

OCTOBER 18, 2024

PROJECT NO: 0805-6317

SENT VIA: EMAIL

City of Toronto
Development Toronto and Review Area 1
Metro Hall
55 John Street, 17th Floor
Toronto, ON M5V 3C6

Attention: Daniel Reynolds, Transportation Services

RE: TRANSPORTATION UPDATE LETTER
CONFIDENTIAL, WITHOUT PREJUDICE
ISSUED FOR CONFIDENTIAL SETTLEMENT OFFER
FILE NO. 22-204512 STE 14 OZ
685 LAKE SHORE BOULEVARD EAST
CITY OF TORONTO

Dear Daniel,

C.F. Crozier & Associates Inc. (Crozier) was retained by SLH Lakeshore Inc. to undertake a Transportation Impact Study (TIS) in support of a Re-Zoning Application (RZA) and Official Plan Amendment (OPA) for the proposed mixed-use development located at 685 Lake Shore Boulevard East in the City of Toronto.

A TIS was previously prepared in September 2022 in support of the development. A Transportation Update Letter was prepared in June 2023 to address the City's first submission comments. A second Transportation Update Letter was prepared in September 2024 to address changes in the proposed development's Site Plan and summarize the transportation-related impacts.

The Transportation Update Letter (TUL) herein accompanies the previous submissions and addresses further modifications to the development's Site Plan, to support a confidential settlement offer to the City.

1.0 Development Proposal

The most recent Site Plan prepared by BDP Quadrangle proposes a mixed-use residential/commercial development. The development, along with the associated underground parking and loading facilities, is proposed to be serviced by a full moves access on Saulter Street South approximately midway between Lake Shore Boulevard East and Villiers Street.

A new public road (local street) with an 18.5 m right-of-way (ROW) is also proposed at the southern limits of the proposed development. This public road will serve as an easterly extension of Villiers Street, with a portion of the 18.5 m ROW shared with the neighbouring property to the south, of which 14.5 m is proposed within the Subject lands and 4.0 m within the neighbouring lands.

Attachment 1 contains the most recent Site Plan dated October 18th, 2024. Table 1 outlines the breakdown of the revised development proposal, as well as changes in the site statistics when compared to the previously submitted study.

Table 1
Proposed Development Breakdown (Comparison)

Land Use		Number of Units/GFA TUL – September 2024	Number of Units/GFA TUL – October 2024
Residential Units	Studio	356 units	346 units (-10 units)
	1-Bedroom	808 units	776 units (-32 units)
	2-Bedroom	275 units	296 units (+21units)
	3-Bedroom	163 units	163 units (No Change)
	Total	1602 units	1581 units (-21 units)
Non-Residential GFA	Interim Condition (Pre-Broadview Ave Extension)	Office: 3,678.8 m ² Retail: 5,84.7 m ²	Office: 6,087.5 m ² (+2,408.7 m ²) Retail: 593.7 m ² (+9.0 m ²)
	Ultimate Condition (Post-Broadview Ave Extension)	Office: 3,001.1 m ² Retail: 1,262.4 m ²	Office: 5,089.1 m ² (+2,088 m ²) Retail: 1,592.1 m ² (+329.7 m ²)
Vehicle Parking ¹	Resident	234 spaces	234 spaces (No Change)
	Non-Residential	61 spaces	61 spaces (No Change)
	Total	295 Spaces	295 spaces (No Change)
Bicycle Parking	Long Term	1452 spaces	1438 spaces (-14 spaces)
	Short Term	338 spaces	339 spaces (+1 space)
	Total	1790 spaces	1777 spaces (-13 spaces)
Loading Spaces		2 Type "G"	2 Type "G"
		1 Type "B"	1 Type "B"
		1 Type "C"	1 Type "C"

As shown in Table 1, the most recent Site Plan proposes 1,581 residential units and 295 vehicle parking spaces.

When compared to the previous submission in September 2024, the development proposes a decrease of 21 residential units and an increase of 2,417.7 m² of non-residential GFA. This letter will assess if the changes in site statistics will have a significant impact on the auto external trip generation and the resulting operations of the study intersections in comparison to the previous TUL submission.

Based on the supporting documents from the Broadview Avenue Extension Environmental Assessment (EA) and confirmation from City of Toronto Staff, Phase 2 of the Broadview Avenue Extension, which extends Broadview Avenue from Lake Shore Boulevard East southerly past Basin Street to the Ship Channel, will not be completed until 2033. Therefore, as consistent with previous submissions, Broadview Avenue Extension is assumed to terminate at Lake Shore Boulevard East as a three-legged "T" intersection. Throughout this letter we have referred to this condition as "interim", while the "ultimate" condition refers to the extension of Broadview Avenue to the Ship Channel.

In the Interim, only a portion (approximately 594 m²) of the ground floor non-residential GFA will be used as retail, while the remainder would accommodate Production, Interaction and Creative (PIC) uses. This is because the ground-floor retail space will have little foot traffic until Phase 2 of the Broadview Avenue Extension is completed. For the purposes of the 2030 future total traffic operations analysis, the total non-residential space was considered entirely PIC use, which for trip generation purposes is assumed to be office. This approach is conservative as the ground floor retail use is supportive and is not expected to generate material vehicle trips but is expected to primarily accommodate pedestrian traffic from the subject development and future redevelopment within a short walking distance. Accordingly, the small portion of retail use anticipated in the Interim Condition is not expected to materially impact results.

2.0 Mobility Infrastructure Updates

This section identifies any changes to the existing or planned transportation infrastructure within the study area since the previous submission.

2.1 Broadview Avenue Extension EA

In December 2023, the City of Toronto released a final report for the completed Broadview Avenue Extension Municipal Class Environmental Assessment Study. No updates were identified from the report that were pertinent to the proposed development from a transportation analysis perspective.

2.2 New TTC Bus Routes

In May 2024, the TTC added bus route 114 which travels between Carlaw Avenue and Union Station via Commissioners Street and Queens Quay East. The bus route includes a stop at Commissioners Street and Saulter Street South, approximately 200 metres south of the proposed development, with headways of 8 to 10 minutes during weekday peak hours. The new route improves the site's existing and future transit connectivity, providing additional transit options for new residents and employees within the area, consistent with the transit-oriented vision of the Port Lands Planning Framework.

2.3 McCleary District Precinct Plan

Since the previous submission, the City has initiated the McCleary District Precinct Plan. The plan, while in progress, proposes updates to the recommended mobility network within the study area. Most notably, the Draft Precinct Plan proposes Villiers Street as having a reduced 18.5 m ROW, and Sauter Street with a reduced 20 m ROW. In addition, Villiers Street, between Don Roadway and Sauter Street South is envisioned as a "wobble" section with horizontal deflections, similar to a series of chicanes, which will accommodate pedestrians, cyclists and vehicles.

3.0 Traffic Operations Update

The following section provides an overview of the impacts on the intersection operations within the study area caused by the change in site statistics.

