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June 2, 2022

Without Prejudice

Via Email

City of Toronto
Legal Services
Metro Hall, 55 John Street
Station 12600, 26th Floor
Toronto ON M5V 3C6

Attention: Ms. Jessica Braun

City of Toronto
Community Planning - Toronto and East York
18th Floor - East Tower, City Hall
100 Queen Street West
Toronto ON M2N 1H2

Attention: Mr. Jeremy Humphrey

Dear Sirs/ Mesdames:

Re: Revised Settlement Offer: 254, 256, 260 and 266 King Street East, 427 and 435 Adelaide Street East, and 157 Princess Street; Ontario Land Tribunal Case No. PL170298; City File No. 16 232831 STE 28 OZ

We represent 260 King Fitzrovia Inc. and 2862339 Ontario Inc., collectively, the registered owner (the "**Owner**") of the property known municipally as 254, 256, 260 and 266 King Street East, 427 and 435 Adelaide Street East, and 157 Princess Street (the "**Property**").

Since City Council's last consideration of the development proposal and the appeal of a re-zoning application for the Property, at its meeting of May 14, 2021, the Ontario Land Tribunal (the "**Tribunal**") issued an order dated June 24, 2021 approving the zoning for the Property. In addition, the Owner acquired the Property and has made some minor design changes to the proposed development.

The Owner proposes to seek the Tribunal's approval of the minor changes and respectfully requests the City's support. Accordingly, this Revised Settlement Offer sets out the Owner's proposed changes. Except for the proposed changes, the Owner proposes to redevelop the Property in accordance with the design, terms, and conditions previously considered by Council and the Tribunal, which includes two new, mixed use towers, the conservation of the heritage buildings located on the Property, and the construction of a new City park.

Process

The Owner will request that the Tribunal consider minor and technical changes to the approved zoning by-law, and will notify other parties to the appeal of its request. The changes will be in accordance with the plans and drawings prepared by Turner Fleischer Architects Inc. dated May 6, 2022, and the Owner's submissions in the ongoing processing of its application for Site Plan Approval (City File No. 21 226317 STE 13 SA). As stated above, the Owner seeks to request the proposed changes with the City's consent.

Proposed Changes

- The Owner proposes to include a daycare and private school in the non-residential portion of the development to serve families in the new development and the community;
- The Owner proposes to permit elevator overruns up to a height to 5.0 metres, instead of 4.0 metres;
- The Owner proposes to increase the number of three-bedroom units in excess of 10%, while maintaining an overall unit mix which includes a minimum 40% of two- and three-bedroom units; and
- The Owner has proposed technical changes to the zoning by-law to ensure the language and permissions are clear.

Form of Proposed By-law and Parking Analysis

The Owner's changes have been reviewed by the City Solicitor and City Planning Staff. The requested technical changes have not resulted from modifications to built form, fulfill demand for family-size units and a school use in a downtown location, continue to provide employment opportunities, preserve retail uses at grade, and continue to reflect the approval granted by the June 24, 2021 Tribunal order.

In addition, the Owner's transportation consultant, BA Consulting Group Ltd., has submitted a memorandum which concludes that based on data for a similar school, the previously approved zoning requirements will accommodate additional pick-ups and drop-offs generated by the Montessori School use. As described in the memorandum, the Owner will allocate five vehicle parking spaces to the proposed school use during pick-up and drop-off hours. As shown on the architectural plans, such spaces are on the P1 level and located closest to the elevator, which provides access to the school entrance.

This Revised Settlement Offer is conditional on City Council accepting the settlement, before the end of the June 15 and 16, 2022 City Council meeting (or any continuation thereof), as well as supporting the settlement in any hearing before the Tribunal, including, without limitation, any objections from third parties.

An electronic copy of this letter will also be filed with the Tribunal as part of Case No. PL170298.

We would be pleased to meet with you to review the details of the Revised Settlement Offer. Should you require further information please do not hesitate to contact the undersigned.

Yours truly,



Matthew Schuman

MS

Enclosures

Architectural Plans prepared by Turner Fleischer Architects Inc. dated May 6, 2022
Memorandum prepared by BA Consulting Group Ltd. dated May 6, 2022

c. client

Fitzrovia Real Estate
2 St. Clair Ave. W.,
Suite 2100 Toronto, ON M4V 1L5
Contact Name: David Benchimol
Phone Number: 416-522-5496
Email: dbenchimol@fitzrovia.ca

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

21.162CS

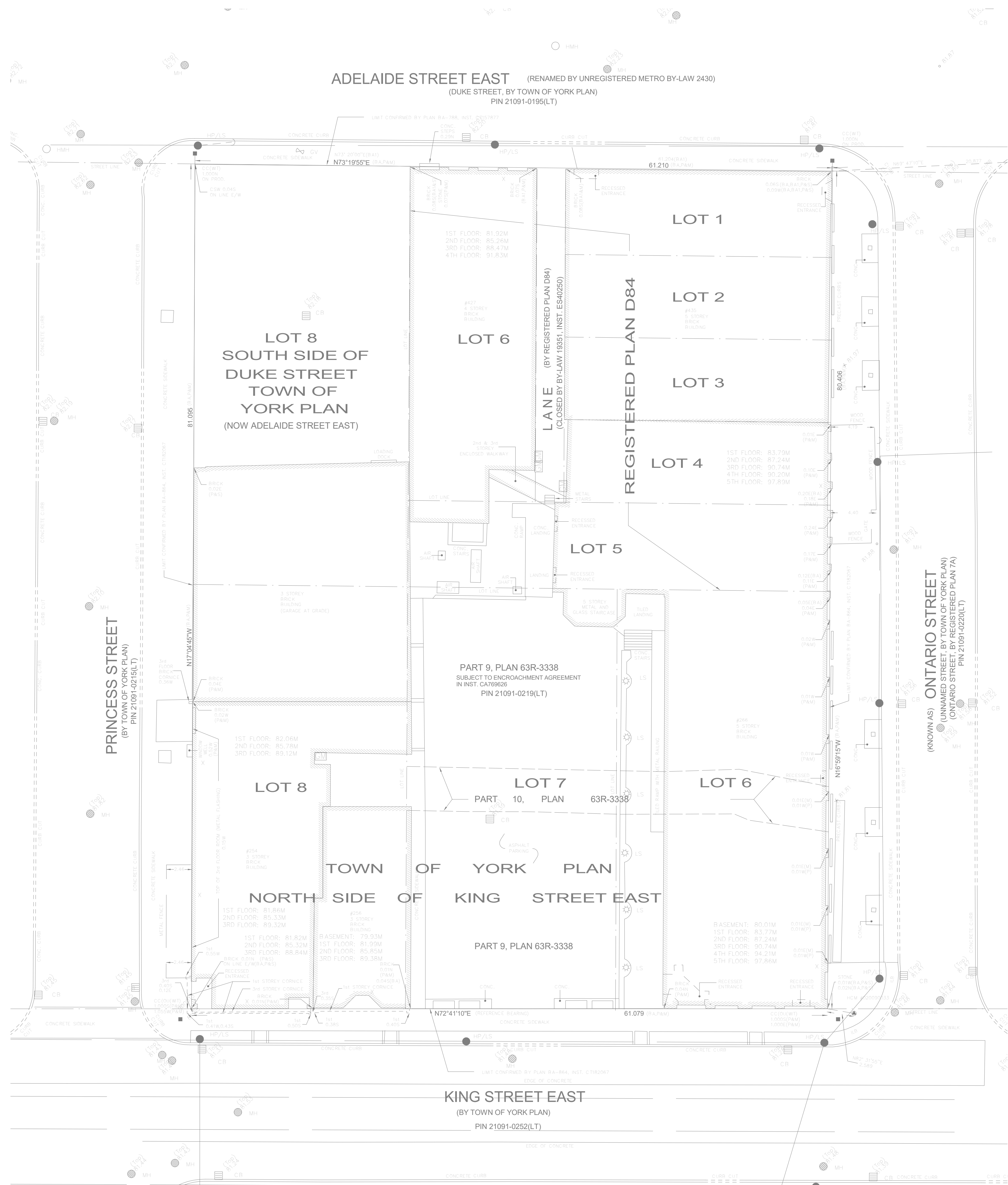


**TURNER
FLEISCHER**

67 Lesmill Road
Toronto, ON, M3B 2T8
turnerfleischer.com

MAY 06, 2022

The site plan prepared by Turner Fleischer is reliant on a legal survey showing the boundaries of the lands together with the current location of any existing buildings, features or encroachment prepared by KCMAR, dated 2021-05-17, as provided by Turner Fleischer.



3	2022-06-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-05-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
SURVEY

PROJECT NO. 21.162CS	PROJECT DATE 2021-12-15
DRAWN BY JMO/FZH	CHECKED BY CCU/YP
SCALE 1 : 200	

DRAWING NO. SPA001	REV. 3
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PROJECT SITE AREA		
SITE AREA	m ²	ft ²
TOTAL NET SITE AREA	4,937.4	53,145.7
TOTAL PROPOSED GFA	68,752.5	740,045.8
PARKLAND AREA	470.5	5,064.42
LANDSCAPE OPEN SPACE	1,173.3	12,629.3
BUILDING COVERAGE (GROUND FLOOR)	3,293.6	35,452.02
F.S.I OF PROPOSED DEVELOPMENT	13.92 x SITE AREA	

GROSS FLOOR AREA SUMMARY				
BLDG	USE	GFA		FSI
		m²	ft²	
BLDG TOWER A	OFFICE	1,709.7	18,403	0.17
	RETAIL	855.3	9,206	0.08
	SUBTOTAL NON-RESIDENTIAL	2,565.0	27,609	0.25
	RESIDENTIAL 364 UNITS	30,900.7	332,612	3.12
	INDOOR AMENITY	375.2	4,039	0.03
	SUBTOTAL RESIDENTIAL	31,275.9	336,651	3.16
	SUB TOTAL	33,840.9	364,260	3.42
TOTAL		33,840.9	364,260	3.42

GROSS FLOOR AREA SUMMARY				
BLDG	USE	GFA		FSI
		m²	ft²	
BLDG TOWER B	OFFICE	2,041.4	21,973	0.41
	RETAIL	884.8	9,520	0.17
	SUBTOTAL NON-RESIDENTIAL	2,925.8	31,493	0.59
	RESIDENTIAL 427 UNITS	31,794.7	342,236	6.43
	INDOOR AMENITY	191.1	2,057	0.03
	SUBTOTAL RESIDENTIAL	31,985.9	344,293	6.47
	SUB TOTAL	34,911.6	375,786	7.07
	TOTAL	34,911.6	375,786	7.07

GROSS FLOOR AREA SUMMARY					
BLDG	USE	GFA		FSI	
		m²	ft²		
BLDG Existing+ TOWER A+TOWE R B	OFFICE	3,751.0	40,376	0.76	
	RETAIL	1,739.7	18,726	0.35	
	SUBTOTAL NON-RESIDENTIAL	5,490.7	59,102	1.11	
	RESIDENTIAL	791 UNITS			
	INDOOR AMENITY	566.4	6,097	0.12	
	SUBTOTAL RESIDENTIAL	63,261.8	680,944	12.81	
	SUB TOTAL	68,752.5	740,046	13.92	
	TOTAL	68,752.5	740,046	6.96	

AMENITY AREAS REQUIRED & PROVIDED							
BLDG TOWER A	TYPE	REQUIRED			PROVIDED		
		RATIO	m ²	ft ²	RATIO	m ²	ft ²
	INDOOR AMENITY	1.94 m ² /UNIT	706.16	7,601	5.97 m ² /UNIT	1,081.40	11,640
	OUTDOOR AMENITY	1.94 m ² /UNIT	706.16	7,601	2.68 m ² /UNIT	977.84	10,525
	TOTAL AMENITY	3.88 m ² /UNIT	1,412.32	15,202	5.65 m ² /UNIT	2,059.24	22,166

SEASABLE UNIT MIX PROVIDED

BLDG	FLOOR					TOTAL	AVG. UNIT SIZE	
		1B	2B	3B	3B+D		m²	ft²
BLDG TOWER A	FLOOR 02	4	2	1	1	8	74.7	804
	FLOOR 03	8	5	2		15	69.6	750
	FLOOR 04	6	4	1		11	64.1	690
	FLOOR 05	5	4			9	67.0	721
	FLOOR 06	4	5	1		10	69.8	751
	FLOOR 07	5	4	2		11	69.0	721
	FLOOR 08	5	4	2		11	73.3	789
	FLOOR 09	5	4	2		11	72.1	776
	FLOOR 10	4	6	2		12	73.7	793
	FLOOR 11	4	6	2		12	73.7	793
	FLOOR 12	4	6	2		12	73.7	793
	FLOOR 13	4	6	2		12	73.7	793
	FLOOR 14	4	6	2		12	73.7	793
	FLOOR 15	4	6	2		12	73.7	793
	FLOOR 16	4	6	2		12	73.7	793
	FLOOR 17	4	6	2		12	73.7	793
	FLOOR 18	4	6	2		12	73.7	793
	FLOOR 19	4	6	2		12	73.7	793
	FLOOR 20	4	6	2		12	73.7	793
	FLOOR 21	4	1	2		7	72.8	783
	FLOOR 22	4	2	3		9	76.8	827
	FLOOR 23	4	2	3		9	76.8	827
	FLOOR 24	4	2	3		9	76.8	827
	FLOOR 25	4	2	3		9	76.8	827
	FLOOR 26	4	2	3		9	76.8	827
	FLOOR 27	4	2	3		9	76.8	827
	FLOOR 28	4	2	3		9	76.8	827
	FLOOR 29	4	2	3		9	76.8	827
	FLOOR 30	4	2	3		9	76.8	827
	FLOOR 31	4	2	3		9	76.8	827
	FLOOR 32	4	2	3		9	76.8	827
	FLOOR 33	4	2	3		9	76.8	827
	FLOOR 34	4	2	3		9	76.8	827
	FLOOR 35	4	2	3		9	76.8	827
	FLOOR 36	4	2	3		9	75.8	816
	TA- FLOOR 37	2		2		4	97.3	1,047
	SUBTOTAL		152	129	82	1	364	74.1
TOTAL UNITS		152	129	83				
UNIT MIX		41.8%	35.4%	22.5%	0.3%	100.0%		
UNIT MIX TOTAL		41.8%	35.4%	22.8%		100.0%		
AVG UNIT SIZE		55.2	79.7	100.1	100.7	m²		
AVG UNIT SIZE TOTAL		55.2	79.7	100.1		m²		

[illegible]

GROSS FLOOR AREA DEFINITION

CITY OF TORONTO ZONING BY-LAW NO.569-2013

Gross Floor Area Calculations for a Mixed Use/Apartment Building in the Commercial Residential Zone Category:
Gross floor areas means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level excluding:

- (A) parking, loading and bicycle parking at and below the established grade;
- (B) required loading spaces and required bicycle parking spaces at or below established grade;
- (C) storage rooms, washrooms, electrical, utility, mechanical, ventilation rooms, in the basement
- (D) enclosed balconies and terraces;
- (E) shower and change facilities required by the By-law for required bicycle parking spaces;
- (F) indoor amenity space required by this By-law;
- (G) elevator shafts;
- (H) garbage shafts
- (I) mechanical mezzanines;
- (J) mechanical penthouse; and
- (K) exit stairwells in the building

SPA DRAWINGS

SHEET NUMBER	SHEET NAME
SPA000	COVER SHEET
SPA001	SURVEY
SPA002	STATISTICS
SPA003	STATISTICS
SPA004	STATISTICS
SPA006	CONTEXT PLAN
SPA007	SITE PLAN / ROOF PLAN
SPA008	RESIDENTIAL SOLID WASTE MANAGEMENT
SPA101	UNDERGROUND LEVEL 03
SPA102	UNDERGROUND LEVEL 02
SPA103	UNDERGROUND LEVEL 01
SPA104	UG1 / MEZZANINE LEVEL
SPA151	FLOOR 01
SPA152	FLOOR 02
SPA153	FLOOR 03
SPA154	FLOOR 04
SPA155	FLOOR 05
SPA156	FLOOR 06
SPA157	FLOOR 07
SPA158	FLOOR 08
SPA159	FLOOR 09
SPA160	FLOOR 10
SPA161	FLOOR 11-20
SPA162	FLOOR 21
SPA163	TYPICAL TOWER FLOOR (FLOOR 22-35)
SPA164	FLOOR 36
SPA166	TOWER A - FLOOR 38
SPA167	TOWER B - FLOOR 37
SPA168	TOWER B - FLOOR 38
SPA170	TOWER B - FLOOR 40
SPA171	TOWER A - ROOF FLOOR
SPA172	TOWER B - ROOF FLOOR
SPA301	NORTH ELEVATION
SPA302	SOUTH ELEVATION
SPA303	EAST ELEVATION
SPA304	WEST ELEVATION
SPA305	WEST ELEVATION INTERIOR
SPA306	EAST ELEVATION INTERIOR
SPA311	1 TO 50 ELEVATIONS
SPA401	BUILDING SECTION - A
SPA402	BUILDING SECTION - B
SPA801	3D PERSPECTIVES
SPA802	3D PERSPECTIVES
SPA803	3D PERSPECTIVES
SPA804	3D PERSPECTIVES
SPA811	SHADOW STUDIES - MARCH
SPA812	SHADOW STUDIES - MARCH
SPA813	SHADOW STUDIES - MARCH
SPA814	SHADOW STUDIES - JUNE
SPA815	SHADOW STUDIES - JUNE
SPA816	SHADOW STUDIES - JUNE
SPA817	SHADOW STUDIES -SEPTEMBER
SPA818	SHADOW STUDIES -SEPTEMBER
SPA819	SHADOW STUDIES -SEPTEMBER
SPA820	SHADOW STUDIES -DECEMBER
SPA821	SHADOW STUDIES -DECEMBER
SPA822	SHADOW STUDIES -DECEMBER

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PROJECT	
PROPOSED MIXED USE DEVELOPMENT	
260 King Street East, Toronto, ON	
DRAWING	
STATISTICS	
PROJECT NO. 21.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO/FZH	
CHECKED BY CCU/YPS	
SCALE 1 : 1	
DRAWING NO. SPA002	REV. 3

DRAWING NO.	REV.
SPA003	3

BLDG
TOWER
B

3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

DRAWING

STATISTICS

PROJECT NO. 21.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO//FZH	
CHECKED BY CCU/YPS	
SCALE 1 : 1	

ACCESSIBLE PARKING REQUIRED

BLDG TOWER A+TOWE R B	USE		B/F SPACES (MIN)
	ACCESS. PARKING		6
	TOTAL ACCESSIBLE PARKING SPACES REQUIRED		6

VEHICULAR PARKING - MINIMUM REQUIRED

BLDG TOWER A+TOWE R B	USE		SPACES (MIN.)	
	VISITOR		20	
	RESIDENTIAL		157	
	NON-RESIDENTIAL		23	
TOTAL			200	

VEHICULAR PARKING PROVIDED

BLDG TOWER A+TOWE R B	FLOOR	USE			TOTAL
		RESIDENTIAL	NON-RESIDENTIAL	VISITOR	
	U/G 01		25	20	45
	U/G 02	77			77
	U/G 03	80			80
TOTAL		157	25	20	202

ACCESSIBLE PARKING PROVIDED

BLDG TOWER A+TOWE R B	FLOOR	USE			TOTAL
		RESIDENTIAL	NON-RESIDENTIAL	VISITOR	
	U/G 01		1	1	2
	U/G 02	2			2
	U/G 03	2			2
TOTAL		4	1	1	6

BICYCLE PARKING - MINIMUM REQUIRED BY TGS V2.1

BLDG TOWER A+TOWE R B	USE	RESIDENTIAL SPACES		NON-RESIDENTIAL SPACES		VISITORS		TOTAL
						RESIDENTIAL	NON-RESIDENTIAL	
	SHORT TERM					88	20	108
	LONG TERM		789		12			801
	TOTAL		789		12	88	20	909

BICYCLE PARKING - PROVIDED

BLDG TOWER A+TOWE R B	FLOOR	RESIDENTIAL			NON-RESIDENTIAL			VISITOR			TOTAL
		SHORT TERM	LONG TERM	SUB TOTAL	SHORT TERM	LONG TERM	SUB TOTAL	SHORT TERM	LONG TERM	SUB TOTAL	
	FLOOR 01							88		88	88
	UG1/MEZZ LEVEL		130	130	20	12	32				162
	U/G 01		692	692							692
	TOTAL		822	822	20	12	32	88		88	942
	% OF HORIZONTAL = 0.0%										

LEASABLE UNIT MIX PROVIDED

BLDG	FLOOR	STUDIO	1B	2B	3B	3B+D	TOTAL	AVG. UNIT SIZE	
BLDG TOWER A+TOWE R B	FLOOR 02	1	10	7	4	1	23	m²	ft²
	FLOOR 03	1	16	10	4		31	66.9	720
	FLOOR 04	1	14	9	3		27	64.2	691
	FLOOR 05	1	10	10			21	65.5	705
	FLOOR 06	2	9	7	1		19	62.2	669
	FLOOR 07	4	7	8	3		22	63.3	681
	FLOOR 08	4	6	8	3		21	66.7	718
	FLOOR 09	4	7	9	3		23	65.7	707
	FLOOR 10	2	8	10	5		25	70.0	754
	FLOOR 11	2	8	10	5		25	70.0	754
	FLOOR 12	2	8	10	5		25	70.0	754
	FLOOR 13	2	8	10	5		25	70.0	754
	FLOOR 14	2	8	10	5		25	70.0	754
	FLOOR 15	2	8	10	5		25	70.0	754
	FLOOR 16	2	8	10	5		25	70.0	754
	FLOOR 17	2	8	10	5		25	70.0	754
	FLOOR 18	2	8	10	5		25	70.0	754
	FLOOR 19	2	8	10	5		25	70.0	754
	FLOOR 20	2	8	10	5		25	70.0	754
	FLOOR 21	1	8	4	4		17	70.2	756
	FLOOR 22	1	8	5	5		19	72.5	780
	FLOOR 23	1	8	5	5		19	72.5	780
	FLOOR 24	1	8	5	5		19	72.5	780
	FLOOR 25	1	8	5	5		19	72.5	780
	FLOOR 26	1	8	5	5		19	72.5	780
	FLOOR 27	1	8	5	5		19	72.5	780
	FLOOR 28	1	8	5	5		19	72.5	780
	FLOOR 29	1	8	5	5		19	72.5	780
	FLOOR 30	1	8	5	5		19	72.5	780
	FLOOR 31	1	8	5	5		19	72.5	780
	FLOOR 32	1	8	5	5		19	72.5	780
	FLOOR 33	1	8	5	5		19	72.5	780
	FLOOR 34	1	8	5	5		19	72.5	780
	FLOOR 35	1	8	5	5		19	72.5	780
	FLOOR 36	1	8	5	5		19	71.9	774
	TA- FLOOR 37		2		2		4	97.3	1,047
	TB- FLOOR 37	1	4	3	2		10	68.4	737
	TB- FLOOR 38	1	4	3	2		10	67.6	728
	TB - LEVEL 39	1	1		1		3	101.6	1,093
	SUBTOTAL	59	306	263	162	1	791	70.1	754
	TOTAL UNITS	59	306	263	163				
	UNIT MIX	7.5%	38.7%	33.2%	20.5%	0.1%	100.0%		
	UNIT MIX TOTAL	7.5%	38.7%	33.2%	20.6%		100.0%		
	AVG UNIT SIZE	41.2	54.4	77.7	97.7	100.7	m²		
	AVG UNIT SIZE TOTAL	41.2	54.4	77.7	97.8		m²		

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3	2022-08-08	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
#	DATE	DESCRIPTION	BY

PROJECT
**PROPOSED MIXED USE
DEVELOPMENT**
260 King Street East, Toronto, ON

DRAWING
STATISTICS

PROJECT NO. 21.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO/FZH	
CHECKED BY CCU/YPS	
SCALE 1 : 1	

DRAWING NO.	REV.
SPA004	3

his drawing as an instrument of service, is provided by and is the property of Turner Fleischer Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. This drawing is not to be scaled. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., information shown on this drawing. Refer to the applicable codes and requirements of authorities having jurisdiction. The contractor working from drawings not specifically marked "For Construction" must assume full responsibility and bear costs for any corrections or damages resulting from his work.





