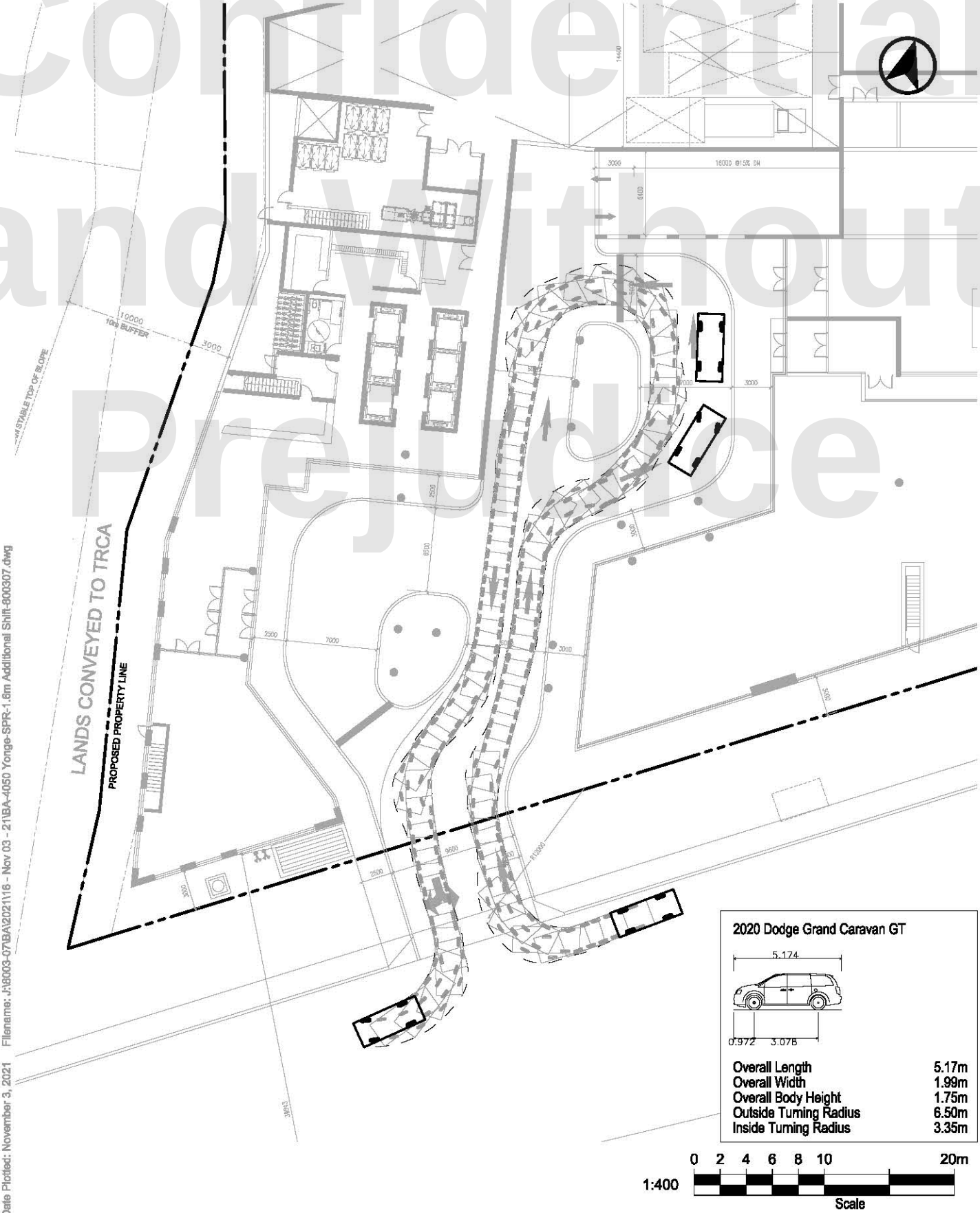
Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET

GROUND FLOOR RECOMMENDED MODIFICATIONS

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 26, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-15



2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width	1.99m
Overall Body Height	1.75m
Outside Turning Radius	6.50m
Inside Turning Radius	3.35m

1:400 Scale: 0 2 4 6 8 10 20m

Date Plotted: November 3, 2021 Filename: J:\8003-07\BA\20211116 - Nov 03 - 21\BA-4050 Yonge-SPR-1.6m Additional Shift-800307.dwg

BA Group

4050 YONGE STREET
GROUND FLOOR
RECOMMENDED MODIFICATIONS

Project:	4050 YONGE ST
Project No.	8003-07
Date:	NOV 26, 2019
Revised:	NOV 03, 2021
Drawing No.	VMD-16