As referenced in the previously submitted TIS (Crozier, September 2022), multimodal trip generation of the proposed mixed-use development was forecasted using first principles, and mode split targets associated with the Port Lands Planning Framework noted below:

- 55% Public Transport Trips
- 10% Walking Trips
- 15% Cycling Trips
- 15% Vehicle Trips
- 5% Ferry Trips (reassigned within transit trips)

3.1 Multimodal Trip Generation

Multimodal Trip generation for the revised development scheme was updated using the methodology consistent with the previous submissions as summarized below:

- Person trip generation of the proposed mixed-use development was forecasted using first principles per **Institute of Transportation Engineers' Trip Generation Manual 11th Edition** for Land Use Categories Multifamily High Rise (LUC 222) for residential and General Office Building (LUC 710) for the PIC uses.
- Internal trip capture between the residential and PIC uses was then applied based on the **ITE's 3rd Edition Trip Generation handbook**.
- Mode split targets per the Port Land Planning Framework were applied to the person trips to calculate trips for each mode. The mode split targets are outlined below:
 - 60% Public Transport Trips
 - 10% Walking Trips
 - 15% Cycling Trips
 - 15% Vehicle Trips

The external automobile trips generated were used for the future total analysis of traffic operations on the boundary road network.

Table 2 outlines the total multimodal trip generation forecast based on the updated Site Plan.

Table 2
Total Multi-Modal Site Trip Generation

Land Use	Trip Type	Peak Hour	Trips Generated TUL - October 2024		
			Inbound	Total	Total
LUC 222 Multifamily Housing (High-Rise)	Person Trips (ITE)	A.M.	247	781	1028
		P.M.	532	369	901
LUC 710 General Office Building		A.M.	77	11	88
		P.M.	19	73	92
LUC 222 Multifamily Housing (High-Rise)	Internal Trip Reduction	A.M.	0	-2	-2
		P.M.	-1	-11	-12
LUC 710 General Office Building		A.M.	-2	0	-2
		P.M.	-11	-1	-12
LUC 222 Multifamily Housing (High-Rise)	External Person Trips	A.M.	247	779	1026
		P.M.	531	358	889
LUC 710 General Office Building		A.M.	75	11	86
		P.M.	8	72	80
Total External Person Trips		A.M.	322	790	1112
		P.M.	539	430	969
Transit Trips (60%)		A.M.	193	475	668
		P.M.	324	257	581
Pedestrian Trips (10%)		A.M.	33	79	112
		P.M.	55	42	97
Cycle Trips (15%)		A.M.	48	119	167
		P.M.	81	64	145
LUC 222 Multifamily Housing (High-Rise)	Total Auto External Trips (15%)	A.M.	37	117	154
		P.M.	78	55	133
LUC 710 General Office Building		A.M.	11	2	13
		P.M.	3	9	12
Total Auto External Trips		A.M.	48	119	167
		P.M.	81	64	145

In addition, Table 3 outlines the auto trip generation in comparison to the previous study submission.

Table 3
Total Auto External Site Trip Generation (Comparison)

Land Use	Peak Hour	Trips Generated TUL – September 2024			Trips Generated TUL – October 2024		
		In	Out	Total	In	Out	Total
LUC 222 Multifamily Housing (High-Rise)	A.M.	37	119	156	37	117	154
	P.M.	80	56	136	78	55	133
LUC 710 General Office Building	A.M.	7	1	8	11	2	13
	P.M.	2	6	8	3	9	12
Total Auto External Trips	A.M.	44	120	164	48 (+4)	119 (-1)	167 (+3)
	P.M.	82	62	144	81 (-1)	64 (+2)	145 (+1)

As shown in Table 3, the most recent Site Plan generates an increase of approximately 3 and 1 two-way external auto trips during the weekday a.m. and p.m. peak hours respectively compared to the September 2024 TUL submission. Given the negligible change in vehicle trip generation, the traffic operations for the 2030 future total horizon remain consistent with the previous submission.

4.0 Parking Review

The development proposes a total vehicle parking supply of 295 spaces, comprising of 234 residential spaces, and 61 shared visitor/non-residential spaces. The parking requirements for the proposed development were evaluated based on the City of Toronto Zoning By-Law 569-2013, which reflects the new requirements per Zoning By-Law 89-2022.

Attachment 2 contains relevant Zoning By-Law excerpts.

4.1 Vehicle Parking Requirements

4.1.1. City of Toronto Zoning By-Law 569-2013 (As Amended by Zoning By-Law 89-2022)

The Subject Site is located in Parking Zone A. Table 4 outlines the parking requirements per the City of Toronto Zoning By-Law Amendment 89-2022.

Table 4
City of Toronto Zoning By-Law Amendment 89-2022 Parking Requirements

Land Use	Unit Type	Site Statistic	Parking Rate		Parking Supply		
			Minimum	Maximum	Minimum	Maximum	Proposed
Apartment Building	Studio	346 units	-	0.3 space / unit	-	103 spaces	234 spaces (0.15 per unit)
	One Bedroom	776 units	-	0.5 space / unit	-	388 spaces	
	Two Bedroom	296 units	-	0.8 space / unit	-	236 spaces	
	Three Bedroom	163 units	-	1.0 space / unit	-	163 spaces	
	Visitors	1581 units	2 + 0.01 space / unit	5 + 0.1 space / unit for 6+ units	17 spaces	162 spaces	61 spaces (0.04 per unit)
Office (Interim)	6,087.5 m ²	-	0.8 space / 100 m ²	-	48 spaces		
Retail (Interim)	593.7 m ²	-	3.5 space / 100 m ²	-	20 spaces		
Total					17 spaces	1120 spaces	295 spaces

The parking requirements associated with both the Interim and Ultimate Condition were reviewed. Given that the Zoning By-Law identifies parking maximums, the scenario with the lower parking maximum overall will govern the requirements for the site.

The proposed parking supply satisfies both the Interim and Ultimate Condition parking requirements, though the Interim Condition results in a lower maximum parking supply overall. Therefore, the Interim Condition will govern the parking requirements. The proposed development is subject to a minimum of 17 parking spaces and a maximum of 1,120 parking spaces. The proposed parking supply of 295 falls within these requirements and is therefore satisfactory.

4.1.2. Accessible Parking Requirements

The City's Zoning By-Law was also reviewed to confirm accessible parking requirements for the proposed development, which assesses requirements based on "effective" parking requirements. Table 5 outlines the accessible parking requirements per the City of Toronto Zoning By-Law Amendment 89-2022.

Table 5
City of Toronto Zoning By-Law Amendment 89-2022 Accessible Parking Requirements

Land Use	Unit Type	Site Statistic	Parking Rate	Effective Parking Spaces
Apartment Building	Studio	346 units	0.3 space / unit	103 spaces
	One Bedroom	776 units	0.5 space / unit	388 spaces
	Two Bedroom	296 units	0.8 space / unit	236 spaces
	Three Bedroom	163 units	1.0 space / unit	163 spaces
	Visitors	1581 units	0.1 space / unit	158 spaces
Office (Ultimate)		5,089.1 m ²	0.4 space / 100 m ²	20 spaces
Retail (Ultimate)		1,592.1 m ²	1.0 space / 100 m ²	15 spaces
Total Effective Spaces				1083 spaces
Total Accessible Parking Requirement			5 spaces + 1.0 spaces / 50 effective parking spaces (or part thereof) excess of 100 spaces	25 spaces (3.4 m x 5.6 m)

The effective parking spaces are governed by the Ultimate Condition as the retail effective parking rate is greater than the office effective parking rate. Per the Zoning By-Law, a development with 1083 effective parking spaces, requires a minimum of 25 accessible parking spaces. As 25 accessible parking spaces (3.4 m x 5.6 m) are proposed, the development meets the Zoning By-Law requirements for accessible parking spaces.