2022-05-06	ISSUED FOR SPA #3	CCU
2021-12-15	ISSUED FOR SPA #2	CCU
2021-10-06	ISSUED FOR SPA #1	CCU
DATE	DESCRIPTION	BY

PROJECT

**PROPOSED MIXED USE
DEVELOPMENT**

260 King Street East, Toronto, ON

CONTEXT PLAN

PROJECT NO. 11.162CS		
PROJECT DATE 021-12-15		
DRAWN BY IMO/FZH		
CHECKED BY CCU/YPS		
SCALE : 950		
	DRAWING NO. SPA006	REV. 3

his drawing, as an instrument of service, is provided by and is the property of Turner Fleischer architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. This drawing is not to be scaled. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., information shown on this drawing. Refer to the applicable codes and requirements of authorities having jurisdiction. The contractor working from drawings not specifically marked "For Construction" must assume full responsibility and bear costs or any corrections or damages resulting from his work.

-  PRIMARY
RESIDENTIAL ENTRANCE
-  SECONDARY
RESIDENTIAL ENTRANCE

 RETAIL ENTRANCE

EXIT EXIT

 FIRE HYDRANT SIAMESE CONNECTION CONVEX MIRROR

TRANSFORMER WITH CLEARANCES

 FIRE ROUTE SIGN

000.00 SPOT ELEVATION

Ⓜ GAS/HYDRO METER

2022-05-06	ISSUED FOR SPA #3	CCU	
2021-12-15	ISSUED FOR SPA #2	CCU	
2021-10-06	ISSUED FOR SPA #1	CCU	
#	DATE	DESCRIPTION	BY

PROJECT

**PROPOSED MIXED USE
DEVELOPMENT**

260 King Street East, Toronto, ON

DRAWING

SITE PLAN / ROOF PLAN

PROJECT NO. 21.162CS
PROJECT DATE 2021-12-15
DRAWN BY MO//FZH
CHECKED BY CCU/YPS
SCALE
as indicated



DRAWING NO.	REV.
SPA007	3



		Proposed
Gross Floor Area, as defined in Green Roof Bylaw (m ²)		74,974.8
Total Roof Area (m ²)		3451.70
Area of Residential Private Terraces (m ²)		816.6
Rooftop Outdoor Amenity Space, if in a Residential Building (m ²)		1513.2
Area of Renewable Energy Devices (m ²)		0
Tower (s)/Roof Area with floor plate less than 750 m ²		0
Total Available Roof Space (m ²)		1121.86
Green Roof Coverage		Required
Coverage of Available Roof Space (m ²)		645
Coverage of Available Roof Space (%)		57%

RESIDENTIAL TYPE 'G' LOADING - 13mx4m WITH 6.1m VERTICAL CLEARANCE:

NOTES:

1. ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL BE LEVEL (+/-8%), AT LEAST 4.5 METERS WIDE THROUGHOUT THE SITE AND 6 METERS WIDE AT ENTRANCES AND EXITS, AND WILL HAVE A MINIMUM OVERHEAD TRAVELING CLEARANCE OF 4.4 METERS INCLUDING WHEN TRAVELING THROUGH OVER HEAD DOORS.
2. THE TYPE G LOADING SPACE WILL BE CONSTRUCTED OF AT LEAST 200MM OF REINFORCED CONCRETE, BE LEVEL (+/-2%) AND BE AT LEAST 4 METERS WIDE, 13 METERS LONG AND HAVE A VERTICAL CLEARANCE OF 6.1 METERS.
3. A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER BIN FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAG MAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLES ARRIVE AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
4. SHARING OF TYPE G LOADING SPACE - RESIDENTIAL USE OF LOADING SPACE FOR PURPOSES OF MOVING WILL BE SCHEDULED ACCORDING TO GARBAGE PICK UP TIMES. SHOULD THE TYPE G SPACE BE NEEDED FOR USE BY COMMERCIAL SECTORS, THE COMMERCIAL COMPONENT MUST ARRANGE THIS USE SUCH THAT IT DOES NOT CONFLICT WITH ANY RESIDENTIAL USES.
5. BEFORE SOLD WASTE COLLECTION SERVICES ARE TO BEGIN, THE CITY WILL NEED TO BE PROVIDED WITH A LETTER CERTIFIED BY A PROFESSIONAL ENGINEER THAT IN ALL CASES WHERE A COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTED STRUCTURE AND THE STRUCTURE CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE (35,000 KILOGRAMS) AND CONFORMS TO THE FOLLOWING:
 - i. DESIGN CODE- ONTARIO BUILDING CODE.
 - ii. DESIGN LOAD- CITY BULK LIFT VEHICLE IN ADDITION BUILDING CODE REQUIREMENTS.
 - iii. IMPACT FACTOR- 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15 KM/H AND 30% FOR HIGHER SPEEDS

REQUIRED

SOLID WASTE MANAGEMENT PLAN REQUIRED:
25m² FOR THE FIRST 50 UNITS PLUS AN ADDITIONAL 13m² FOR EACH ADDITIONAL 50 UNITS AND MINIMUM OF 10m² FOR BULKY ITEMS.
STAGING AREA REQUIRED:
5m² REQUIRED PER 50 UNITS

TOWER A REQUIRED
NUMBER OF UNITS = 364

= 364 - 50
= 314 / 50
= 6.28 x 13m²
= 81.64 x 25
= 106.64 + 10m² BULKY ITEMS

TOTAL 116.64m² WASTE STORAGE ROOM SIZE REQUIRED
STAGING AREA REQUIRED: @ 364 UNITS, 36.4m² MINIMUM REQUIRED

PROVIDED

SOLID WASTE MANAGEMENT PLAN PROVIDED:
125.2m² WASTE STORAGE ROOM SIZE PROVIDED

STAGING AREA PROVIDED:
86.5m² STAGING AREA PROVIDED FOR BOTH TOWER A & TOWER B

TOWER B REQUIRED
NUMBER OF UNITS = 427

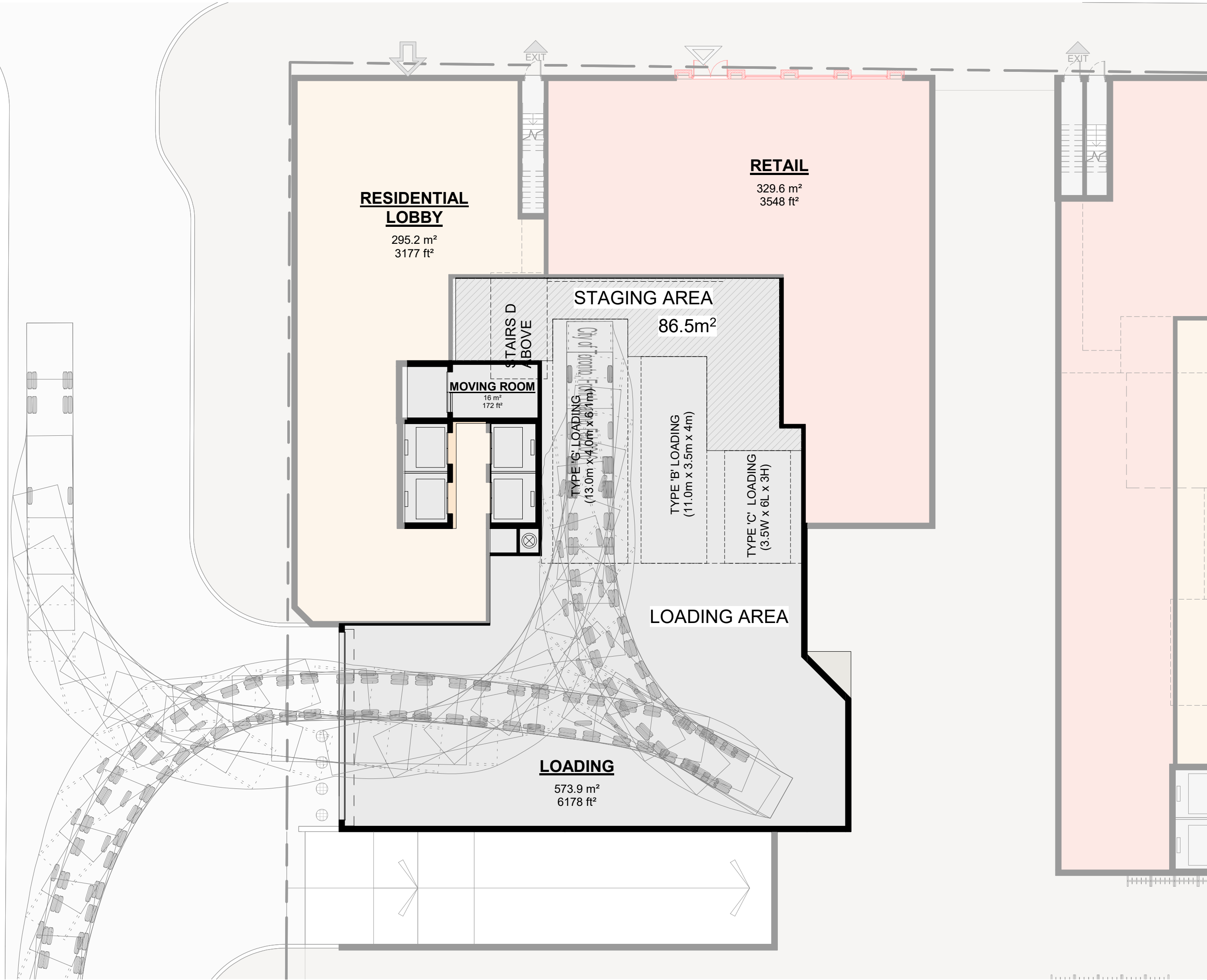
= 427 - 50
= 377 / 50
= 7.54 x 13m²
= 98.02 + 25
= 123.02 + 10m² BULKY ITEMS

TOTAL 133.02m² WASTE STORAGE ROOM SIZE REQUIRED
STAGING AREA REQUIRED: @ 427 UNITS, 42.7m² MINIMUM REQUIRED

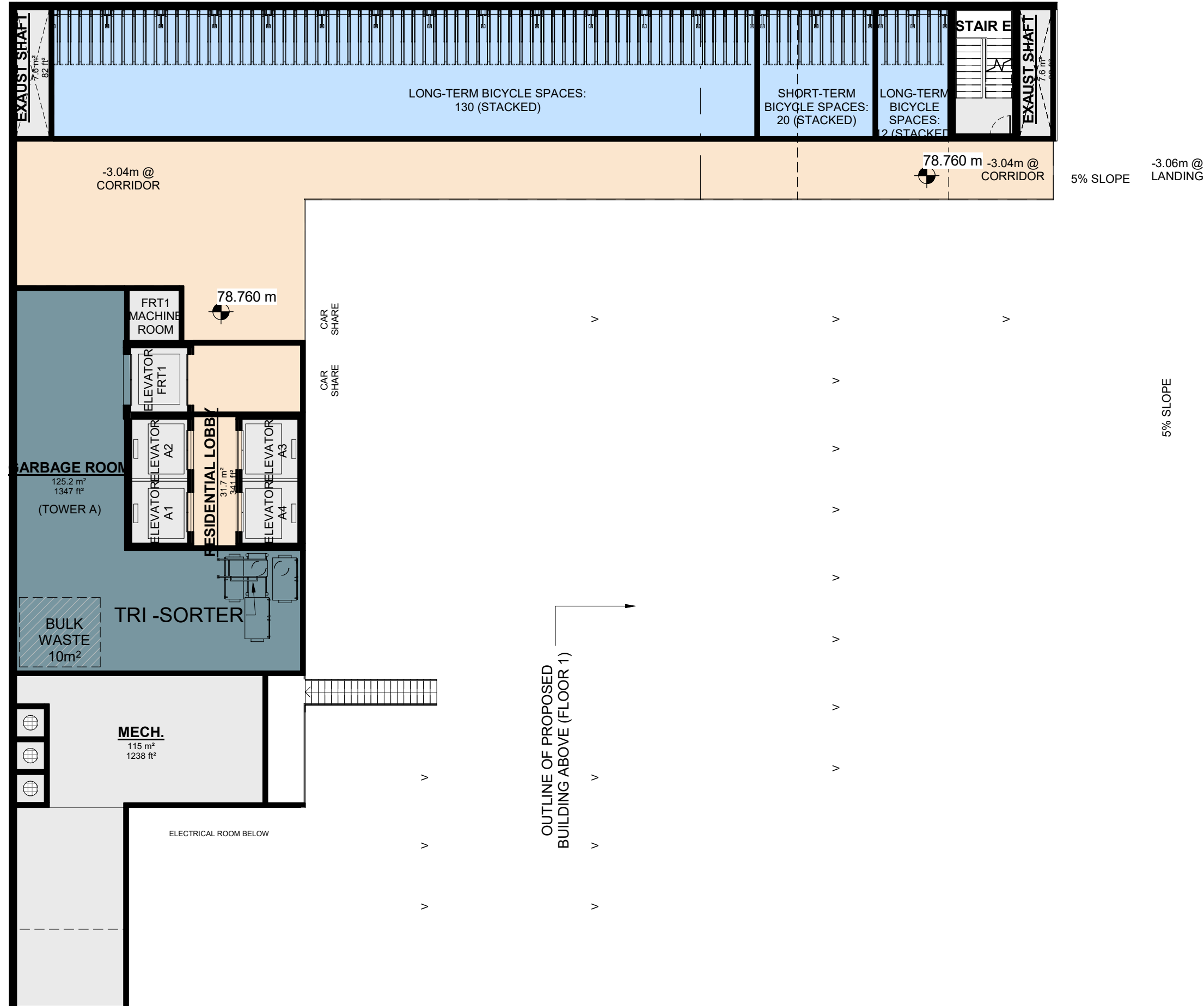
PROVIDED

SOLID WASTE MANAGEMENT PLAN PROVIDED:
134.1m² WASTE STORAGE ROOM SIZE PROVIDED

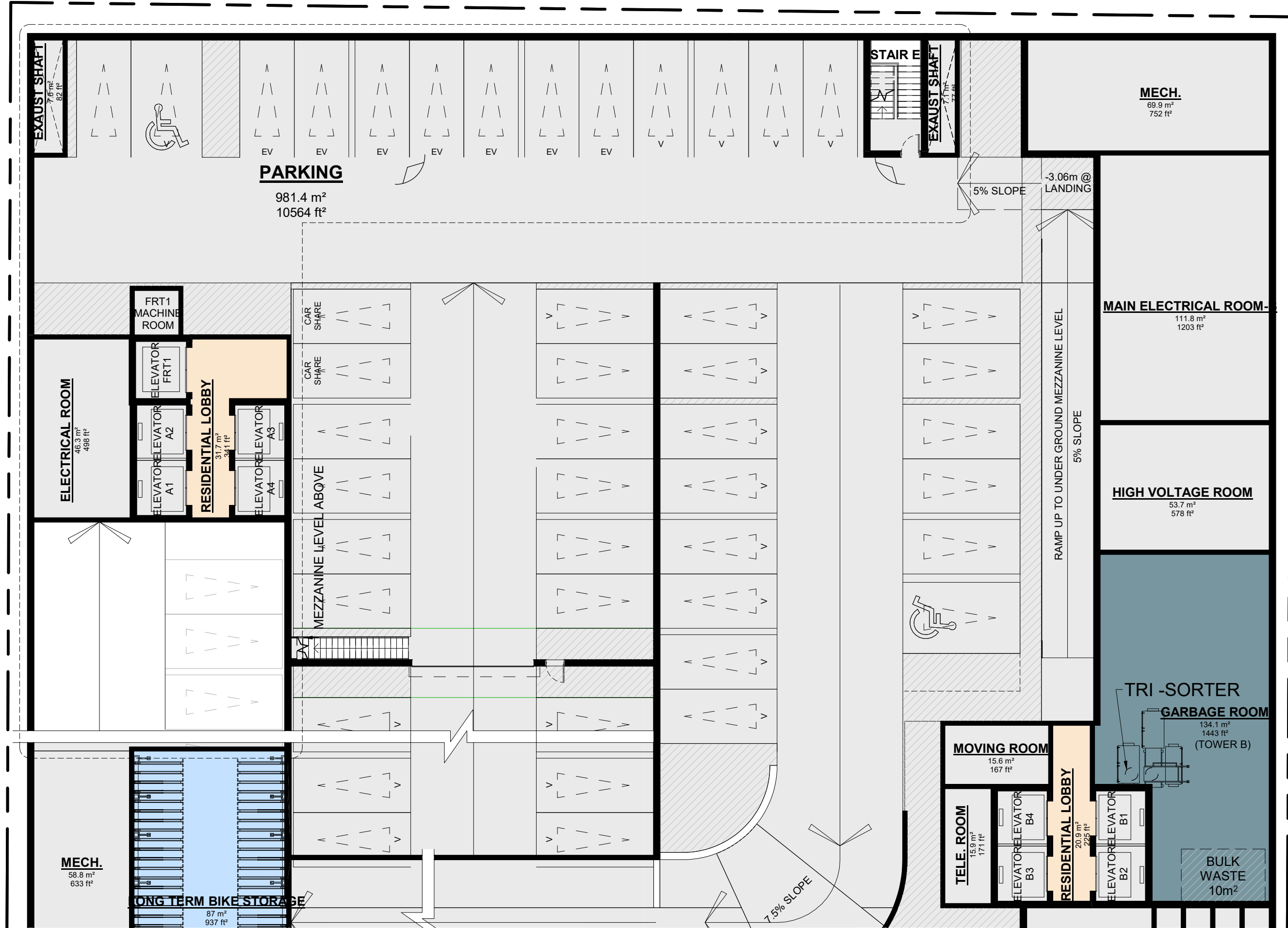
STAGING AREA PROVIDED:
86.5m² STAGING AREA PROVIDED FOR BOTH TOWER A & TOWER B



1 FLOOR 01 RESIDENTIAL SOLID WASTE MANAGEMENT
SPA008 1 : 175



2 UG1-MEZZANINE RESIDENTIAL SOLID WASTE MANAGEMENT
SPA008 1 : 175



3 U/G 01 RESIDENTIAL SOLID WASTE MANAGEMENT
SPA008 1 : 175

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3	2022-06-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
RESIDENTIAL SOLID WASTE MANAGEMENT