4.2 Bicycle Parking Requirements

The Development Site is located in Bicycle Zone 1. Table 6 outlines the bicycle parking requirements per the City of Toronto Zoning By-Law 569-2013.

Table 6
City of Toronto Zoning By-Law 569-2013 Minimum Bicycle Parking Requirements (Ultimate Condition)

Land Use	Parking Type	Site Statistics	Bicycle Parking Rate	Required Parking Supply	Proposed Parking Supply
Residential	Short Term	1,581 units	0.2 space per unit	317	317 spaces
	Long Term		0.9 space per unit	1,423	1,423 spaces
Office (Ultimate)	Short Term	5,089.1 m ²	3 + 0.2 space per 100 m ²	14	14 spaces
	Long Term		0.2 space per 100 m ²	11	11 spaces
Retail (Ultimate)	Short Term	1,592.1 m ²	3 + 0.3 space per 100 m ²	8	8 spaces
	Long Term		0.2 space per 100 m ²	4	4 spaces
Total				1,777 spaces	1,777 spaces ¹

Note 1: 10 additional short-term publicly accessible bicycle spaces have also been provided per Toronto Green Standard requirements.

As the retail bicycle parking rate is larger than the office bicycle parking rate, the Ultimate Condition will govern the minimum bicycle parking requirements. Based on Zoning By-Law 569-2013, the proposed development in Bicycle Zone 1 meets the minimum requirement of 1,777 bicycle parking spaces. Furthermore, an additional 10 short-term publicly accessible bicycle parking spaces are proposed per Toronto Green Standard Version 4.

As more than five (5) long-term bicycle spaces are required, a bicycle maintenance facility is required and has been proposed. Bicycle elevators are also proposed near the site access on Saulters Street South, providing convenient access to the long-term bicycle parking spaces below grade.

4.3 Change and Shower Facilities

Ten (10) long-term bicycle parking spaces are required for non-residential uses. As the required long-term bicycle parking is between 5 and 60 spaces, 1 change and shower facility per gender is required per Zoning By-law 569-2013. With 1 change and shower facility per gender provided in the Site Plan, the development meets the requirements outlined in Zoning By-Law 569-2013.

5.0 Loading Review

The development proposes a total of 4 loading spaces, comprising of 2 Type “G”, 1 Type “B” and 1 Type “C” spaces. Loading requirements for the proposed development were evaluated based on the City of Toronto Zoning By-Law 569-2013 requirements. Attachment 2 contains relevant Zoning By-Law excerpts.

5.1 Loading Space Requirements

Table 7 outlines the minimum loading space requirements for the Ultimate Condition.

Table 7
City of Toronto Zoning By-Law 569-2013 Minimum Loading Space Requirements (Ultimate Condition)

Land Use	Site Statistics	Required Loading Spaces	Provided Loading Spaces
Residential	1,581 units	1 Type “G”, 1 Type “C”	2 Type “G”, 1 Type “C”, 1 Type “B”
Office (Ultimate)	5,089.1 m ²	2 Type “B”, 2 Type “C”	
Retail (Ultimate)	1,592.1 m ²	1 Type “B”	
Total		1 Type “G”, 3 Type “C”, 3 Type “B”	

The Ultimate Condition will govern the minimum loading space requirements. The proposed development is required to provide 1 Type “G”, 3 Type “C” and 3 Type “B” loading spaces. However, as typical with mixed-use developments all loading spaces will not be simultaneously utilized by multiple land uses. As such, only 1 Type “B”, 1 Type “C”, and 2 Type “G” loading spaces are supplied to be shared between the residential, retail, and office uses.

Individual loading requirements for the PIC (office) uses can be met by using the two Type “G” loading spaces in replacement of the additional required Type “B” and Type “C” loading spaces. Future tenants will reserve loading spaces in accordance with planned delivery times as scheduled with property management, which is typical in buildings across Toronto. Accordingly, no issues are anticipated with shared loading spaces. Similarly, it is typical for residents to schedule with property management in order to reserve elevator and loading bay access; and this process occurs daily in buildings across Toronto.

Based on the foregoing, the proposed loading supply is supportable with both the Interim and Ultimate Condition.

5.2 Vehicle Circulation Review

The Vehicle Turning Diagrams have been updated per the revised Site Plan. Vehicle turning analysis was conducted using the following vehicles:

- Pickup Truck
- Mercedes Sprinter
- Light Single Unit (LSU) Truck
- Medium Single Unit (MSU) Truck
- City of Toronto Front-load Waste Collection Truck (10 m)
- Toronto Oversize Rear Load Truck (12 m)

Analyses for the trucks were completed within the loading area to confirm that the proposed loading facilities will be able to accommodate the design vehicles. The drawings indicate that there is sufficient space for trucks to manoeuvre in and out of the designated loading spaces and access without conflict.

Attachment 3 contains the Vehicle Turning Diagrams.

6.0 Villiers Street Extension

6.1 Conceptual Design Considerations

As noted in Section 2.3, the McCleary Precinct Plan proposes a new reduced ROW width of 18.5 m for Villiers Street. The development concept proposes the easterly extension, through the Subject Lands, to ultimately connect with the planned Broadview Avenue Extension.

The alignment of the new 18.5 m public street is proposed to be shared about the southern property line. Approximately 14.5 m of the ROW is proposed within the Subject Lands, and 4.0 m within the neighbouring property to the south. This configuration supports an intersection with Saulter Street at an intersection angle of 85 degrees, which is within the City's and Transportation Association of Canada's Geometric Design Guide for Canadian Roads' allowances.

Cross sections are proposed to be comprised of 3.3 m lane widths, resulting in a total pavement width of 6.6 m as is consistent with the City of Toronto Lane Width Guidelines (May 2018). In addition, 5.65 m boulevards are proposed on each side of the new roadway to accommodate pedestrian clearways, landscaping features with new trees and any required surface utilities and lighting.

In this proposed configuration, the distance between the southern back of curb and southern property line is approximately 1.65 m. This orientation allows for the full 6.6 m pavement width, northern boulevard and southern curb to be constructed within the 14.5 m portion of the ROW within the Subject Lands. Accordingly, vehicle and pedestrian access is supported within the 14.5 m portion of the 18.5 m ROW in the interim delivery of the new street. It is expected that once the neighbouring property redevelops, the remaining portion of the ROW and southern boulevard will be constructed in the future.

The intersection with Saulter Street South is proposed as an All-Way Stop Control, consistent with previous submissions per discussion with City staff. This proposed control will facilitate safe pedestrian crossing at the intersection, thereby improving active transportation safety. Reduced curb radii are also proposed to minimize pedestrian crossing distance; and should they be required truck aprons

can be accommodated within the current design. Centreline and curb alignments were also proposed to facilitate continuity for vehicles making eastbound or westbound through movements while minimizing conflicts for turning movements.

No layby parking is proposed on this segment of the Villiers Street extension; however, layby parking is anticipated on both sides of Saulter Street as part of a future reduction in pavement width. Future layby parking along the Saulter Street frontage of the Subject Site can also support short-term parking activities including Wheel-Trans pickup and drop off as required.

The Conceptual Design is illustrated on the Site Plan, included within Attachment 1.

6.2 Future Submissions

A detailed design package for the new 18.5m public street will be prepared for City review in future submissions and will include the following information:

- Removals Plan
- New Construction (Plan and Profile)
- Typical Sections
- Cross Sections
- Pavement Marking and Signage Plans
- Construction Notes and Details

7.0 Transportation Demand Management Measures

The development proposes a suite of site-specific TDM strategies as outlined in the list below as part of a comprehensive mobility strategy that compliments the significant transit infrastructure being planned by the City, TTC and Metrolinx. The recommended TDM measures remain consistent with the previous TIS and TUL submissions.

- Marketing and Promotions – (Highlights Sustainable Mobility Options for Prospective Buyers)
- Flex Workspace Amenity – (Supports Remote Work and Reduced Peak Hour Travel)
- Pre-Loaded Presto Cards – (1 per Residential Unit)
- Real-Time Transit Information Screens – (Option in Elevator Lobby / Elevators)
- Shower and Change Room Facilities – (2 Proposed at P1)
- Secure Bicycle Parking - (At Grade and Underground)
- Cycling Supportive Infrastructure - (Bike Elevators, Bicycle Repair Station Proposed)
- Unbundled and Paid Parking – (Parking Spaces Sold Separate from Each Unit)
- Preferential Carpool Parking Spaces (6 Non-Residential Priority Carpool Spaces)
- Car Share (Min. of 2 Spaces Proposed, with Future Expansion Opportunity to 6 Total Spaces)
- Pickup/Drop-Off Areas – (Provided via Saulter Street South)
- Bike Share Opportunities (Within the Public ROW, Final Locations to be Determined)

The above recommended TDM measures have been illustrated on the Site Plan where applicable, and implementation details will be confirmed during subsequent Site Plan Applications.

8.0 Conclusions

The revised Site Plan proposes a residential development with 1,581 units and 6,681.2 m² of non-residential GFA, resulting in a decrease of 21 residential units and an increase of 2,417.7 m² in non-residential GFA, when compared to the previous TUL submission. The updated Site Plan generates a very minor increase of approximately 3 and 1 two-way external auto trips during the weekday a.m. and p.m. peak hours, respectively, when compared to the previous TUL (Crozier, September 2024). The traffic operations therefore remain consistent with the results and recommendations from the previous TUL submission.

The proposed vehicle, accessible, and bicycle parking supply meet the minimum requirements per the City of Toronto Zoning By-Laws 89-2022 and 569-2013. In addition, the proposed loading supply is considered adequate.

The updated Vehicle Turning Diagrams demonstrate that all design vehicles can safely maneuver within the loading area and underground. Thus, the Site Plan is supportable from a vehicle circulation perspective.

A Villiers Street Extension Conceptual Design has also been proposed for review, which illustrates the proposed easterly extension of Villiers Street through the Subject Lands to the future Broadview Avenue Extension.

A suite of Transportation Demand Management measures has been recommended and proposed, the details of which will be confirmed during subsequent Site Plan application submissions.

We trust that this review addresses any transportation related concerns with the project. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Michael A. Linton, M.A.Sc., P.Eng., Associate
Senior Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.



Kierra Harper, EIT.
Engineering Intern, Transportation

Enclosed

Attachment 1: Site Plan

Attachment 2: Zoning By-Law Excerpts

Attachment 3: Vehicle Turning Diagrams

ADR/KH

N:\800\0805- SLH Lakeshore Inc\6317- 685 Lake Shore Blvd East\Reports\Traffic\Fourth Submission (October 2024)\2024.10.18 685 Lake Shore Transportation Update Letter.docx

ATTACHMENT 1: SITE PLAN

PLAN OF SURVEY SHOWING TOPOGRAPHICAL INFORMATION OF PART OF BLOCK D REGISTERED PLAN 554E CITY OF TORONTO

SCALE 1:200

KRCMAR SURVEYORS LTD. 2022

METRIC: DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARINGS
BEARINGS SHOWN HEREON ARE GRID DERIVED FROM GPS OBSERVATIONS OF OBSERVED REFERENCE POINTS 'A' AND 'B' USING THE LEICA SMARTNET RTN NETWORK AND ARE REFERRED TO THE 3' MTM COORDINATE SYSTEM, ZONE 10, CENTRAL MERIDIAN 79°30' WEST LONGITUDE. (27 MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS) (1997)). DISTANCES SHOWN HEREON ARE GRID DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.9999758.

INTEGRATION DATA

3' MTM ZONE 10 COORDINATES NAD 83 (CSRS) (2011) CENTRAL MERIDIAN 79°30' WEST LONGITUDE. THE NAD 83 COORDINATES LISTED BELOW ARE TO URBAN ACCURACY AND COMPLY WITH SUBSECTION 74(2) OF ONTARIO REGULATION 216/10 MADE UNDER THE SURVEYORS ACT.

OBSERVED REFERENCE POINTS		
MONUMENT ID.	NORTHING	EASTING
(A) OP(O)	4 834 674.765	317 352.469
(B) CO(O)	4 834 780.144	317 530.869

REFERENCE POINTS		
POINT	NORTHING	EASTING
1	4 834 684.26	317 383.29
2	4 834 736.14	317 458.82
3	4 834 682.89	317 514.28
4	4 834 596.21	317 435.65

COORDINATE VALUES SHOWN ARE FOR GEODETIC INFORMATION SYSTEMS INTEGRATION ONLY. COORDINATE VALUES IN METRES. TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

ELEVATION
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO BENCHMARK NO. 1221914689 HAVING AN ELEVATION OF 76.837 METRES (COV028-PRE78).

- LEGEND**
- DENOTES SURVEY MONUMENT FOUND
 - SB DENOTES STANDARD IRON BAR
 - SBIB DENOTES SHORT STANDARD IRON BAR
 - IB DENOTES IRON BAR
 - CP DENOTES CONCRETE PIN
 - CC DENOTES CUT CROSS
 - (M) DENOTES MEASURED
 - (S) DENOTES SET
 - (LO) DENOTES LOCAL UNKNOWN
 - (WT) DENOTES WITNESS
 - (NY) DENOTES PLAN 63R-2060
 - (R2) DENOTES PLAN 63R-2186
 - (R3) DENOTES SURVEYOR'S REAL PROPERTY REPORT BY LAND SURVEYING INC. O.L.S. DATED DECEMBER 24, 2019
 - (R4) DENOTES SURVEYOR'S REAL PROPERTY REPORT BY GENESIS LAND SURVEYING INC. O.L.S. DATED MAY 15, 2019
 - (R5) DENOTES PLAN 646-16596
 - (R6) DENOTES PLAN 669-19741
 - (R7) DENOTES PLAN BY MCCONNELL, MAUGHAN LIMITED, O.L.S. DATED JANUARY 19, 1982
 - (CITY) DENOTES CITY OF TORONTO SURVEYS
 - (MTR) DENOTES MINISTRY OF TRANSPORTATION
 - (GEN) DENOTES GENESIS LAND SURVEYING INC. O.L.S.
 - (MM) DENOTES MCCONNELL, MAUGHAN LIMITED, O.L.S.
 - (L370) DENOTES KRCMAR SURVEYORS LTD., O.L.S.
 - CHW DENOTES CONCRETE RETAINING WALL
 - CUF DENOTES CHAIN LINK FENCE
 - CPAD DENOTES CONCRETE PAD
 - WF DENOTES WROUGHT IRON FENCE
 - HY DENOTES HYDRO VAULT
 - (FN) DENOTES TIE TO FOUNDATION
 - (STN) DENOTES TIE TO STONE
 - (MIL) DENOTES TIE TO METAL
 - FFE DENOTES FINISHED FLOOR ELEVATION
 - (T) DENOTES TOP OF CURB
 - (B) DENOTES BOTTOM OF CURB
 - CPAD DENOTES CONCRETE PAD
 - DENOTES EXISTING GRADE ELEVATION
 - DENOTES BELL PEDESTAL
 - DENOTES METAL BOLLARD
 - DENOTES PLASTIC BOLLARD
 - DENOTES CATCH BASIN
 - DENOTES CONIFEROUS TREE WITH TRUNK DIAMETER
 - DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER
 - DENOTES FIRE HYDRANT
 - DENOTES GAS METER
 - DENOTES HYDRO MANHOLE
 - DENOTES HYDRO POLE WITH LAMP STANDARD
 - DENOTES LAMP STANDARD
 - DENOTES LAMP POST (PRIVATE)
 - DENOTES MANHOLE
 - DENOTES MONITORING WELL
 - DENOTES SIAMSESE CONNECTION
 - DENOTES SIGN
 - DENOTES WATER VALVE
 - DENOTES HYDRO SERVICE (OVERHEAD)