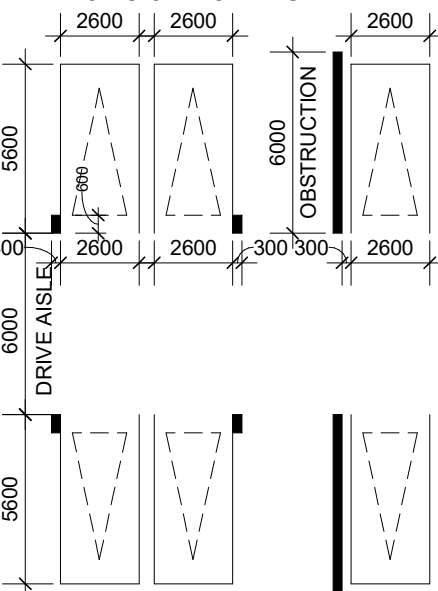
PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
DRAWN BY
JMO//FZH
CHECKED BY
CCU/YPS
SCALE
1 : 175

DRAWING NO.
SPA008
REV.
3

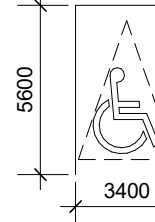
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AISLE WIDTH: MIN 6m

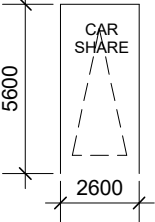
TYPICAL PARKING SPACE:



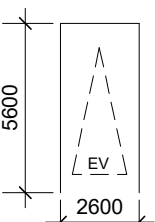
MIN 3.4 x 5.6 x 2.1m HIGH



Number of parking Spaces dedicated for
priority LEV parking = 2



Number of parking Spaces with EVSE = 41



3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

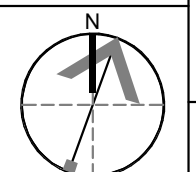
PROJECT

260 King Street East, Toronto, ON

DRAWING

UNDERGROUND LEVEL 03

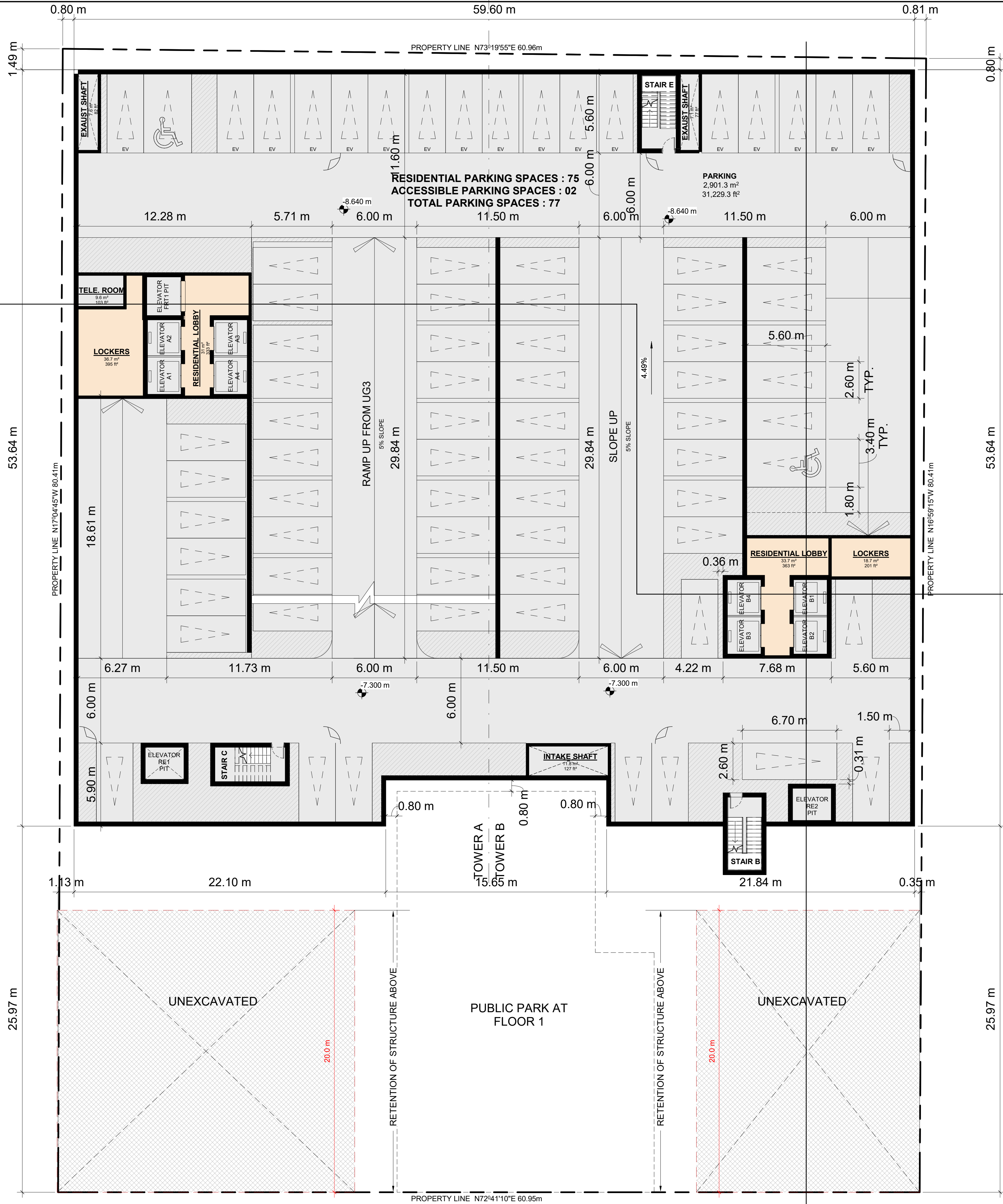
PROJECT NO. 21.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO/FZH	
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SCALE As indicated	



DRAWING NO. SPA101	REV. 3
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1 UNDERGROUND LEVEL 02
SPA102 1 : 150



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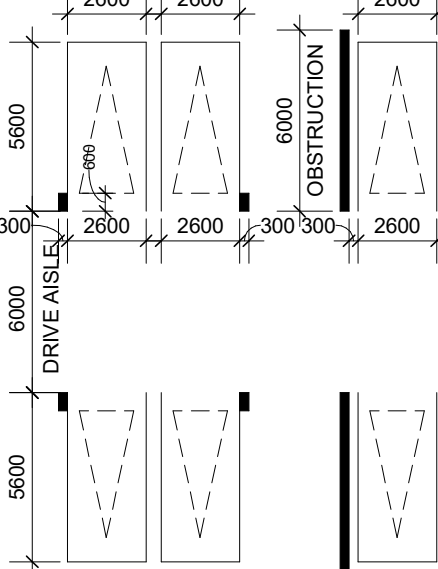
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TYPICAL PARKING DIMENSIONS:

aisle width: min 6m

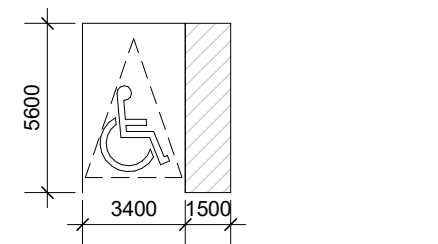
TYPICAL PARKING SPACE:

MIN 2.6 x 5.6 x 2.0m HIGH



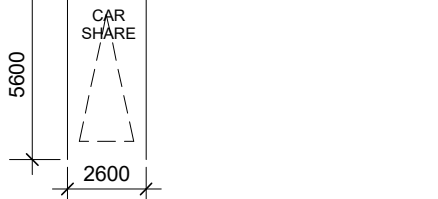
TYPICAL BARRIER FREE SPACE:

MIN 3.4 x 5.6 x 2.1m HIGH



TYPICAL LEV PARKING SPACE

Number of parking Spaces dedicated for priority LEV parking = 2



TYPICAL EVSE PARKING SPACE

Number of parking Spaces with EVSE = 41



3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-08	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
UNDERGROUND LEVEL 02

PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
DRAWN BY
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CCU/YPS
SCALE
As indicated

DRAWING NO.
SPA102
REV.
3

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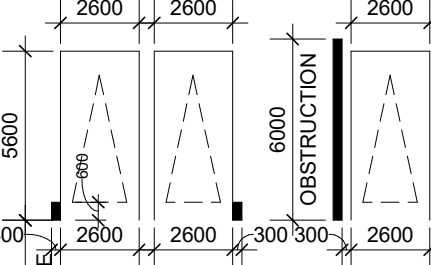
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TYPICAL PARKING DIMENSIONS:

aisle width: min 6m

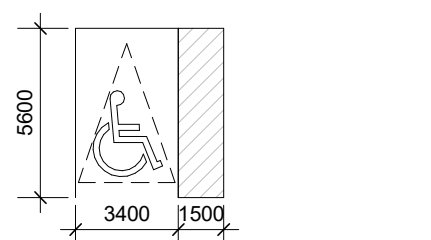
TYPICAL PARKING SPACE:

min 2.6 x 5.6 x 2.0m high



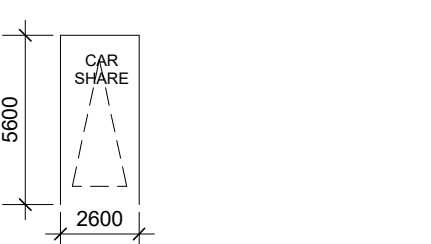
TYPICAL BARRIER FREE SPACE:

min 3.4 x 5.6 x 2.1m high



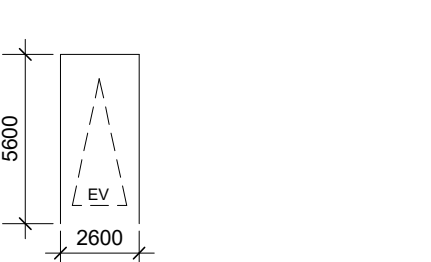
TYPICAL LEV PARKING SPACE

Number of parking Spaces dedicated for priority LEV parking = 2



TYPICAL EVSE PARKING SPACE

Number of parking Spaces with EVSE = 41



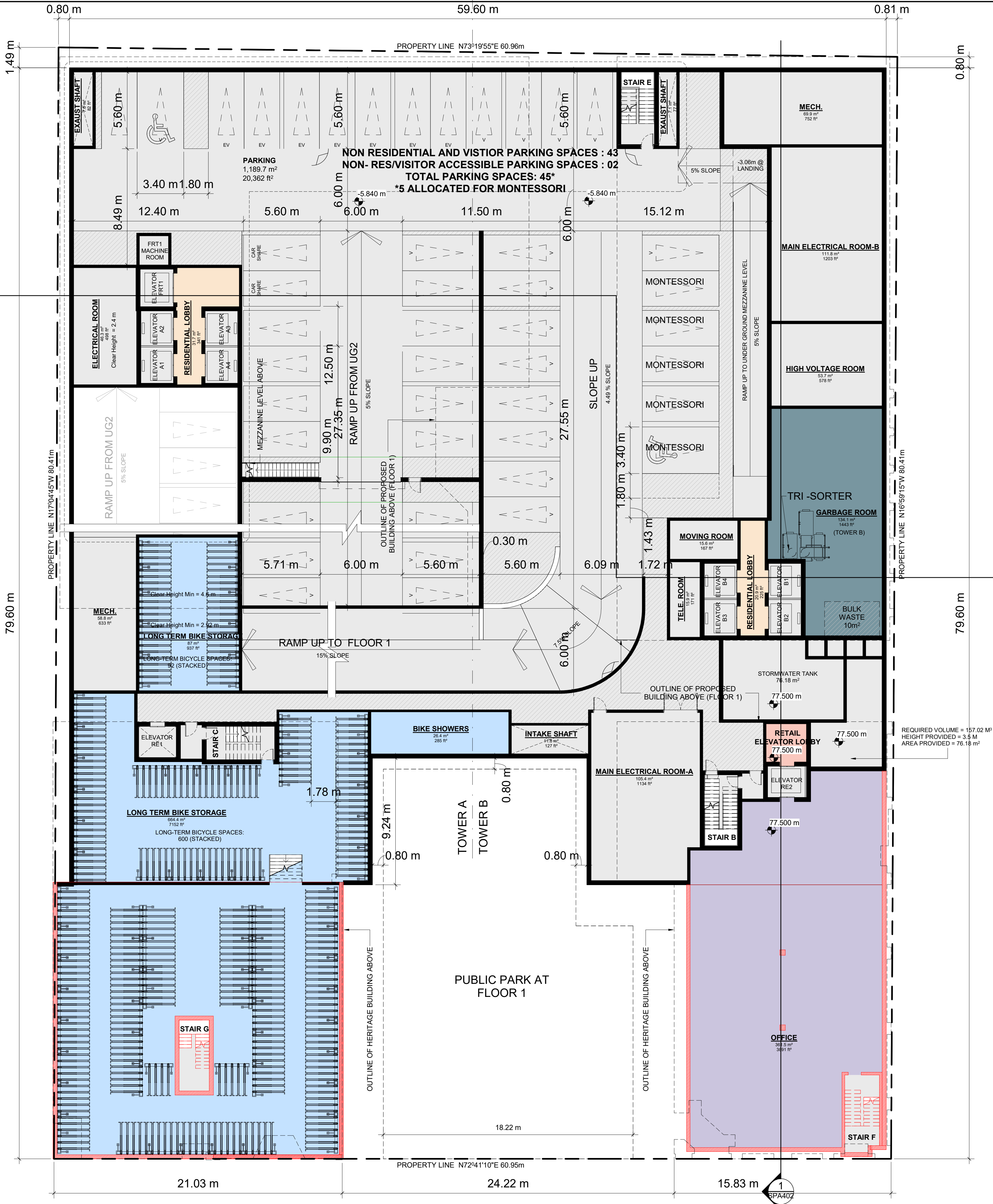
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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-08	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

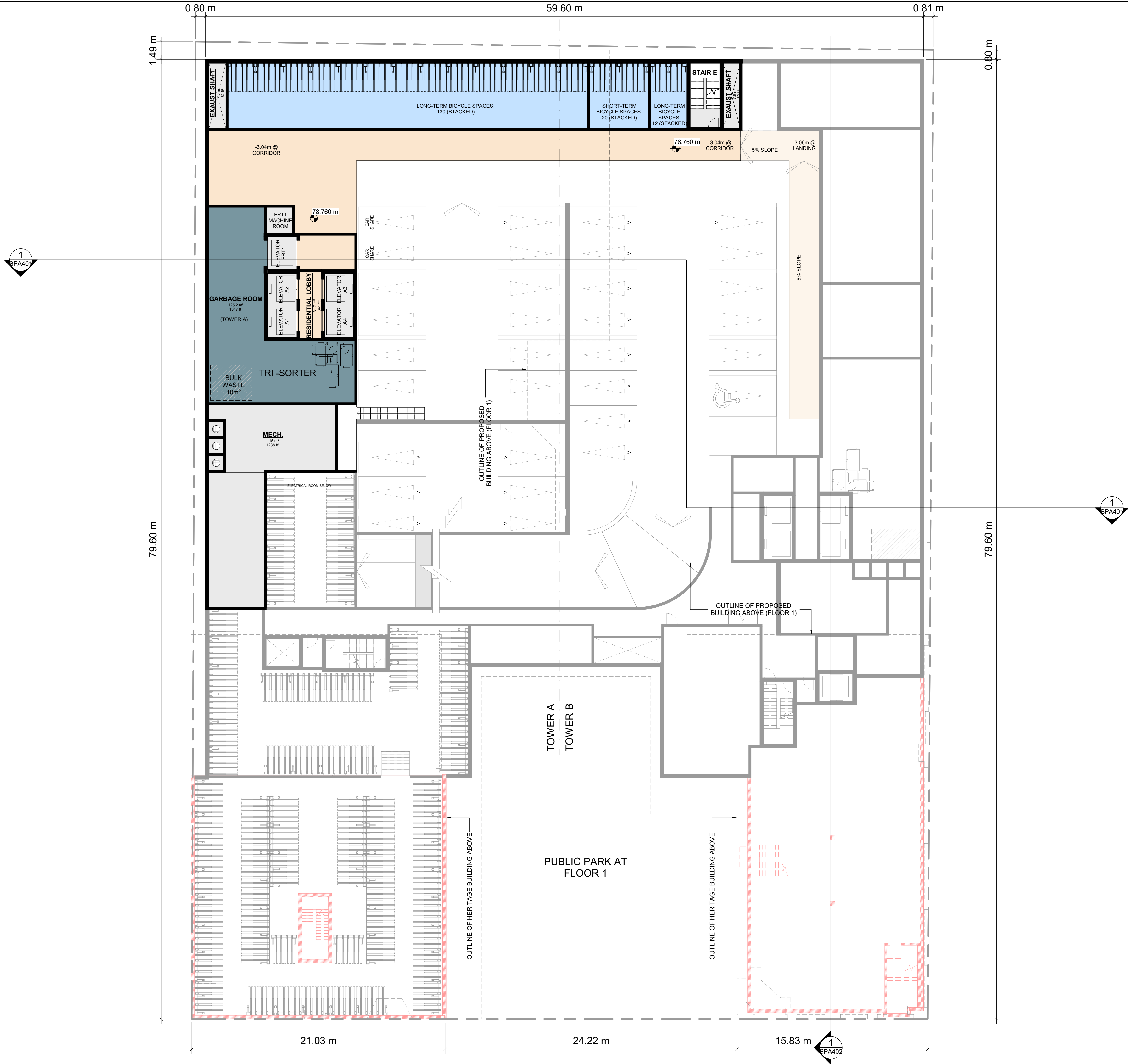
DRAWING
UNDERGROUND LEVEL 01

PROJECT NO.	21-162CS
PROJECT DATE	2021-12-15
DRAWN BY	JMO/FZH
CHECKED BY	CCU/YP
SCALE	As indicated

DRAWING NO.	SPA103	REV.	3
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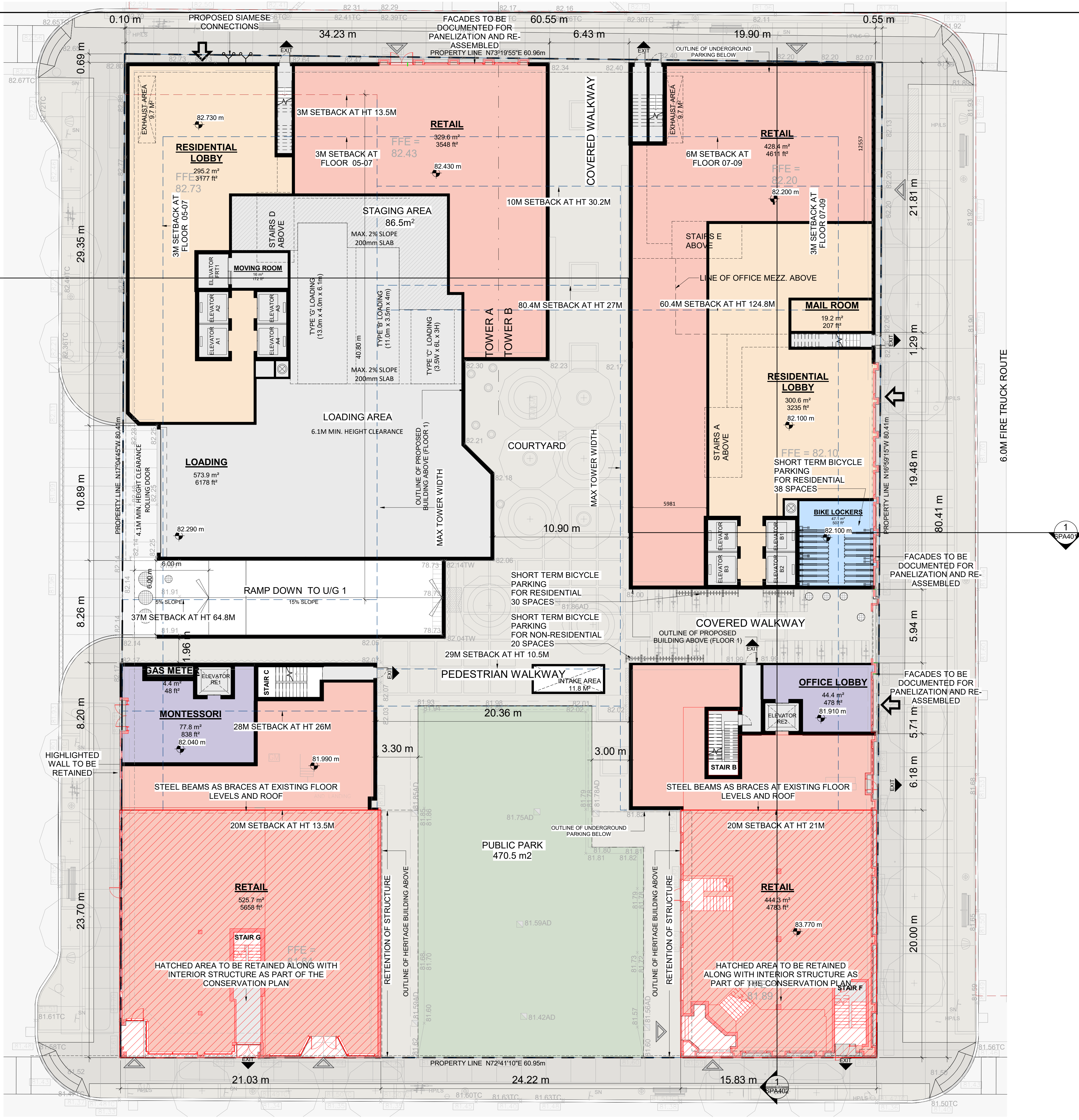
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3	2022-05-06	ISSUED FOR SPA #3	CCU
#	DATE	DESCRIPTION	BY
PROJECT			
PROPOSED MIXED USE DEVELOPMENT			
260 King Street East, Toronto, ON			
DRAWING			
UG1 / MEZZANINE LEVEL			
PROJECT NO. 21.162CS			
PROJECT DATE 2021-12-15			
DRAWN BY JMO			
CHECKED BY CCU/YP			
SCALE 1 : 150			
DRAWING NO. SPA104		REV. 3	