SURVEY REPORT

- THE RE-ESTABLISHMENT OF THE SUBJECT PROPERTY BOUNDARIES IS BASED ON INFORMATION CONTAINED IN THE RELEVANT TITLE DOCUMENTS, REGISTERED PLANS AND ON THE EVIDENCE OF PROOF SURVEY FOUND DURING THE COURSE OF PREPARING THE SURVEY REPORT.
- THE TYPE AND LOCATION OF THE EXISTING BUILDINGS AND OTHER IMPROVEMENTS, FENCES ETC., ON OR NEAR THE SUBJECT PROPERTY ARE AS SHOWN ON THE SURVEY PLAN.
- COMPLIANCE WITH MUNICIPAL ZONING REQUIREMENTS IS NOT CERTIFIED BY THIS REPORT.
- THE LAND COMPRISES ALL OF PIN 21385-011(L).
- SUBJECT TO EASEMENT OVER PART 3, 63R-1949 AS IN C1427548.

TOTAL SITE AREA = 9899.9m²

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYORS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 16th DAY OF MARCH, 2022.

DATE: MARCH 22, 2022

WALDEMAR GOLINSKI
ONTOARIO LAND SURVEYOR

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THIS DOCUMENT IS BEING ISSUED IN COORDINATION WITH THE SURVEYORS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.

MUNICIPAL ADDRESS: No. 685 LAKE SHORE BOULEVARD EAST, TORONTO

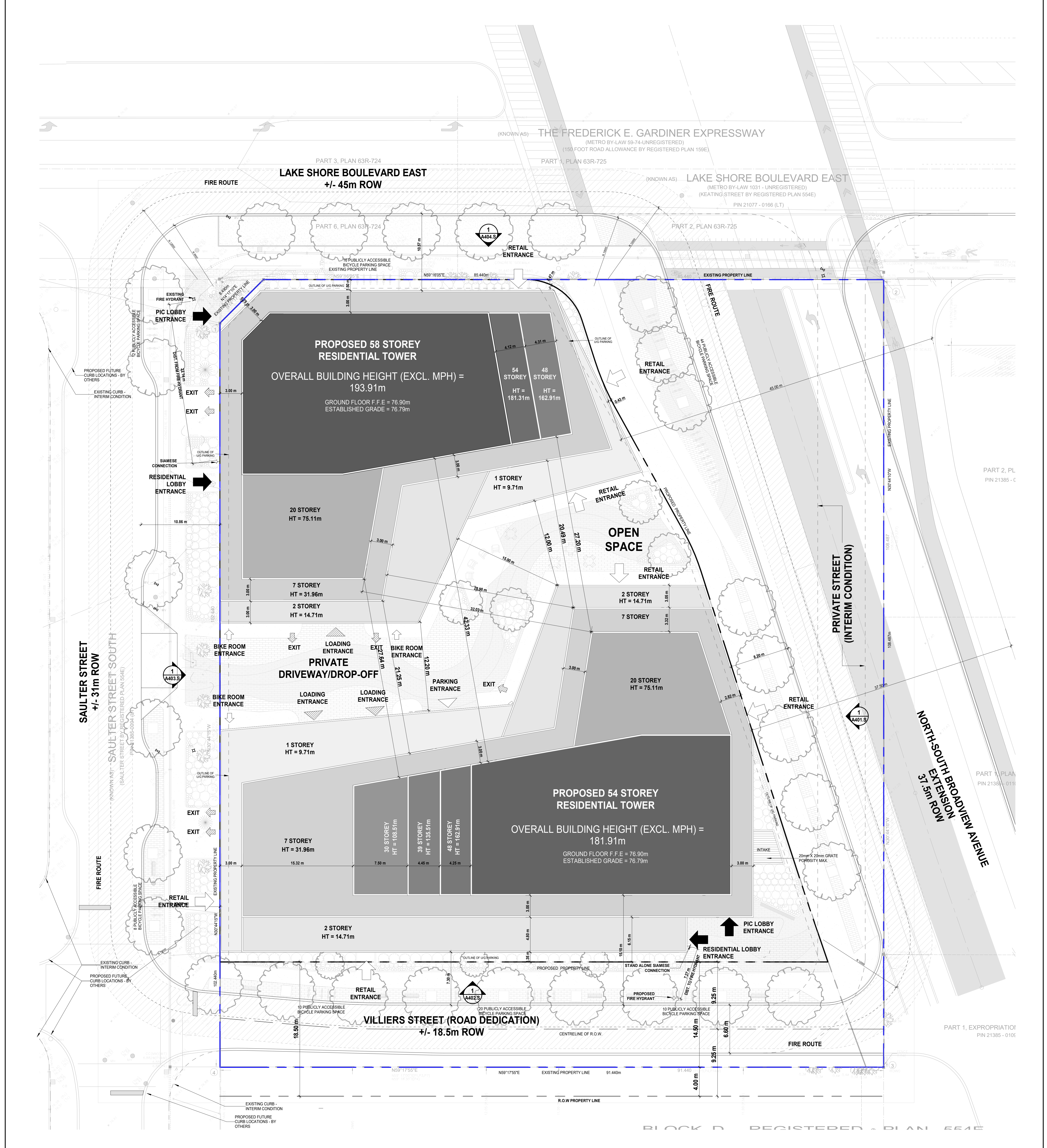
FIELD: K.K. DRAWN: J.M. CHECKED: W.G. JOB NO: 22-056