2022-05-06 8:06:20 PM

1 FLOOR 01
SPA157 1:150

1 SPA401



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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- CONVEX MIRROR
- TRANSFORMER WITH CLEARANCES
- FIRE ROUTE SIGN
- 0.000.00 SPOT ELEVATION
- GAS/HYDRO METER

3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
FLOOR 01

PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
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SCALE
As indicated

DRAWING NO.
SPA151
REV
3

2022-05-06 8:06:21 PM

1 FLOOR 02
SPA152 1 : 150



PRINCESS ST



KING ST E

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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING

FLOOR 02

PROJECT NO. 21-162CS	<div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div><div>26</div><div>27</div><div>28</div><div>29</div><div>30</div><div>31</div><div>32</div><div>33</div><div>34</div><div>35</div><div>36</div><div>37</div><div>38</div><div>39</div><div>40</div><div>41</div><div>42</div><div>43</div><div>44</div><div>45</div><div>46</div><div>47</div><div>48</div><div>49</div><div>50</div><div>51</div><div>52</div><div>53</div><div>54</div><div>55</div><div>56</div><div>57</div><div>58</div><div>59</div><div>60</div><div>61</div><div>62</div><div>63</div><div>64</div><div>65</div><div>66</div><div>67</div><div>68</div><div>69</div><div>70</div><div>71</div><div>72</div><div>73</div><div>74</div><div>75</div><div>76</div><div>77</div><div>78</div><div>79</div><div>80</div><div>81</div><div>82</div><div>83</div><div>84</div><div>85</div><div>86</div><div>87</div><div>88</div><div>89</div><div>90</div><div>91</div><div>92</div><div>93</div><div>94</div><div>95</div><div>96</div><div>97</div><div>98</div><div>99</div><div>100</div><div>101</div><div>102</div><div>103</div><div>104</div><div>105</div><div>106</div><div>107</div><div>108</div><div>109</div><div>110</div><div>111</div><div>112</div><div>113</div><div>114</div><div>115</div><div>116</div><div>117</div><div>118</div><div>119</div><div>120</div><div>121</div><div>122</div><div>123</div><div>124</div><div>125</div><div>126</div><div>127</div><div>128</div><div>129</div><div>130</div><div>131</div><div>132</div><div>133</div><div>134</div><div>135</div><div>136</div><div>137</div><div>138</div><div>139</div><div>140</div><div>141</div><div>142</div><div>143</div><div>144</div><div>145</div><div>146</div><div>147</div><div>148</div><div>149</div><div>150</div></div>
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DRAWN BY JMO/FZH	
CHECKED BY CCU/YPS	
SCALE 1 : 150	

DRAWING NO.
SPA152

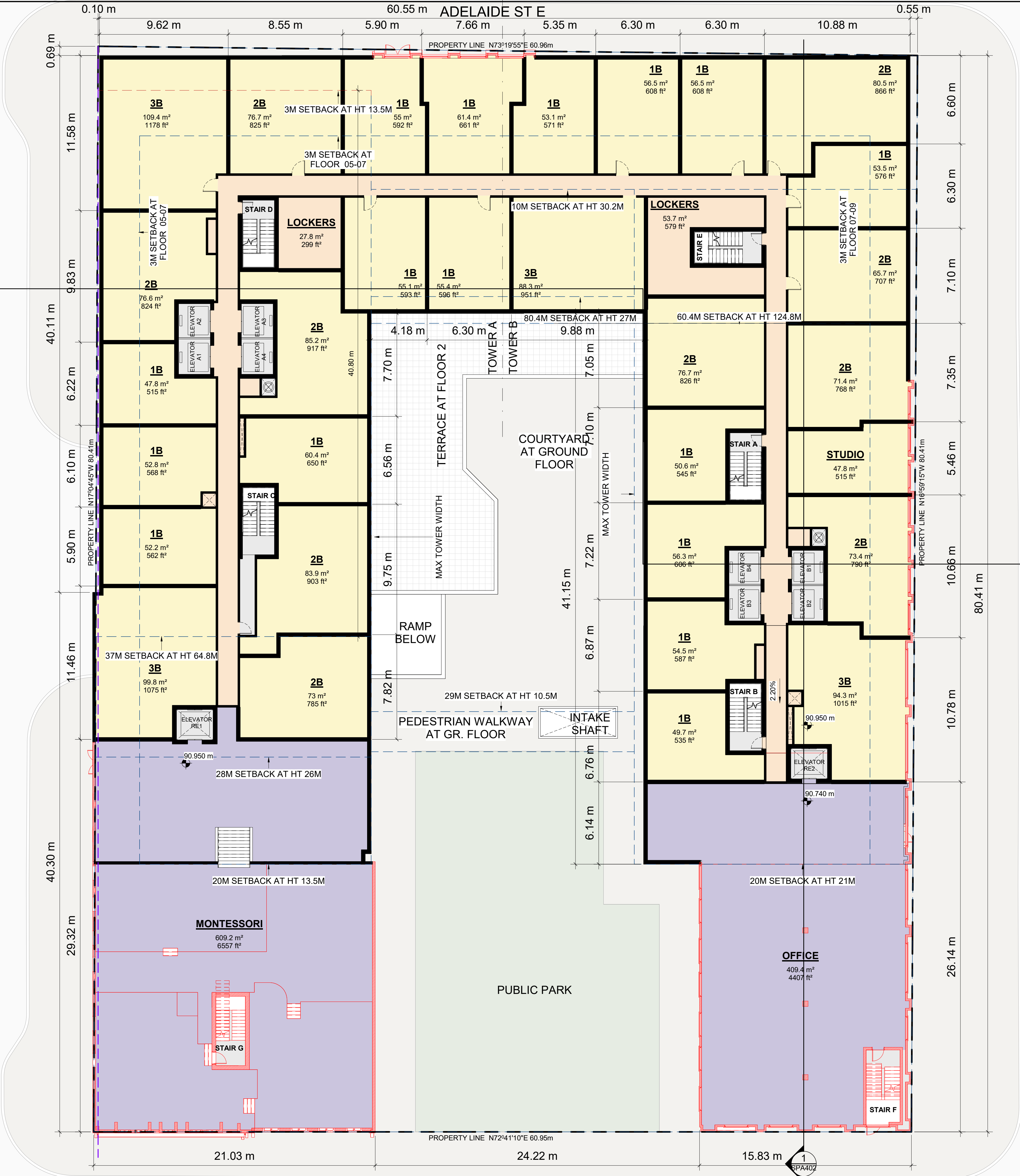
REV.
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1 FLOOR 03
SPA153 1: 150

1
SPA401

PRINCESS ST



KING ST E

ONTARIO ST

1
SPA402

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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

DRAWING

FLOOR 03

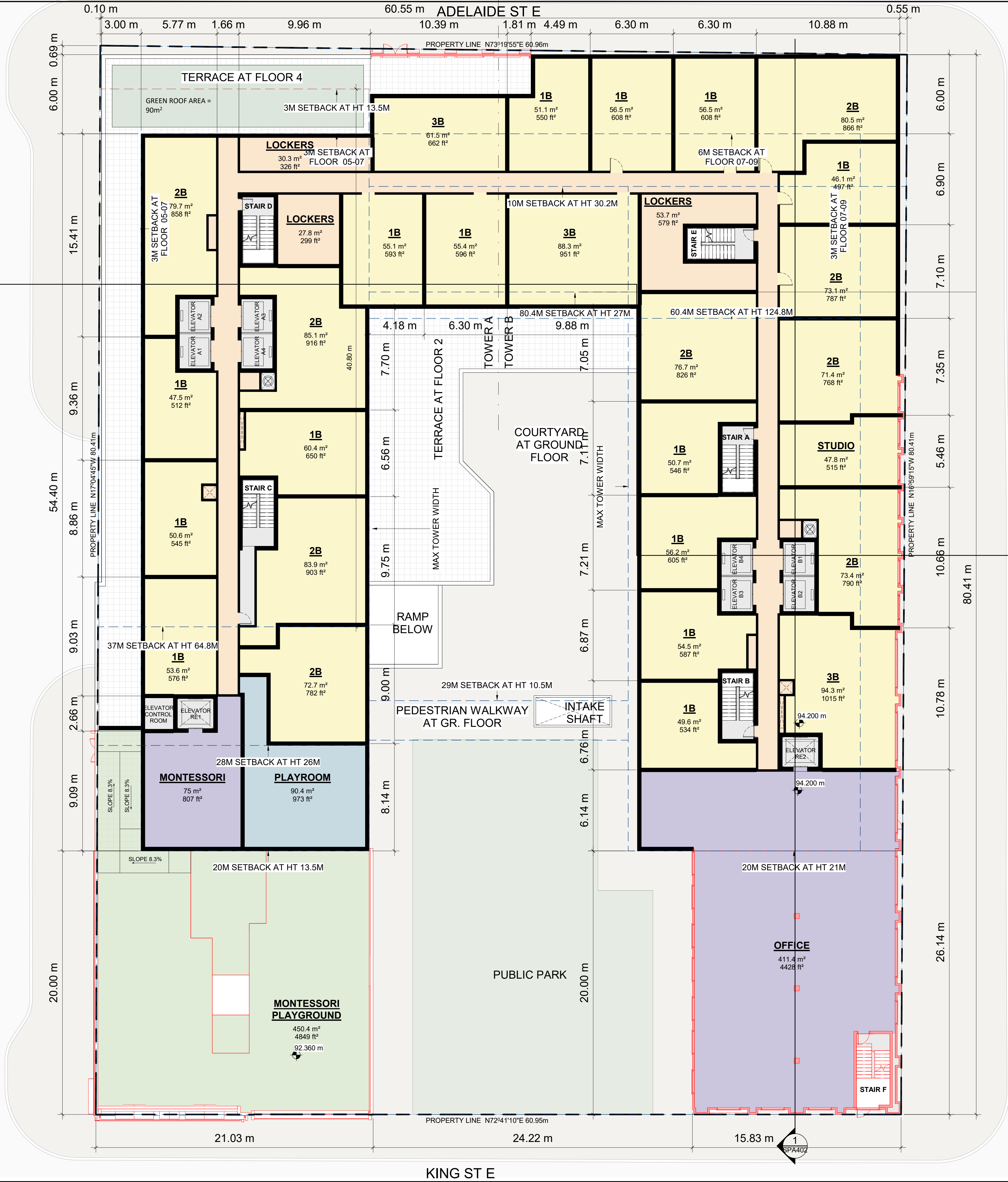
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PROJECT DATE 2021-12-15			
DRAWN BY JMO/FZH			
CHECKED BY CCU/YPS			
SCALE 1: 150			

2022-05-06 8:06:22 PM

1 FLOOR 04
SPA154 1 : 150

1
SPA401

PRINCESS ST



KING ST E

ONTARIO ST

1
SPA402

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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
FLOOR 04

PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
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CCU/YPS
SCALE
1 : 150

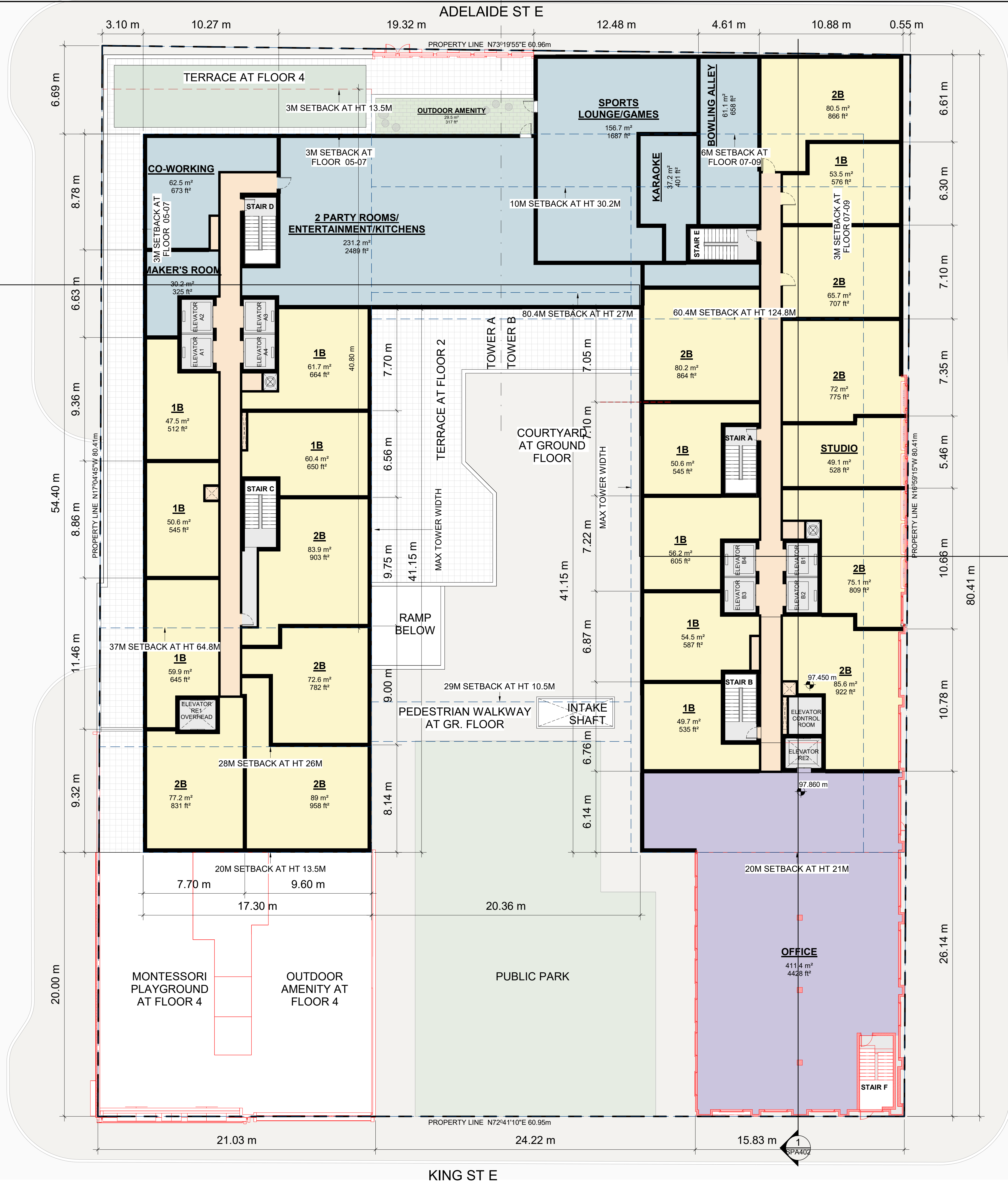
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SPA154
REV.
3

2022-05-06 8:06:23 PM

1 FLOOR 05
SPA155 1 : 150



PRINCESS ST



ONTARIO ST



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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

DRAWING

FLOOR 05

PROJECT NO. 21-162CS		DRAWING NO. SPA155	REV. 3
PROJECT DATE 2021-12-15			
DRAWN BY JMO/FZH			
CHECKED BY CCU/YPS			
SCALE 1 : 150			

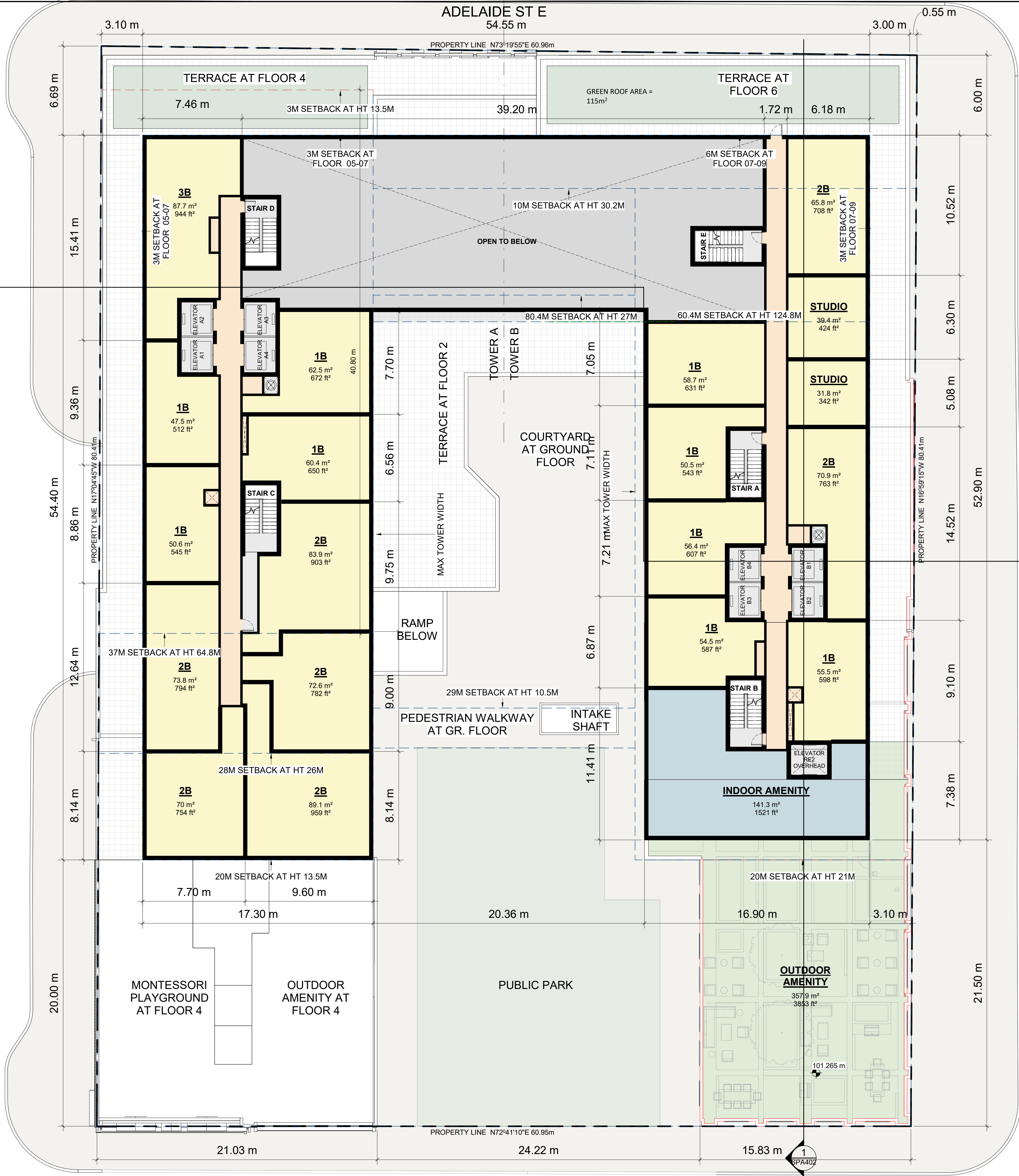
2022-05-06 8:06:24 PM



1 FLOOR 06
SPA156 1 : 150



PRINCESS ST



ONTARIO ST



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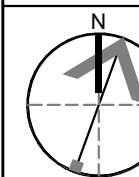
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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
**PROPOSED MIXED USE
DEVELOPMENT**
260 King Street East, Toronto, ON

DRAWING
FLOOR 06

PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
DRAWN BY
JMO/FZH
CHECKED BY
CCU/YPS
SCALE
1 : 150