DWG NAME: 22-056(1) PLOT INFO: 15-14-2022(2022) WORK ORDER NO: 36146

1137 Centre Street, Thornhill ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca

PLAN AVAILABLE AT: www.ProtectYourBoundaries.ca

KRCMAR



- SITE PLAN LEGEND**
- PROPERTY LINE
 - LINE OF UNDER GROUND GARAGE BELOW
 - MAIN BUILDING ENTRANCE
 - RETAIL ENTRANCE
 - EXIT
 - VEHICLE/LOADING ENTRANCE/EXIT
 - FIRE HYDRANT
 - SIAMSESE CONNECTION
 - MANHOLE COVER
 - AREA DRAIN
 - CATCH BASIN
 - FLOOR DRAIN (PARKING SLAB)
 - FLOOR DRAIN (INTERIOR)
 - EXISTING LIGHTING
 - TYPICAL PARKING SPACE
 - TYPICAL B.F. PARKING SPACE
 - F.F.E. FINISH FLOOR ELEVATION
 - EXISTING ELEVATION
 - PROPOSED ELEVATION
 - TOP OF ROOF
 - BUILDING ENVELOPE
 - FIRE ACCESS ROUTE HEAVY DUTY PAVING, ASSEMBLY TO BE DESIGNED TO MEET THE LOADS IMPOSED BY FIRE FIGHTING EQUIPMENT.
 - GREEN ROOF
 - TERRACE PAVERS

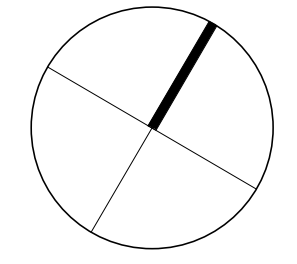
REVISION RECORD

Date	No.	Description
2024-10-18		Issued for Confidential Settlement Offer
2024-09-27		Issued for OPA and RZA3 Submission

Confidential without Prejudice

ISSUE RECORD

Date	Description
2024-10-18	Issued for Confidential Settlement Offer
2024-09-27	Issued for OPA and RZA3 Submission



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901 King Street West, Suite 701 Toronto, ON M5V 3H5
T 416.598.1240 www.bdpquadrangle.com

685 Lake Shore Blvd E
Toronto, ON
for SLH Lakeshore Inc.

21060 1:200 WQ KCR
PROJECT SCALE DRAWN REVIEWED

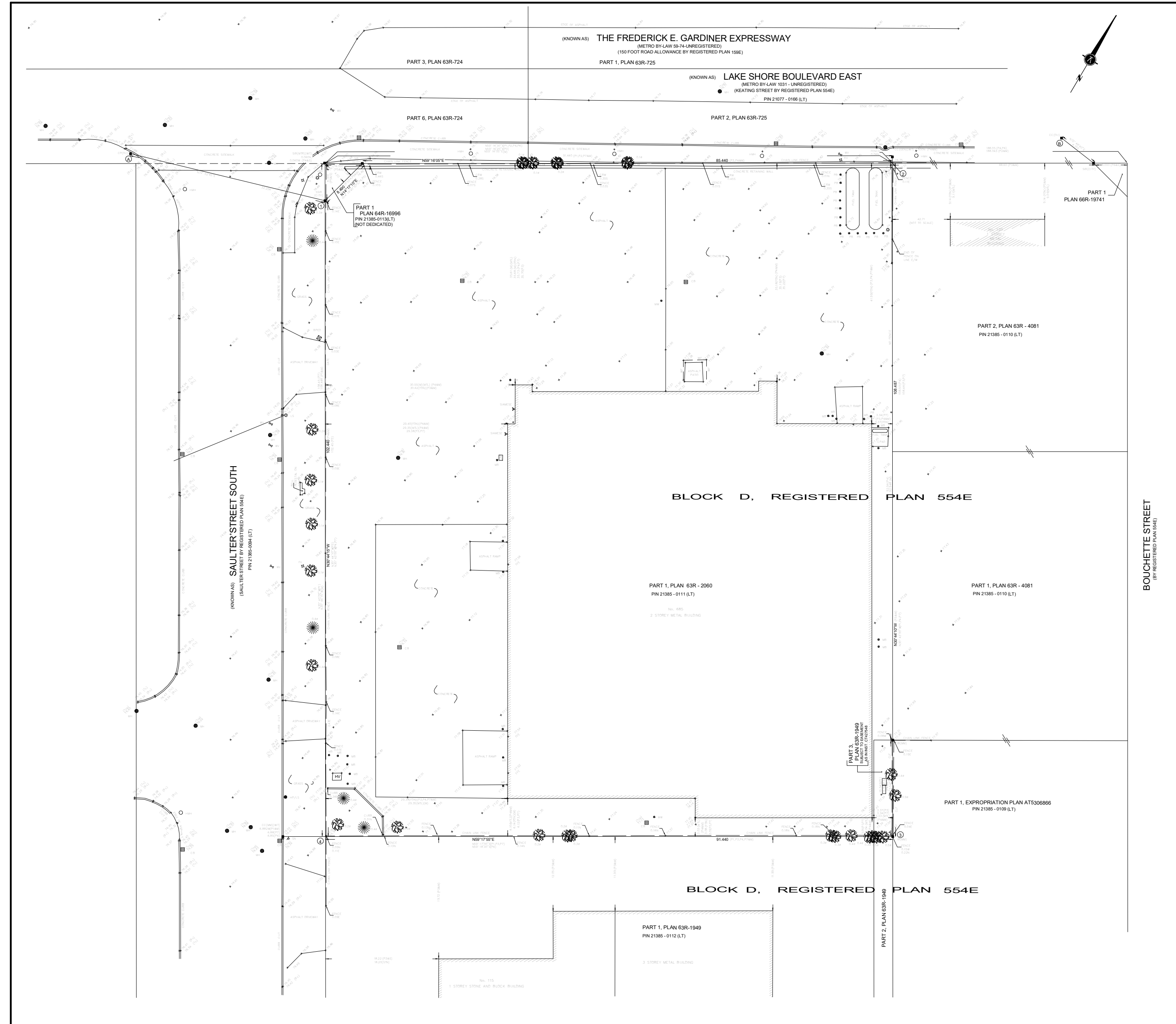
Site Plan

A102.S

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Survey Legend and Certificate

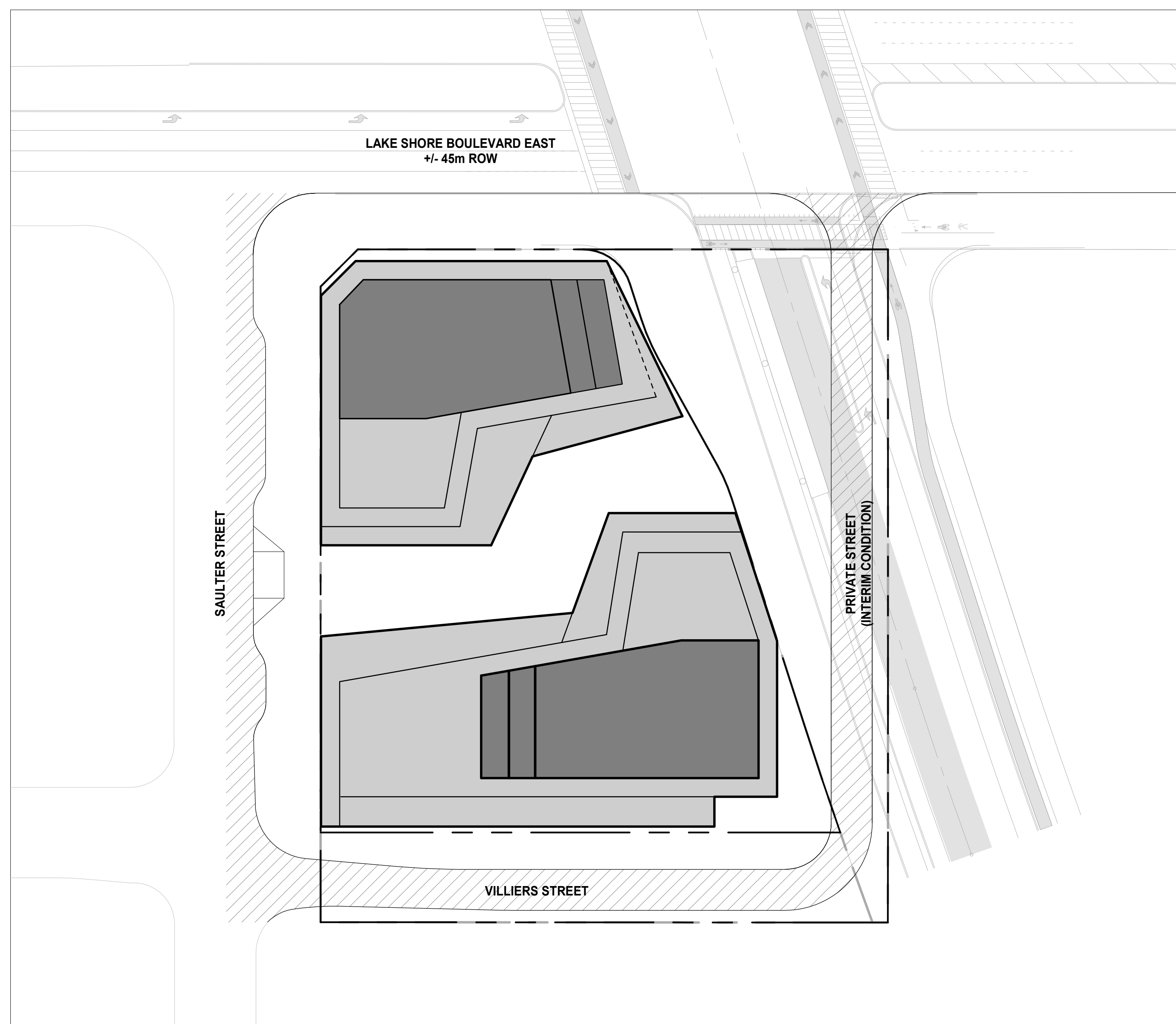
1 Site Plan
A102.S



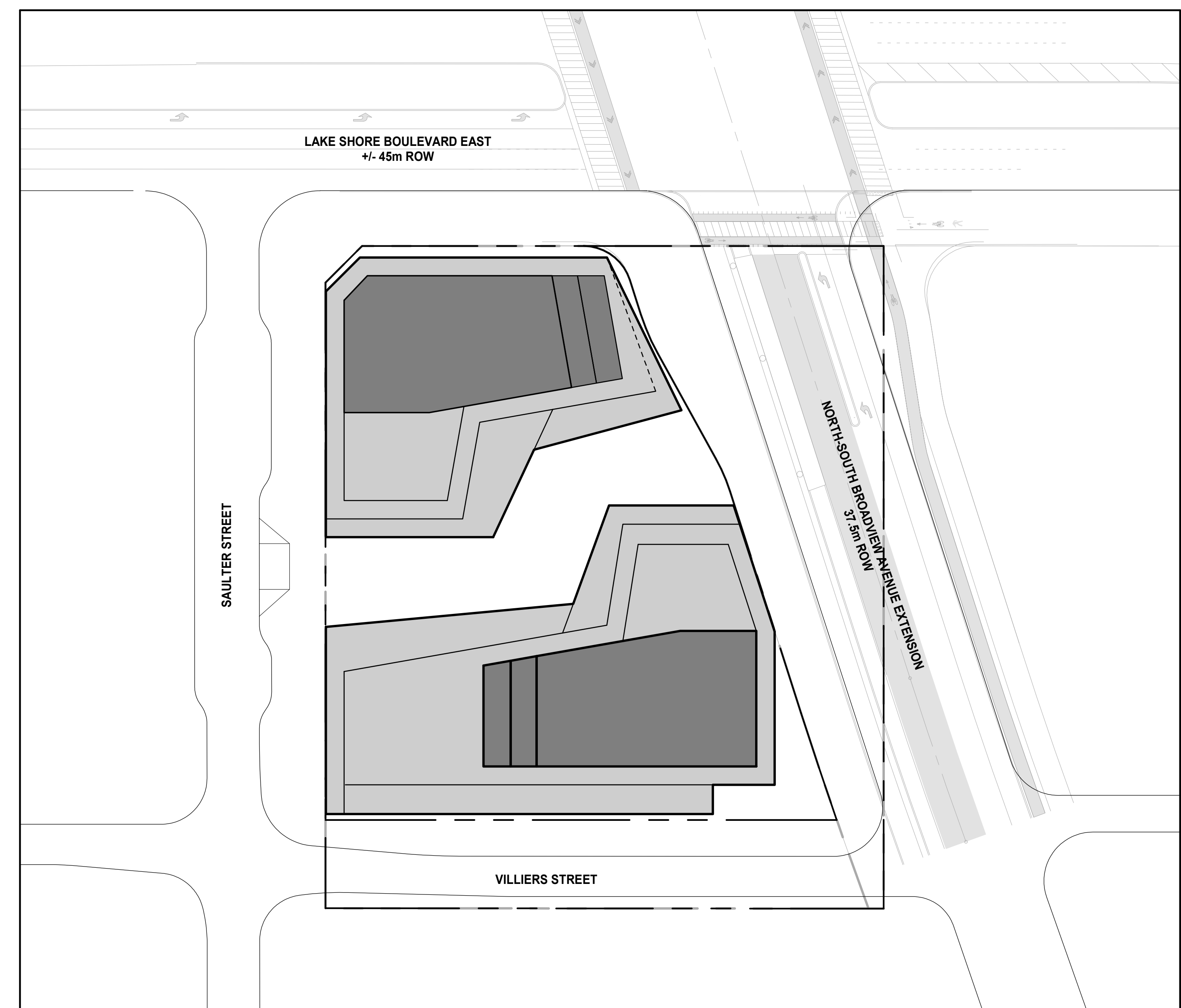
1 Existing Site Condition



2 Interim Site Condition



3 Interim Site Condition with Broadview Ave. Profile Design - Prepared by LEA Consulting Ltd. dated 2023-02-24



4 Final Site Condition with Broadview Ave. Profile Design - Prepared by LEA Consulting Ltd. dated 2023-02-24

Date No. Description

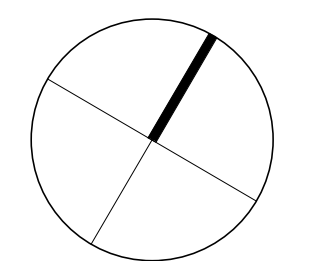
REVISION RECORD

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2024-10-18 Issued for Confidential Settlement Offer

2024-09-27 Issued for OPA and RZA3 Submission

ISSUE RECORD



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+1 416 598 1240 www.bdpquadrangle.com