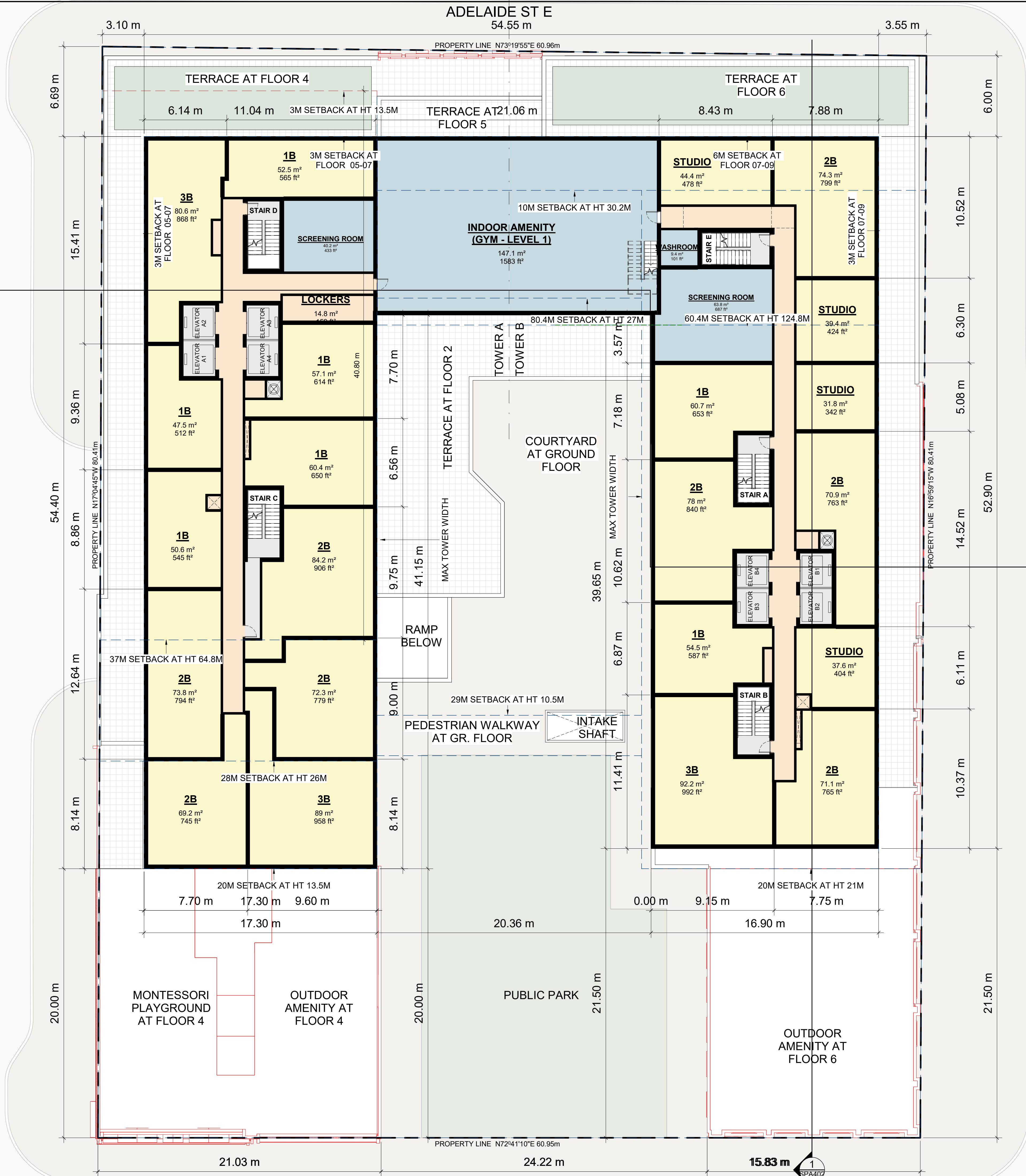
DRAWING NO.
SPA156
REV.
3

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1 FLOOR 07
SPA157 1 : 150

1
SPA401

PRINCESS ST



KING ST E

ONTARIO ST

1
SPA402

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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
**PROPOSED MIXED USE
DEVELOPMENT**
260 King Street East, Toronto, ON

DRAWING
FLOOR 07

PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
DRAWN BY
JMO/FZH
CHECKED BY
CCU/YPS
SCALE
1 : 150

DRAWING NO.
SPA157
REV.
3

2022-05-06 8:06:28 PM

1 FLOOR 08
SPA158 1 : 150

1 SPA401

1 SPA401

1 SPA402



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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

DRAWING

FLOOR 08

PROJECT NO.	21-162CS
PROJECT DATE	
DRAWN BY	
JMO/FZH	
CHECKED BY	
CCU/YP	
SCALE	1 : 150

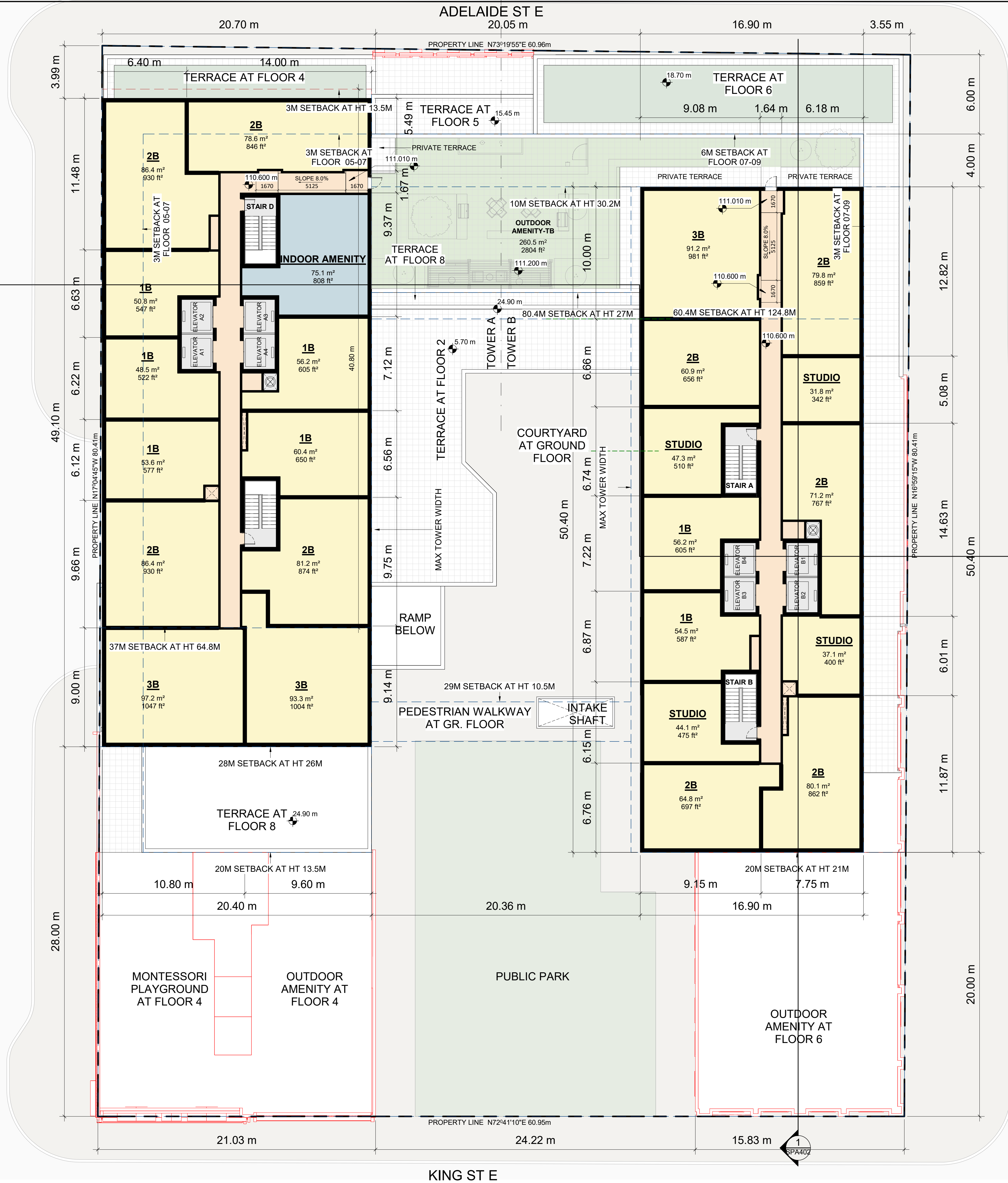
DRAWING NO.	SPA158	REV.	3
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1 FLOOR 09
SPA159 1 : 150

1
SPA401

PRINCESS ST



KING ST E

ONTARIO ST

1
SPA402

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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
**PROPOSED MIXED USE
DEVELOPMENT**
260 King Street East, Toronto, ON

DRAWING
FLOOR 09

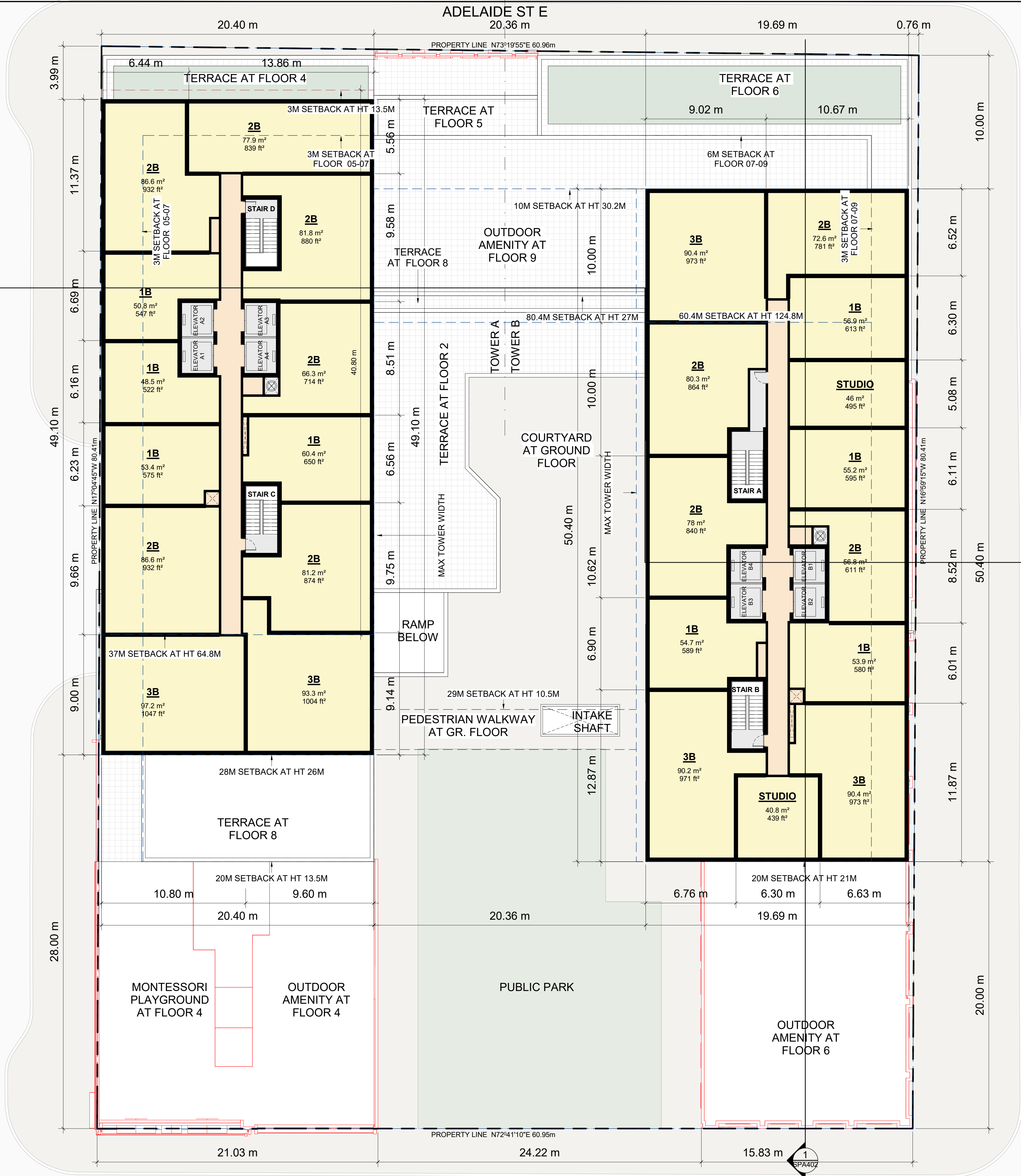
PROJECT NO.
21-162CS
PROJECT DATE
2021-12-15
DRAWN BY
JMO/FZH
CHECKED BY
CCU/YPS
SCALE
1 : 150

DRAWING NO.
SPA159
REV.
3

2022-05-06 8:06:30 PM



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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

DRAWING

FLOOR 10

PROJECT NO. 21-162CS		DRAWING NO. SPA160	REV. 3
PROJECT DATE 2021-12-15			
DRAWN BY JMO/FZH			
CHECKED BY CCU/YPS			
SCALE 1 : 150			

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2022-05-06	ISSUED FOR SPA #3	CCU	
2021-12-15	ISSUED FOR SPA #2	CCU	
2021-10-06	ISSUED FOR SPA #1	CCU	
#	DATE	DESCRIPTION	BY

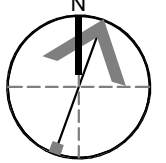
260 King Street East, Toronto, ON

DRAWING

FLOOR 11-20

PROJECT NO.	21.162CS
PROJECT DATE	2021-12-15
DRAWN BY	IMO//FZH
CHECKED BY	CCU/YPS

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DRAWING NO.

DRAWING NO.
SPA161

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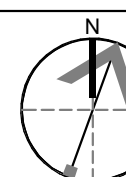
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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

260 King Street East, Toronto, ON

FLOOR 21

SCALE



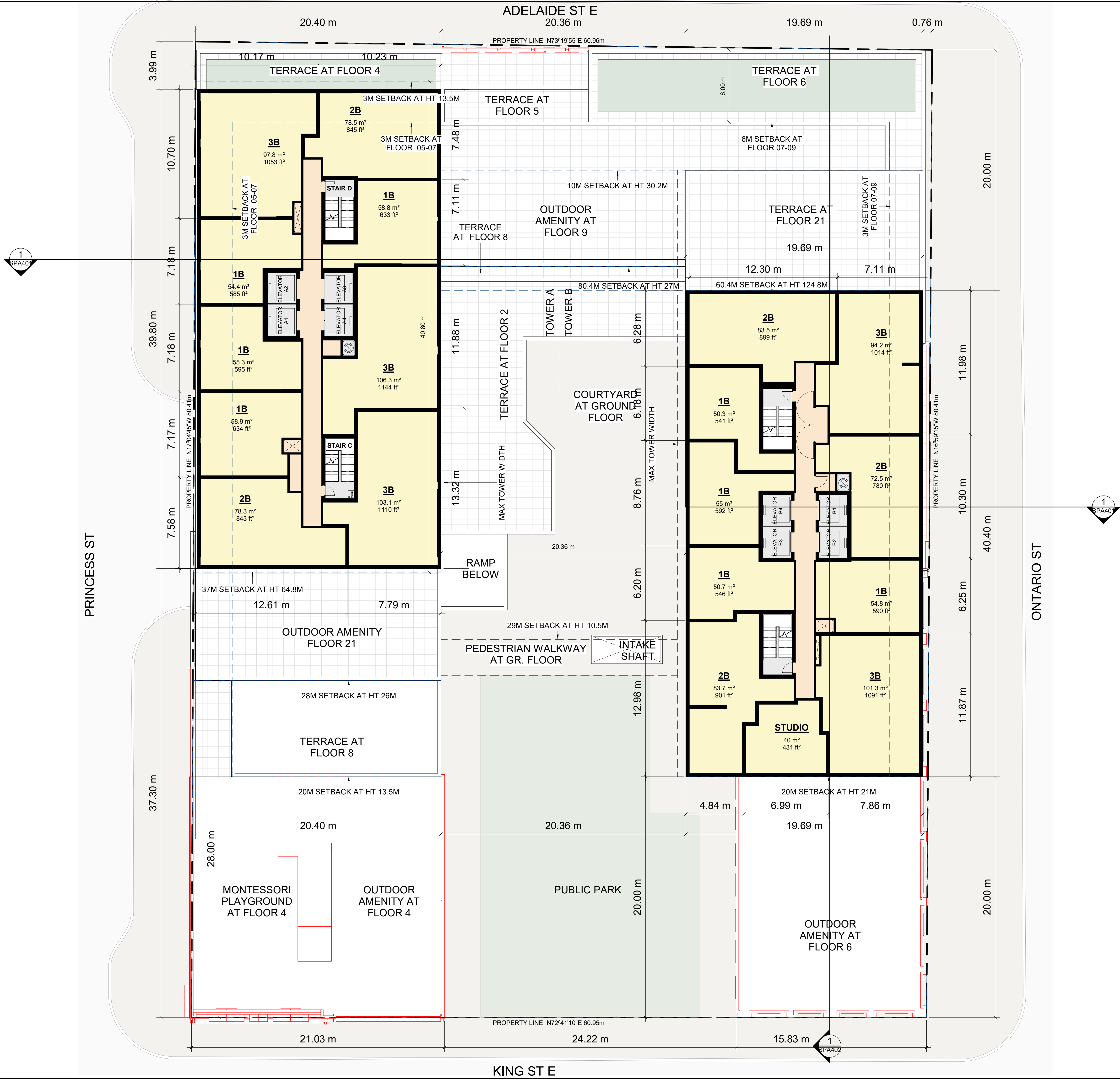
SPA162

3



2022-05-06 8:06:35 PM

1 FLOOR 22
SPA163 1 : 150



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2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

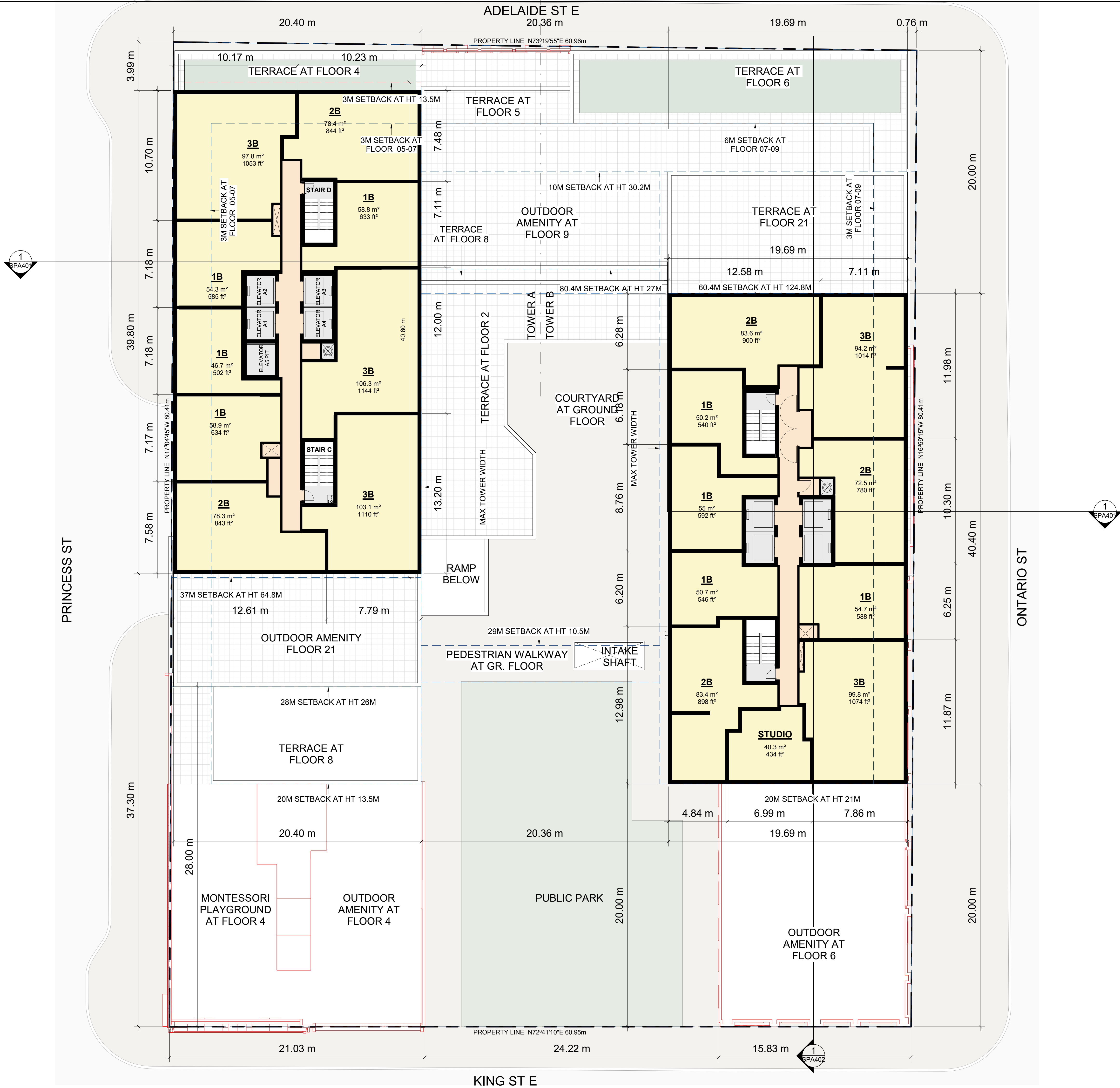
DRAWING

TYPICAL TOWER FLOOR (FLOOR 22-35)

PROJECT NO.		REV.
21-162CS		
PROJECT DATE		
2021-12-15		
DRAWN BY		
JMO/FZH		
CHECKED BY	DRAWING NO.	REV.
CCU/YPS		
SCALE		
1 : 150	SPA163	3

2022-05-06 8:06:38 PM

1 FLOOR 36
SPA164 1 : 150



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3	2022-05-06	ISSUED FOR SPA #3	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

260 King Street East, Toronto, ON

DRAWING

FLOOR 36

PROJECT NO. 21-162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO	
CHECKED BY CCU/YPS	
SCALE 1 : 150	

DRAWING NO.	REV.
SPA164	3

2022-05-06 8:06:41 PM

1
SPA165
TOWER A - FLOOR 37
1 : 150



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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-08	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING

TOWER A - FLOOR 37

PROJECT NO. 21-162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO/FZH	
CHECKED BY CCU/YP	
SCALE 1 : 150	

DRAWING NO. SPA165	REV. 3
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2021-12-15	ISSUED FOR SPA #2	CCU
#	DATE	DESCRIPTION
		BY

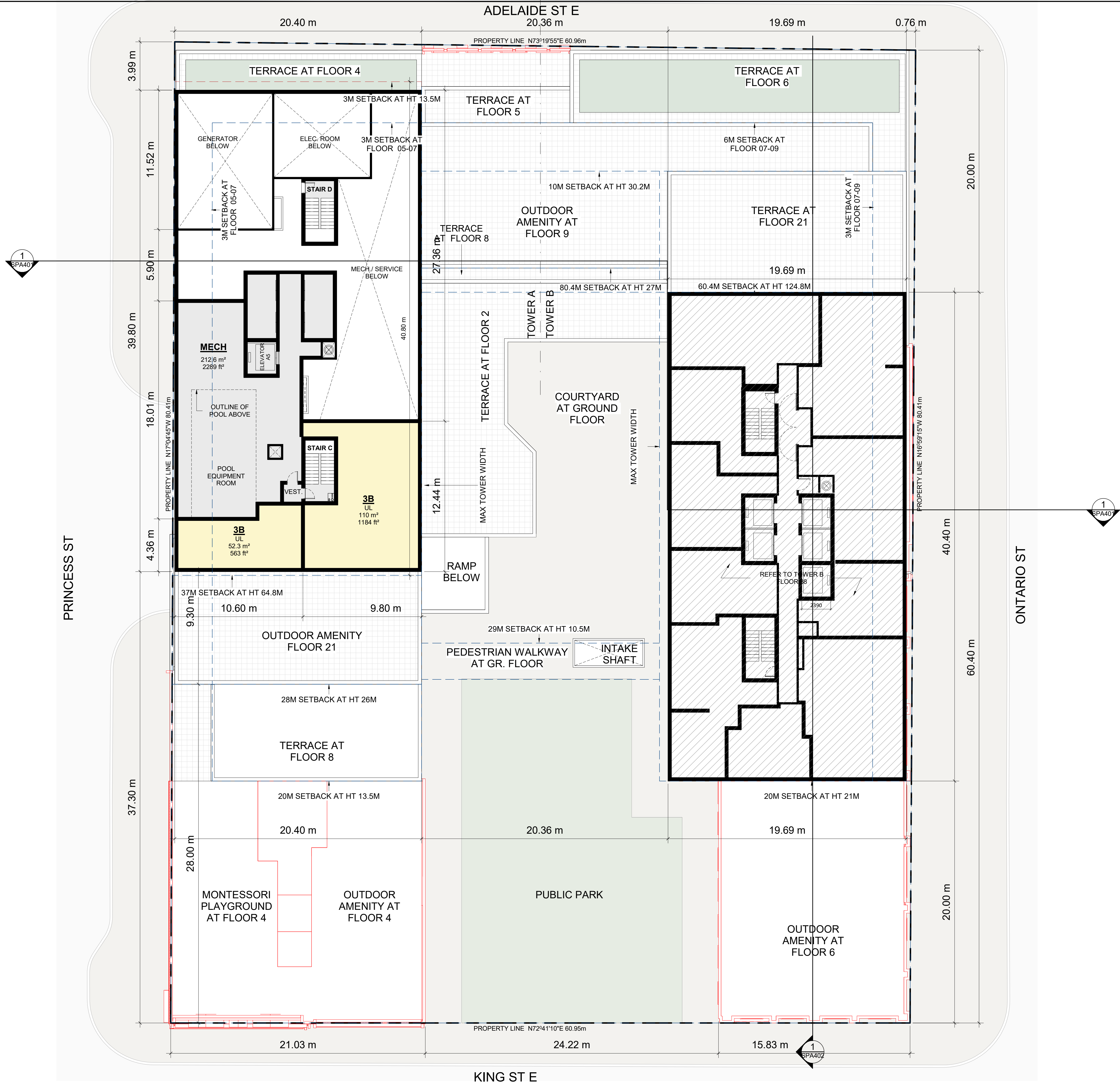
260 King Street East, Toronto, ON

DRAWING

TOWER A - FLOOR 38

PROJECT NO. : 1.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY IMO/FZH	
CHECKED BY CCU/YPS	
SCALE : 150	

DRAWING NO.	REV.
SPA166	3



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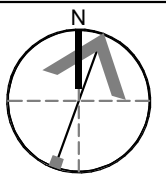
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2021-12-15	ISSUED FOR SPA #2	CCU	
2021-10-06	ISSUED FOR SPA #1	CCU	
#	DATE	DESCRIPTION	BY

260 King Street East, Toronto, ON

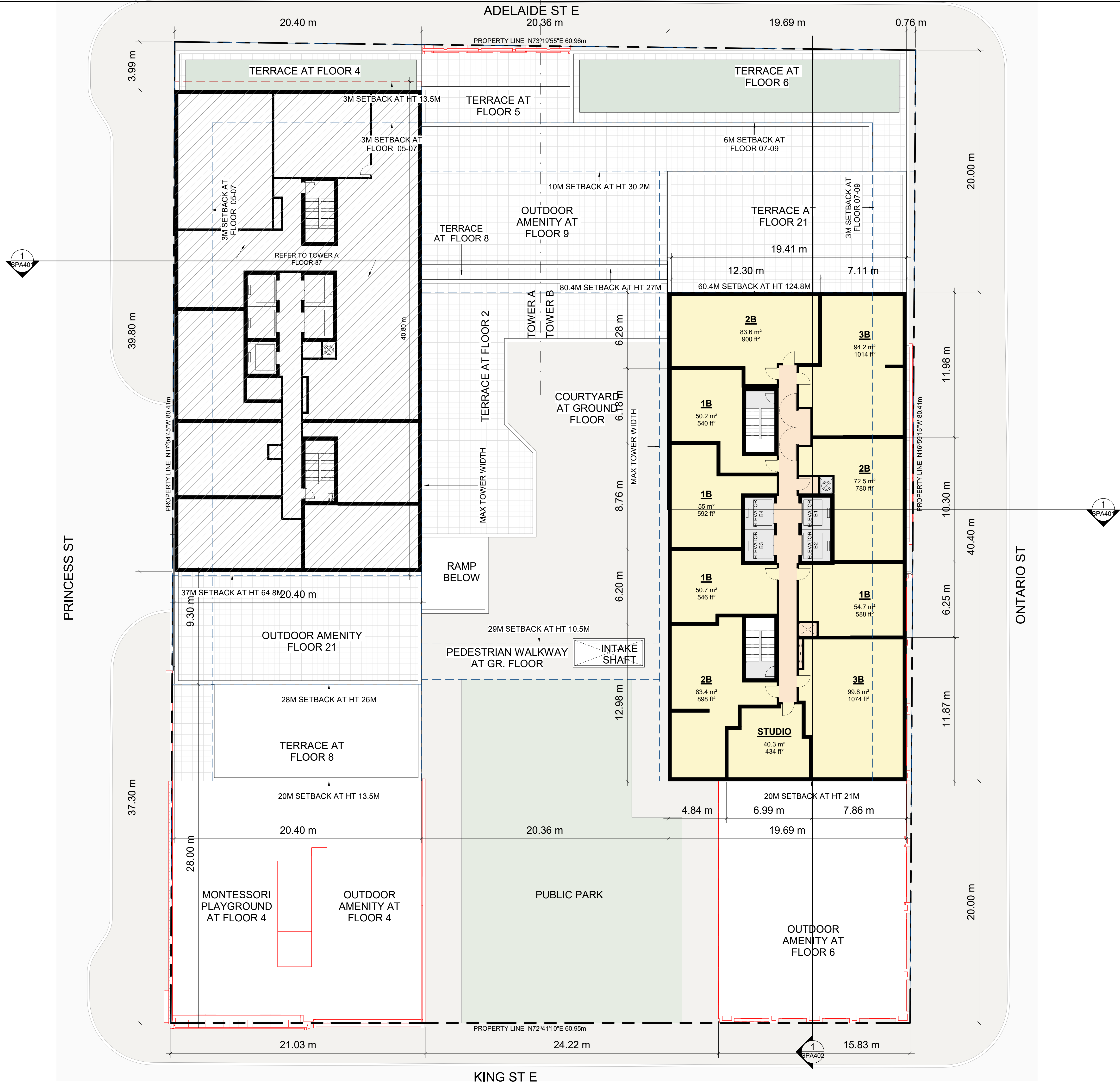
TOWER B - FLOOR 37

PROJECT NO.	1.162CS
PROJECT DATE	2021-12-15
DRAWN BY	IMO//FZH
CHECKED BY	CCU/YPS

150



DRAWING NO.	REV.
SPA167	3



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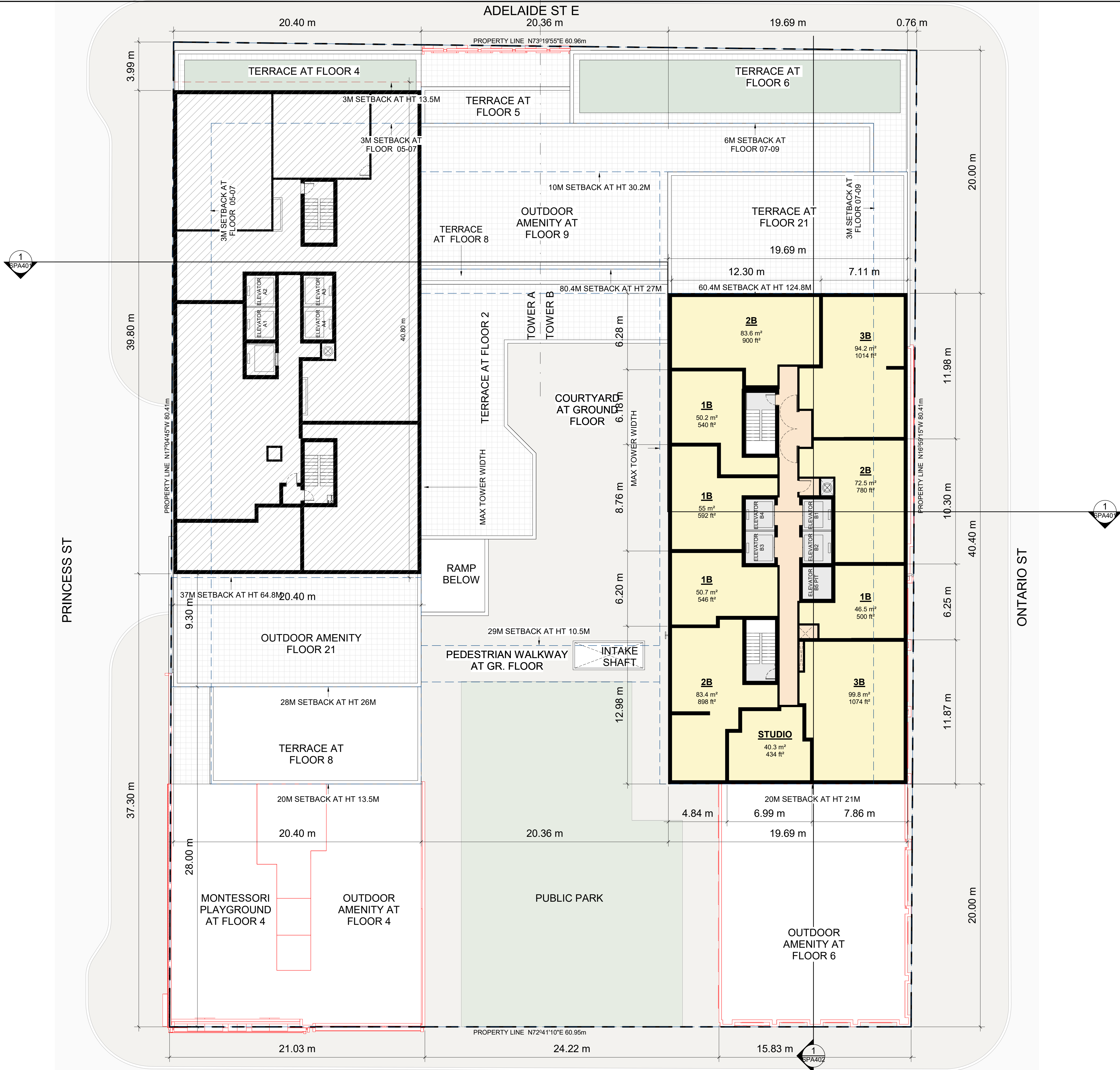
1
SPA168

TB- FLOOR 38
1 : 150

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ONTARIO ST

KING ST E



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3
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2022-05-06
DATE

ISSUED FOR SPA #3
DESCRIPTION

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BY

PROJECT

PROPOSED MIXED USE
DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING

TOWER B - FLOOR 38

PROJECT NO.
21-162CS

PROJECT DATE
2021-12-15

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JMO

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CCU/YPS

SCALE
1 : 150

DRAWING NO.

SPA168

REV.

3

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2022-05-06	ISSUED FOR SPA #3	CCU	
2021-12-15	ISSUED FOR SPA #2	CCU	
2021-10-06	ISSUED FOR SPA #1	CCU	
#	DATE	DESCRIPTION	BY

PROJECT

**PROPOSED MIXED USE
DEVELOPMENT**

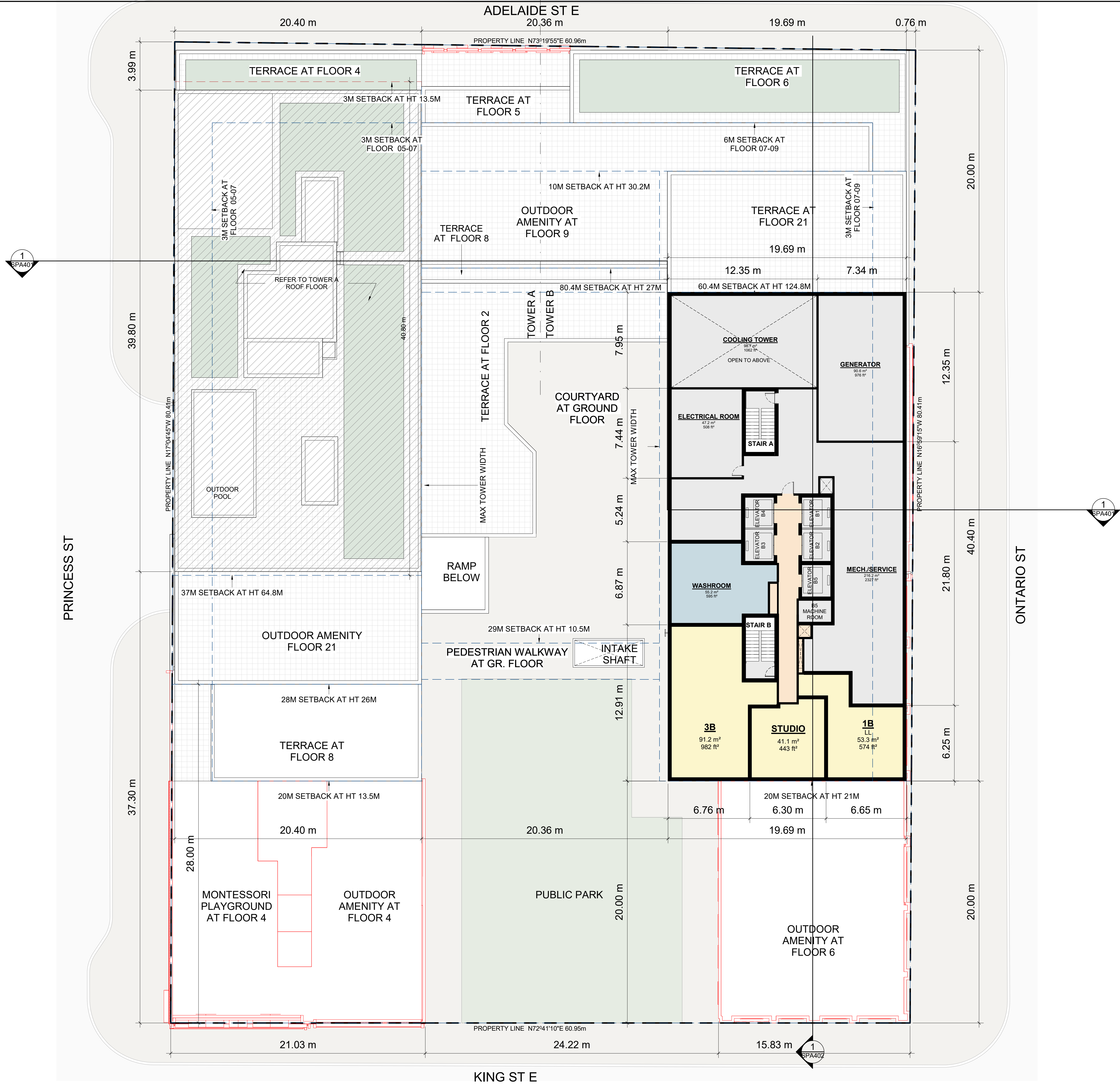
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DRAWING

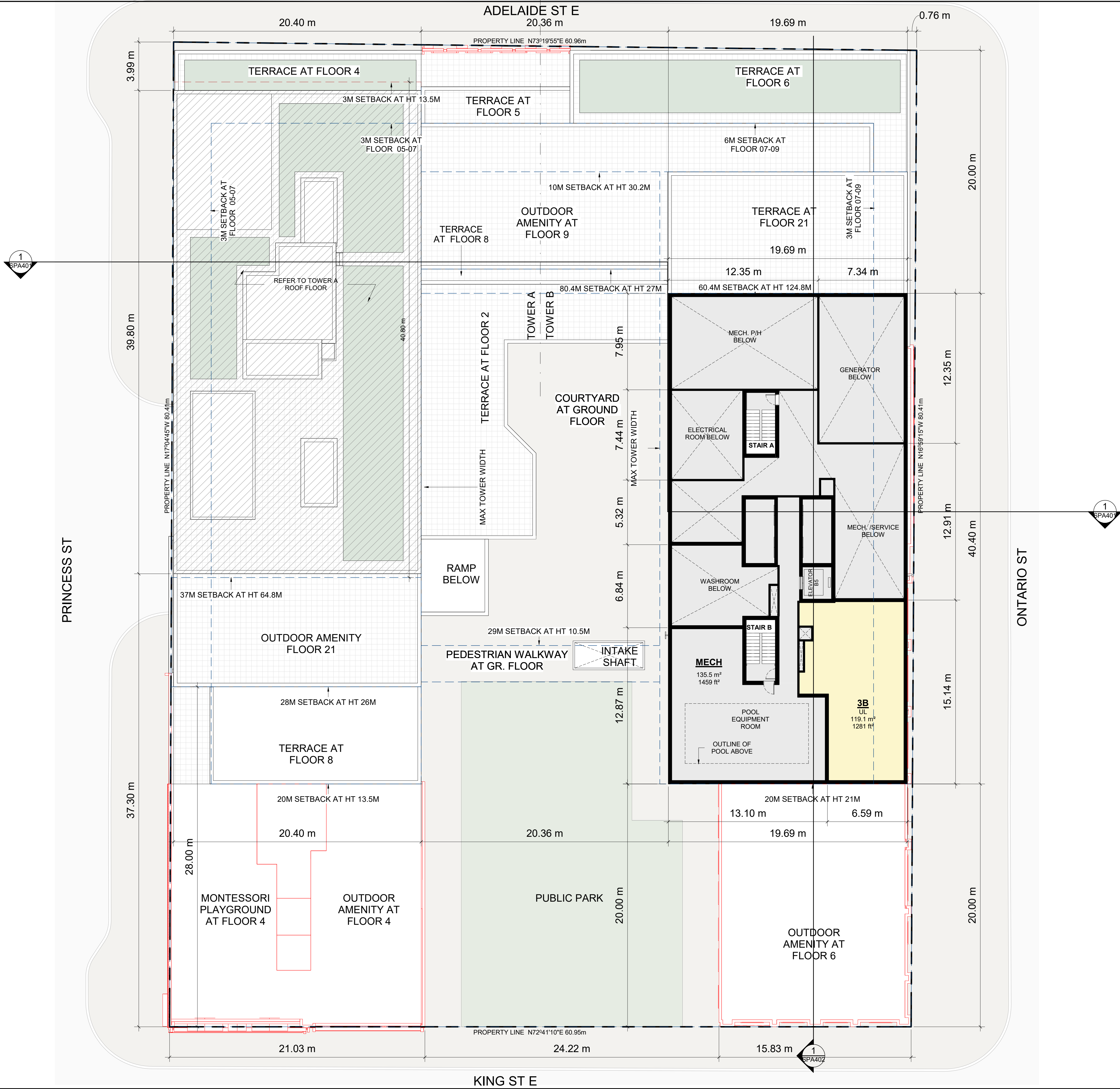
TOWER B - FLOOR 39

PROJECT NO. : 1.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY IMO/IFZH	
CHECKED BY CCU/NPS	
SCALE : 150	

DRAWING NO.	REV.
SPA169	3



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3	2022-08-08	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT

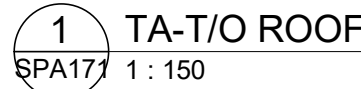
260 King Street East, Toronto, ON

DRAWING

TOWER B - FLOOR 40

PROJECT NO.	21-162CS
PROJECT DATE	2021-12-15
DRAWN BY	JMO/FZH
CHECKED BY	CCU/YP
SCALE	1 : 150
DRAWING NO.	SPA170
REV.	3

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260 King Street East, Toronto, ON

DRAWING

TOWER A - ROOF FLOOR

PROJECT NO.

21.162CS

PROJECT DATA

2021-12-1

DRAWN BY

IMO

CHECKED BY _____

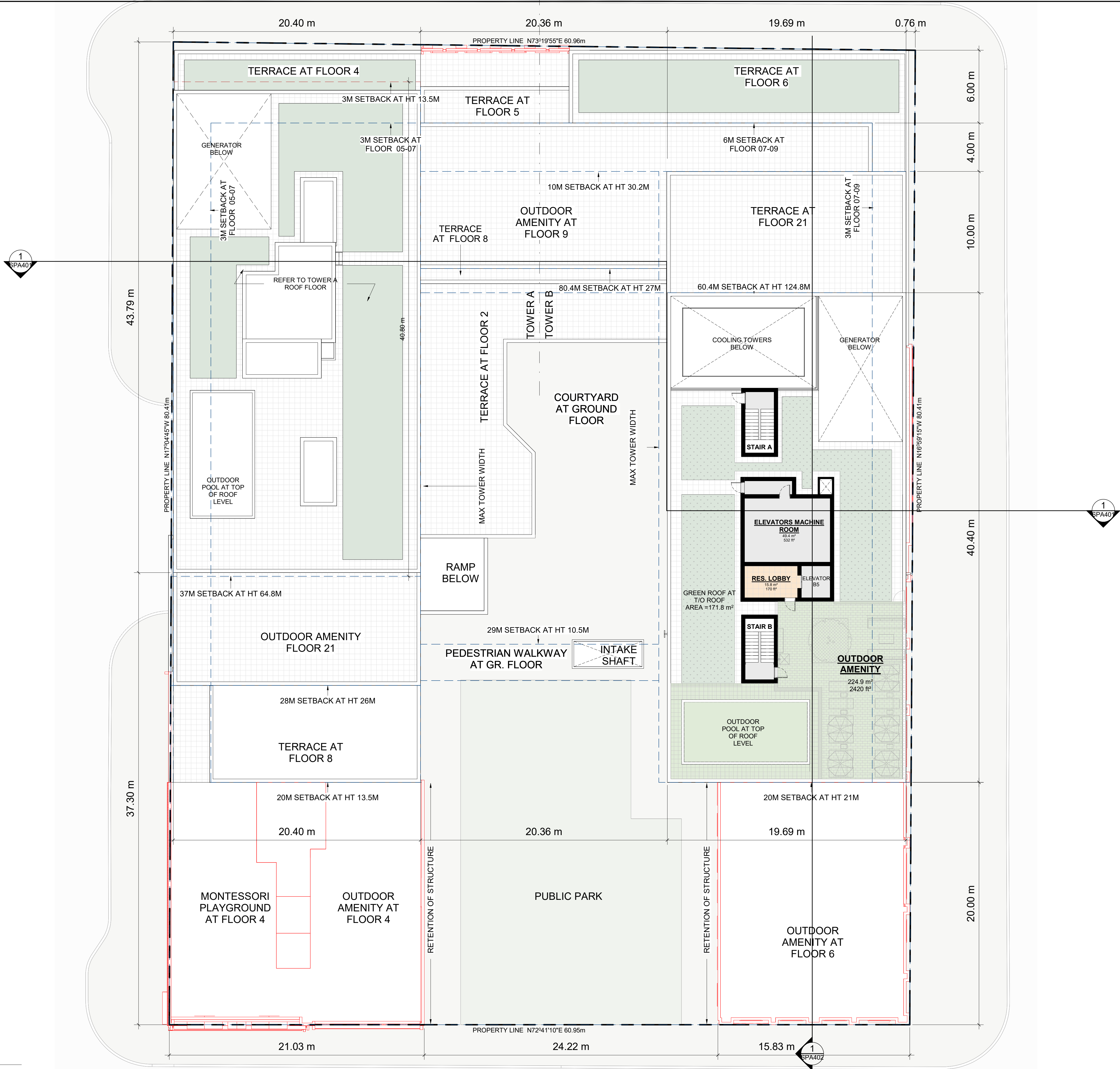
CCU/YPS

SCALE

DRAWING NO.	REV.
SPA171	3

2022-05-06 8:07:01 PM

1 TB-T/O ROOF
SPA172 1 : 150



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3	2022-05-06	ISSUED FOR SPA #3	CCU
#	DATE	DESCRIPTION	BY

PROJECT

PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWINGS

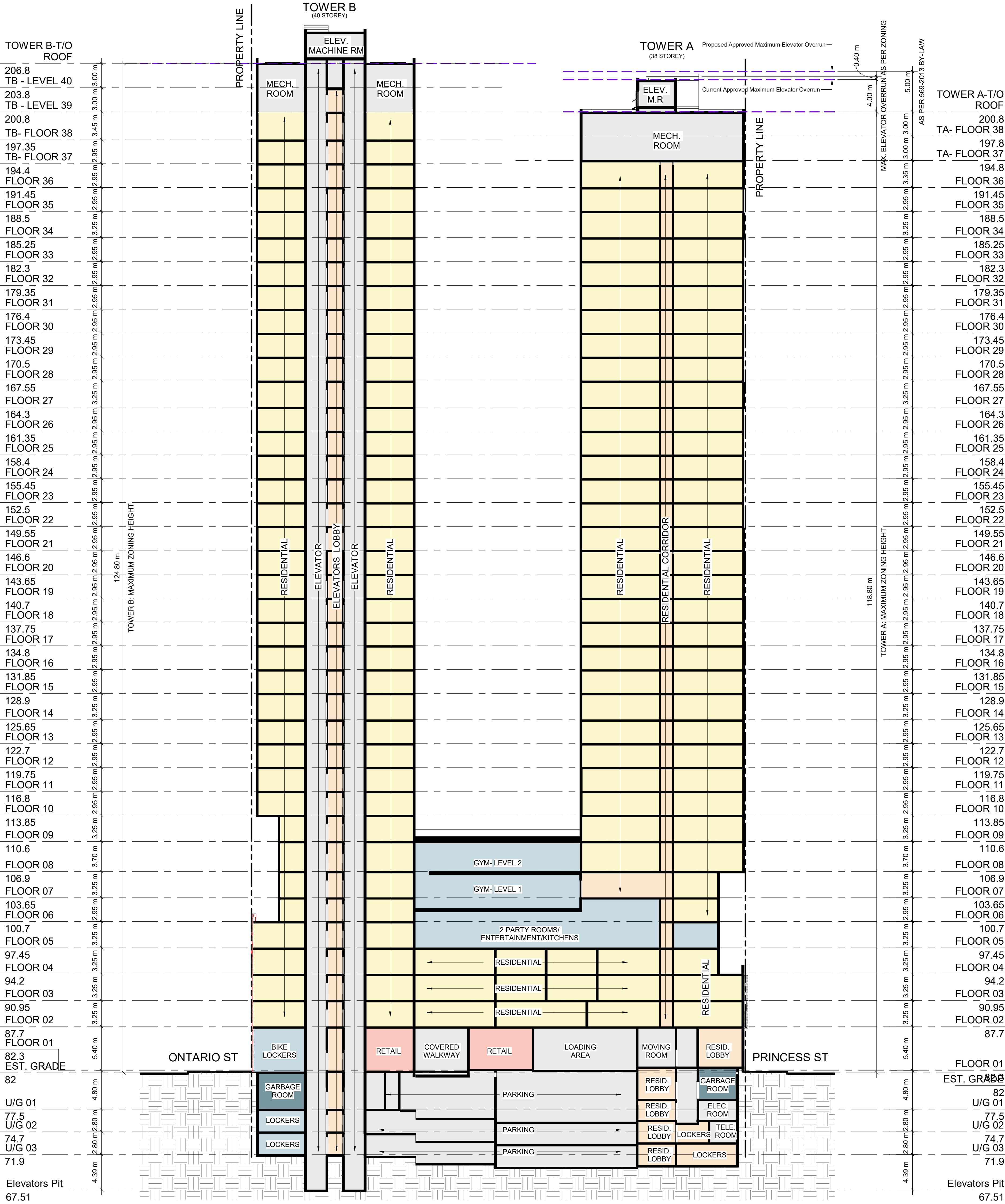
TOWER B - ROOF FLOOR

PROJECT NO. 21-162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO	
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SCALE 1 : 150	

DRAWING NO. SPA172	REV. 3
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1 SECTION A
SPA401 1 : 250



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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT
PROPOSED MIXED USE DEVELOPMENT
260 King Street East, Toronto, ON

DRAWING
BUILDING SECTION - A

PROJECT NO. 21-162CS	DRAWING NO. SPA401	REV. 3
PROJECT DATE 2021-12-15		
DRAWN BY JMO/FZH		
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3	2022-05-06	ISSUED FOR SPA #3	CCU
2	2021-12-15	ISSUED FOR SPA #2	CCU
1	2021-10-06	ISSUED FOR SPA #1	CCU
#	DATE	DESCRIPTION	BY

PROJECT

**PROPOSED MIXED USE
DEVELOPMENT**

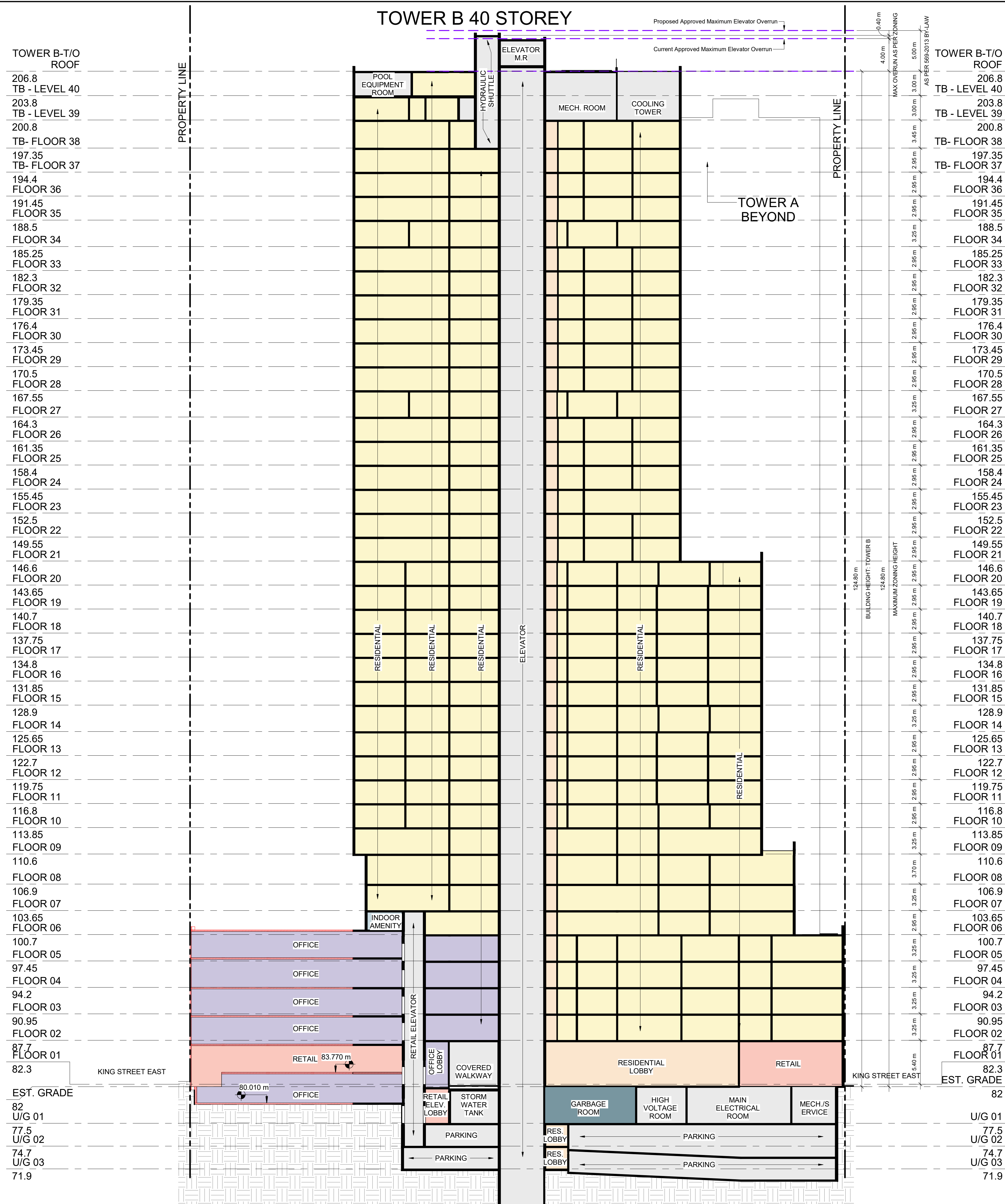
260 King Street East, Toronto, ON

DRAWING

BUILDING SECTION - B

PROJECT NO. 21.162CS	
PROJECT DATE 2021-12-15	
DRAWN BY JMO//FZH	
CHECKED BY CCU/YPS	
SCALE 1 : 250	

DRAWING NO. SPA402	REV. 3
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Memorandum

TO:

260 King Fitzrovia Inc. and 2862339 Ontario Inc.
c/o Adrian Rocca
Fitzrovia Real Estate

FROM:

Alun Lloyd

PROJECT:

7876-01
260 King Street East Development

DATE:

May 6th, 2022

SUBJECT: 254 – 266 KING STREET EAST, 427 – 435 ADELAIDE STREET EAST & 157 PRINCESS STREET, PROPOSED MIXED-USE DEVELOPMENT
MONTESSORI SCHOOL, PICK-UP / DROP-OFF ACTIVITY ACCOMODATION

1.0 INTRODUCTION

BA Group is retained by 260 King Fitzrovia Inc. and 2862339 Ontario Inc. to provide transportation consulting services for a proposed mixed-use development located on the properties comprised on 254-266 King Street East, 427-435 Adelaide Street East, and 157 Princess Street (herein referred to as “260 King Street East” or “the site”). The site is bound by Princess Street to the west, Ontario Street to the east, Adelaide Street East to the north and King Street East to the south in Downtown Toronto.

The project has advanced significantly through the approvals process and efforts are now being made to finalize details of the site specific Zoning By-law that was the subject of a recent OLT (LPAT) hearing in the summer of 2021.

We understand that one matter has arisen as part of the By-law finalization process relating to the location of a Montessori School within the development project. This specifically relates to the accommodation of related short-term vehicular pick-up / drop-off activity within the context of the development plans.

This letter provides:

- a summary of the recent application background;
- a summary of the current development programme being advanced including the Montessori School and recent plan modifications made since the last Site Plan Approval application;
- a review of the extent of front-door vehicular pick-up / drop-off activity related to a Montessori School; and
- the way such activity can be appropriately provided for on the site.

2.0 BACKGROUND

2.1 PRIOR SUBMISSIONS – ZONING BY-LAW AMENDMENT

In October 2016, an initial Zoning By-law Amendment application was made to the City of Toronto for a mixed-use building comprised of two 32-storey towers with a three storey podium containing 938 residential units (90 bachelor, 439 1-bedroom, 330 2-bedroom, and 79 3-bedroom units), and in the order of approximately 3,500 sq. m. of retail gross floor area (GFA).

In January 2017, a resubmission of the Zoning By-law Amendment application was made to the City of Toronto. Most notably, this submission introduced approximately 2,800 sq. metres of office space to the development. BA Group prepared a letter entitled “*Resubmission of 260 King Street East Rezoning Application*”, dated January 16, 2017 which summarised the changes, from a transportation perspective and provided responses to the City staff comments provided on the initial application.

The application was subsequently appealed to the Local Planning Appeal Tribunal (LPAT) and a revised Traffic Impact Study & Parking and Loading Study entitled “*260 King Street East Mixed-Use Development*”, dated June 2018, was submitted to the City for review in support of a modified development plan. This report considered key transportation related changes including the removal of the previously proposed Ontario Street driveway, minor changes to the development programme, and a reduction of proposed parking spaces.

An addendum to this submission was provided to the City of Toronto in February 2019. BA prepared a letter entitled “*254-266 King Street East & 427, 435 Adelaide Street East, Update to Zoning By-law Amendment Application - Response to City Comments – February 2019*” to accompany this submission.

2.2 SITE SPECIFIC ZONING BY-LAW

Subsequent to these Zoning By-law Amendment submissions, a site specific Zoning By-law was approved at the LPAT as part of a Tribunal order issued in June 2021.

The LPAT approved By-law defines development permissions for the site including parking, loading and other site specific transportation related facility requirements. Key aspects of the Zoning By-law from a parking and loading supply perspective are as follows:

Parking

- a minimum of 148 parking spaces for residents
- a minimum of 20 parking spaces for non-residential occupants
- a minimum of 20 parking spaces for visitors – of which a minimum of 5 must not be located in a public parking area

Loading

- 1 Type B loading space
- 1 Type G loading space
- 1 Type C loading space

Cycling

- a minimum of 909 bicycle parking spaces

Details related to the By-law are currently being finalized.

2.3 SITE PLAN APPLICATIONS

Site Plan Approval and Draft Plan of Subdivision Applications were submitted to the City of Toronto in October 2021 based upon the development permissions provided in the site specific Zoning By-law. We understand that the Draft Plan of Subdivision Application was subsequently withdrawn.

The latest Site Plan submission, with Architectural Plans dated May 2, 2022, contemplated development of a mixed-use development comprising of 815 residential units, 3772.0 sq. metres of office GFA, and 2716.9 sq. metres of retail GFA. A Montessori School was reflected on the plans and included within the non-residential floor area.

A total of 188 parking spaces are provided together with 956 bicycle parking spaces, and 3 loading spaces are incorporated into the current proposal consistent with the requirements of the LPAT approved site specific Zoning By-law.

2.4 RECENT MODIFICATIONS TO THE DEVELOPMENT PLANS

Further revisions are being made to the site plans as part of the ongoing design development of the proposed development. These primarily relate, from a transportation perspective, to an increase being made in the amount of parking to be provided within the parking garage which offers a small excess of parking about the base requirements of the Site Specific Zoning By-law.

This excess is relevant from the perspective of the Montessori School and the prospect of accommodating any front door related short-term pick-up / drop-off activity that may be generated by the School.

We understand that revised plans will be submitted to the City in due course as details of these plans are advanced and finalized for submission.

3.0 MONTESSORI SCHOOL

3.1 PROGRAMME

The Montessori School is located, generally, in the south-west portion of the proposed development with an entrance provided from Princess Street on the west side of the proposed building.

The School is proposed to occupy floor area on the ground floor and third / fourth levels of the building. An outdoor play area is provided at the fourth level on the roof of the adjacent building. Total gross floor area of the Montessori School is in the order of 770 sq. metres (8,270 sq. feet).

We understand that the Montessori School is anticipated to provide for in the order of 70 – 80 students between the ages of 1 – 6 years of age and is intended to provide a new local Elementary School resource supporting - primarily - the local area surrounding the site.

3.2 SITE-SPECIFIC ZONING BY-LAW REQUIREMENTS

We note that the formal parking and loading requirements of the Montessori School is provided for within the supply requirements of the Site Specific Zoning By-law.

The demands of the School will, as such, be met through the supply of parking and loading facilities that meet the requirements of the Site Specific Zoning By-law.

3.3 MONTESSORI SCHOOL: FRONT DOOR PICK-UP / DROP-OFF ACTIVITY

Forecasts of vehicular short-term pick-up / drop-off activity accumulation related to the School have been developed by BA Group.

These forecasts are based upon the extent of typical vehicular activity at private school facilities with a similar student profile but recognize the downtown and urban location of the proposed facility, the extent of surrounding area population as well as the intended localization of school enrollment within the proposed development and surrounding area.

The latter point will serve to reduce front door vehicular demands below those typically associated with such school facilities in less central / heavily populated areas and offers significant potential for vehicular front door activity levels to be very small and considerably lower than would be seen in other, less urban locations.

Forecast front door vehicular demands will peak, as is typical in such private schools, during the morning and afternoon pre / post weekday school periods which tend to be somewhere between 8:00 – 9:00 a.m. during the morning period and 3:00 to 4:00 p.m. during the afternoon peak period. Demands relate to the number of children in attendance at a school and the demographic characteristics of the school population (i.e. which grades are provided for).

3.3.1 Proxy Data

Information related to potential school generated “front-door” pick-up and drop-off vehicular accumulation activity has been developed for the proposed Montessori using extensive levels of data collected by BA Group at the Bishop Strachan private school in 2018. The Bishop Strachan private school is an all-girls private facility located in the St. Clair Avenue West / Spadina Avenue area of the mid-town Toronto.

More specifically – data used in this assessment was collected at the Warren Road school entrance which is used to accommodate pre / post school pick-up / drop-off activity related to Grades JK, SK and 1 – 6.

While the Bishop Strachan student JK – grade 6 population is greater (230 students), the accumulation demands and profiles provided by this survey information provides a strong resource from which to forecast demands that may be generated by the proposed Montessori School (up to 80 children).

The peak levels of short-term pick-up / drop-off activity recorded at the JK – grade 6 Warren Road entrance at Bishop Strachan school were in the order of 13 to 20 vehicles during the morning peak period and 16 to 18 vehicles during the afternoon peak period.

Demand survey information obtained at the Bishop Strachan School is provided in **Appendix A** for reference purposes.

It is noted that the Bishop Strachan School provides a high level of management of operations within the pick-up / drop-off area particularly in the afternoon peak periods when parents / care-givers can arrive prior to end of class. This is typical in many such private school environments and is expected to be reflected as part of the proposed Montessori School operation.

Short term parking accumulation generation rates are developed from this data based upon the total number of students within the JK – grade 6 group. Key generation rates are as follows:

Morning peak accumulation	-	0.06 to 0.09 vehicles / student
Afternoon peak accumulation	-	0.07 to 0.08 vehicles / student

It is noted that the extent of parent vehicle use for pick-up / drop-off activity at the Bishop Strachan school is relatively high and is, as such, higher than that which is expected to be the case for the highly urban proposed Montessori School.

3.3.2 Forecast Demands – Proposed Montessori School

The accumulation rates are considered to be modestly greater than that anticipated at an urban Montessori School located within the heart of downtown Toronto. It is considered that demand levels will fall to the lower end of the range outlined above for this reason.

Forecast peak “front door” demands based upon the above are as follows:

Morning peak accumulation	-	4 to 5 vehicles
Afternoon peak accumulation	-	5 to 6 vehicles

As noted above, these forecasts are anticipated to reflect upper-end forecasts of potential activity that may occur at the proposed Montessori School. It is likely that demand levels – particularly with a localization of student enrollment and pro-active management of any vehicular activity – at the proposed School will be lower than the forecast levels identified above.

4.0 PICK-UP / DROP-OFF ACTIVITY ACCOMODATION

It is proposed to provide 5 parking spaces within the P1 parking level of the parking level of the underground garage within the visitor / commercial parking area serving the development for the use of the Montessori School during peak periods of School activity.

Spaces would be allocated on weekdays during the key pre / post school periods for the exclusive use for pick-up / drop-off purposes. These spaces could be used as part of the general non-resident parking pool at other times.

Appropriate signage and management protocols will be put in place to ensure the appropriate operation of these spaces.

It is important to note that these spaces would be provided in addition to the base Site Specific Zoning By-law parking requirements for the proposed development (188 total spaces including 20 visitor spaces and 20 non-residential spaces). The non-resident parking supply provided in the garage will – in effect – be increased to 45 spaces to provide for the Montessori School demands in addition to those related to residential visitor and commercial uses.

The revised plans, dated May 2, 2022, reflect the increase in non-resident parking supply as noted above as well as the location of the 5 Montessori School parking spaces.

5.0 SUMMARY

BA Group has undertaken a review of the extent of front door pick-up / drop-off activity related to the proposed location of a Montessori School – serving approximately 80 students – as part of the development proposal.

This assessment is provided to assist in the finalization of the LPAT approved site specific Zoning By-law.

Key summary findings are as follows:

- The proposed Montessori School is anticipated to provide for in the order of up to 80 students ranging in age from JK to grade 6 and is intended to provide an elementary school resource for the local area surrounding the proposed 260 King Street East development.
- Formal parking and loading needs of the School are incorporated into the requirements of the Site Specific Zoning By-law. As such – no additional provisions are required with respect to these aspects of the development plans.
- BA Group has developed forecasts of short-term vehicular accumulation related to the School during the key pre and post school pick-up / drop-off (PUDO) periods. These are based upon information obtained at the Bishop Strachan School in Toronto for their JK to grade 6 junior school with adjustments made to account for the differences in vehicular usage between the Bishop Strachan private school and the proposed urban Montessori School facility.
- Forecast short-term PUDO vehicle accumulation levels for the proposed Montessori School are forecast to, conservatively, range up 4 to 5 vehicles in the morning peak period and 5 to 6 vehicles in the afternoon peak hour based upon typical private school arrival / departure patterns and recognizing the urban location of the 260 King Street East development. There is a strong potential for demand levels to be lower given the urban nature of the proposed Montessori School facility and with a pro-active management of related travel activity.
- Provision is made to meet “front door” demands related to the Montessori School within the below grade parking facilities supporting the development. A total of 5 spaces are to be allocated during peak school periods of operation for the use by the Montessori School.
- These spaces are to be provided in addition to the base requirements of the Site Specific Zoning By-law for the proposed development and will be appropriately signed and proactively managed by the School to ensure their operation meets the pre / post school PUDO needs of the School operation.
- The provision of 5 spaces within the underground parking facility will appropriately provide for the vehicular pick-up / drop-off activity of the Montessori School recognizing its urban location.

* * * * *

We trust that the foregoing will be of assistance in your considerations. Please do not hesitate to contact us if there any questions or concerns.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink, appearing to read 'Alun S. Lloyd'.

Alun S. Lloyd, P. Eng.
Principal

APPENDIX A: Bishop Strachan School Surveys

SITE OVERVIEW

BSS is located at 298 Lonsdale Road and has frontage along Lonsdale Road. It is bound by Russell Hill Road to the west, Frybrook Road to the north, and Warren Road to the east. Immediately to the north, south, east and west are low-density, single family residential homes as well as a church (Grace Church-on-the-Hill).

As previously noted, the Bishop Strachan School has a student population of approximately 910 students. **Table 1** below details the breakdown of students by grade, and type of enrollment.

TABLE 1 BISHOP STRACHAN SCHOOL POPULATION OVERVIEW

Schools	Grades	Students			Staff
		Day	Boarding	Total	
Junior	Junior Kindergarten	16 students	-	230 students	200 full-time and part-time staff
	Senior Kindergarten	16 students	-		
	Grades 1 - 6	198 students	-		
Middle	Grades 7 - 8	156 students	5 students	161 students	
Senior	Grades 9 - 12	450 students	69 students	519 students	
Total		836 students	74 students	910 students	200 staff

Vehicular access to and from BSS is provided via three (3) one-way driveways, which includes some parking at-grade. The primary, ceremonial entrance to the school is located on Lonsdale Road. Secondary accesses for pick-up / drop-off activity and additional parking are located on Russell Hill Road and Warren Road.

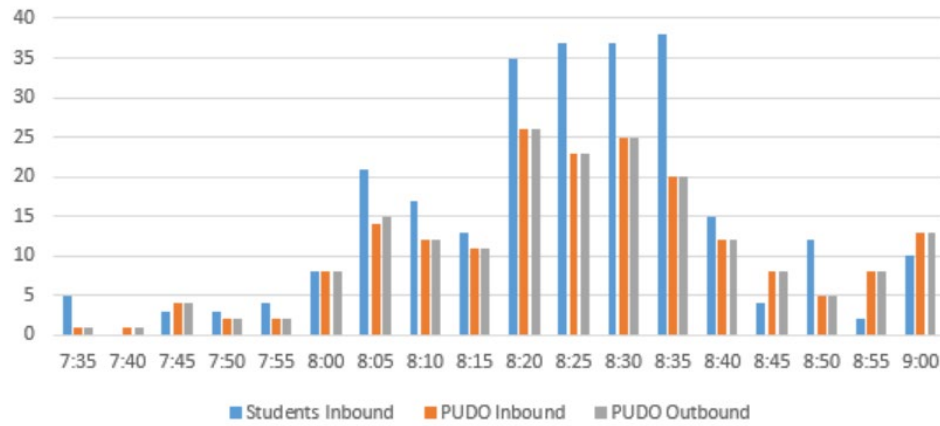


Warren Road Entrance

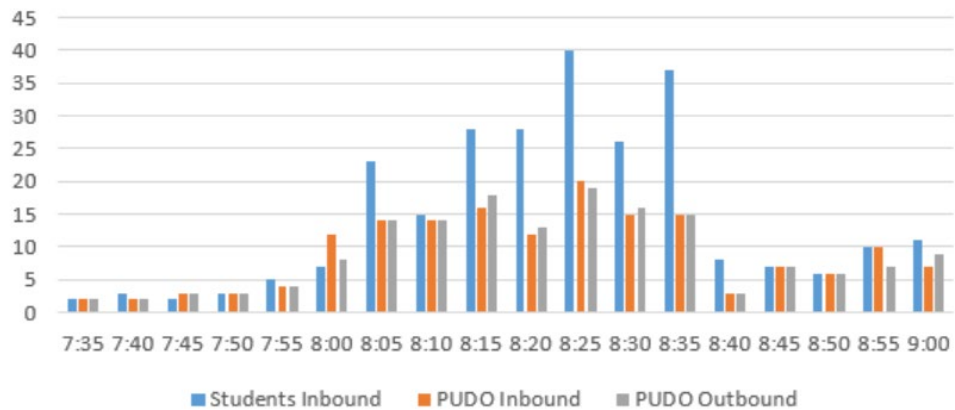
The Warren Road Loop also operates as a one-way driveway (southbound direction) with parking located at the south end of the loop, near Lonsdale Road. This loop provides primary access to the Junior School during the morning drop-off and afternoon pick-up period. Outside of the pick-up / drop-off times, the doors are locked and entry to the school is redirected to the main entrance on Lonsdale Road.



Bishop Strachan
Warren Rd Entrance
Student & Vehicle Activity (AM)
Thursday, October 25, 2018



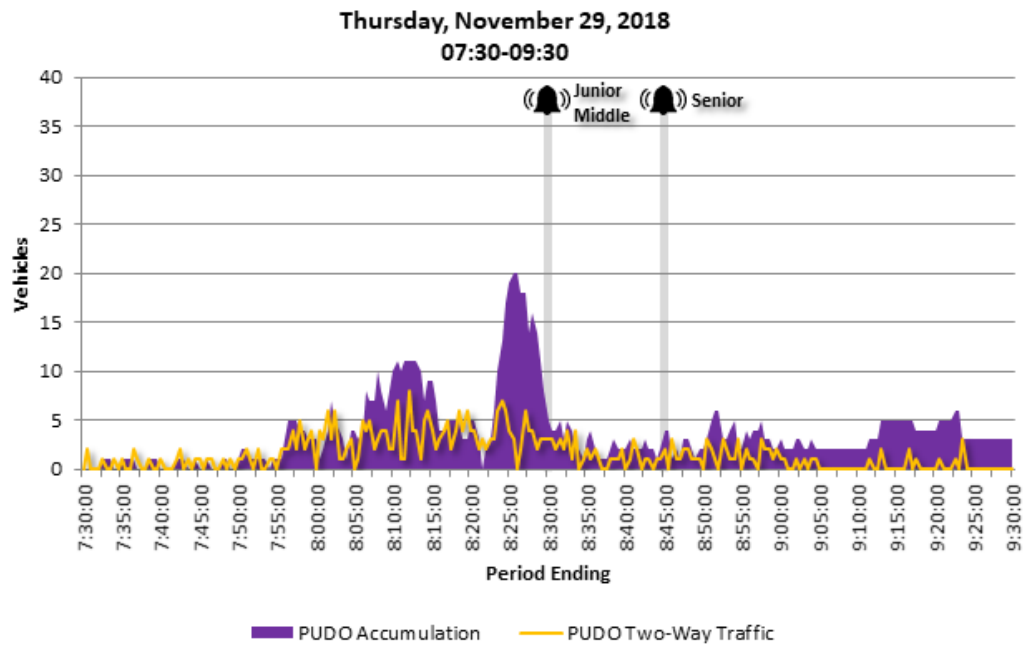
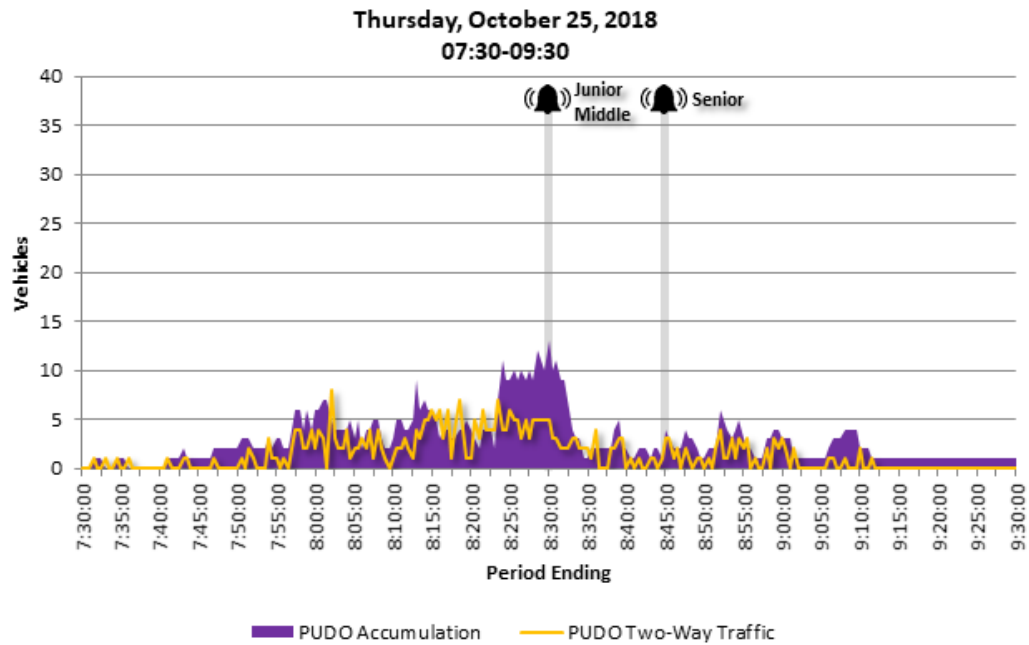
Bishop Strachan
Warren Rd Entrance
Student & Vehicle Activity (AM)
Thursday, November 29, 2018



Student and Vehicular Arrival Patterns - Morning Period



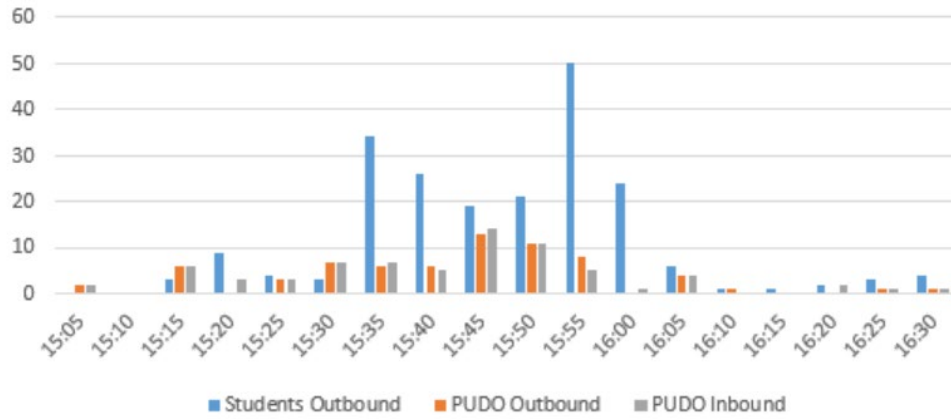
Warren Road Vehicular Traffic & Accumulation



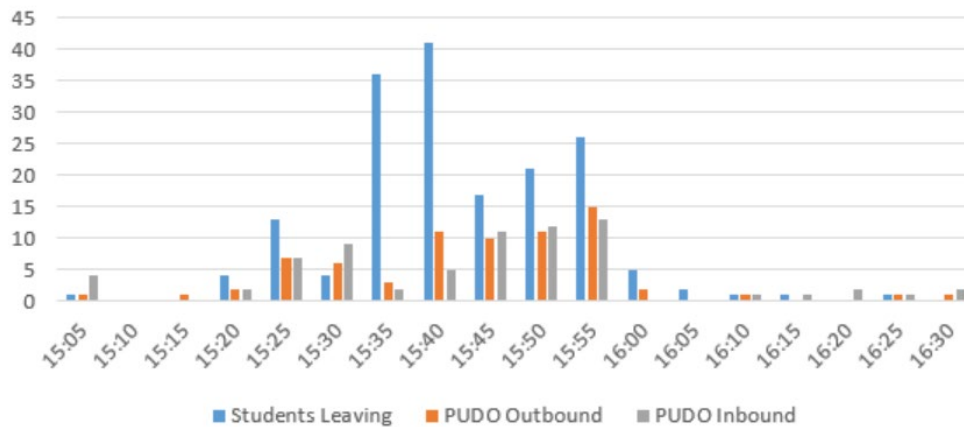
Vehicular Traffic and Accumulation Levels - Morning Period



Bishop Strachan
Warren Rd Exit
Student & Vehicle Activity (PM)
Thursday, October 25, 2018



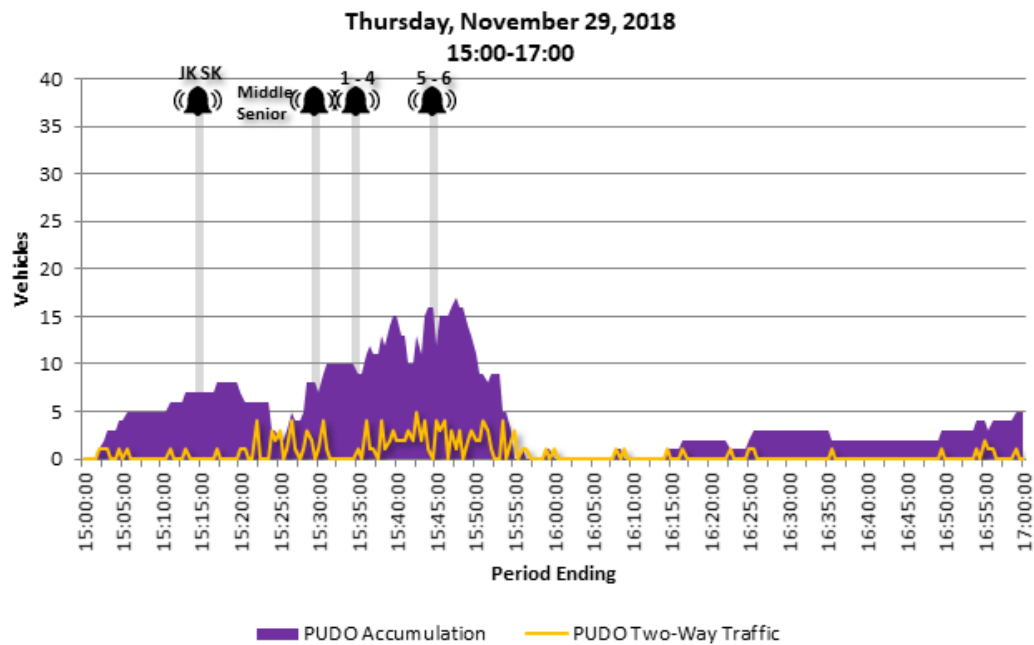
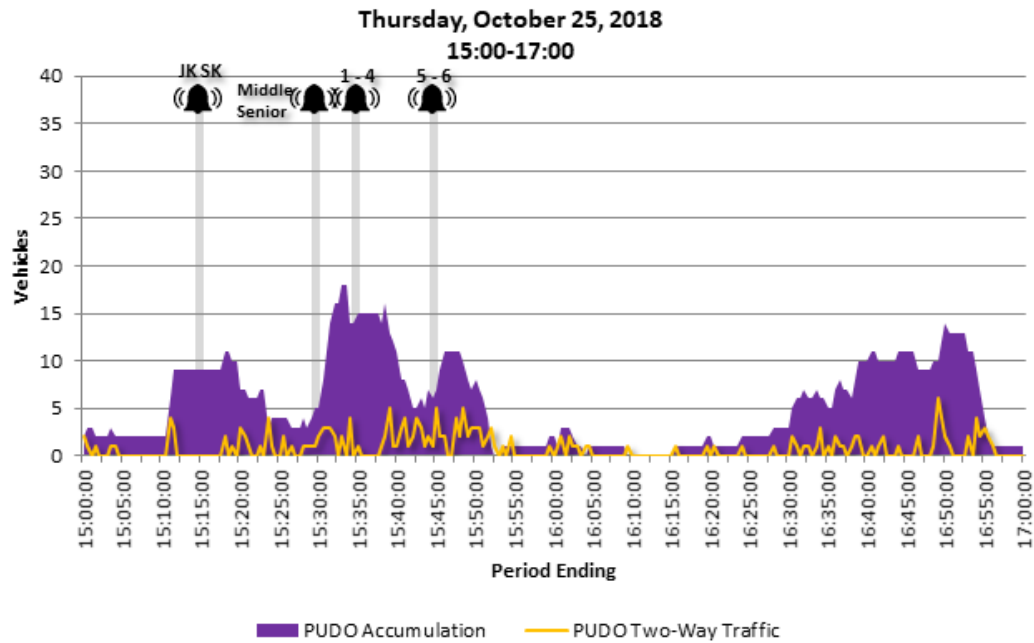
Bishop Strachan
Warren Rd Exit
Student & Vehicle Activity (PM)
Thursday, November 29, 2018



Student and Vehicular Departure Patterns - Afternoon Period



Warren Road Vehicular Traffic & Accumulation



Vehicular Activity and Accumulation Levels - Afternoon Period