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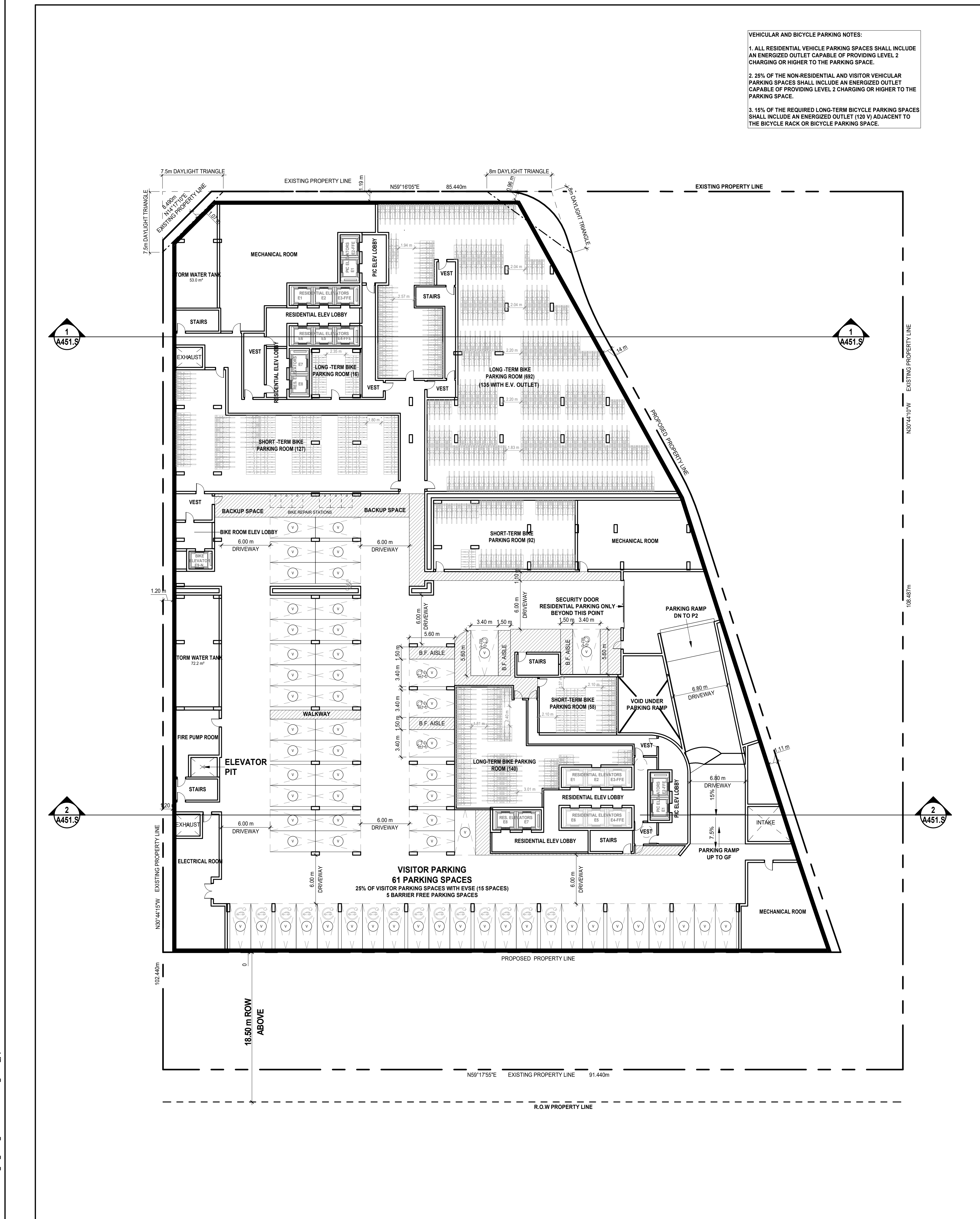
Toronto, ON
for
SLH Lakeshore Inc.

21060 1:200 WQ KCR
PROJECT SCALE DRAWN REVIEWED

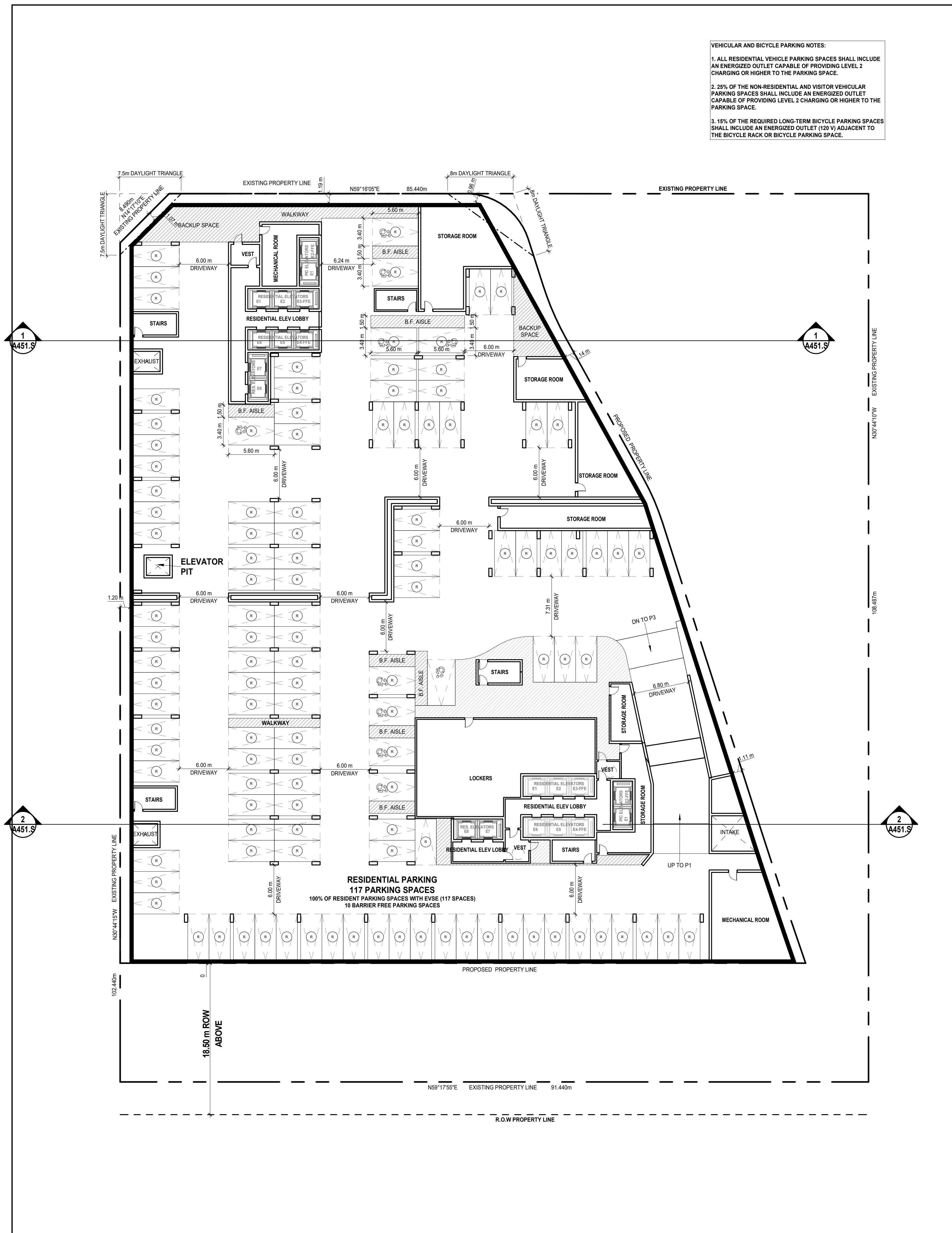
Phasing plan

A103.S

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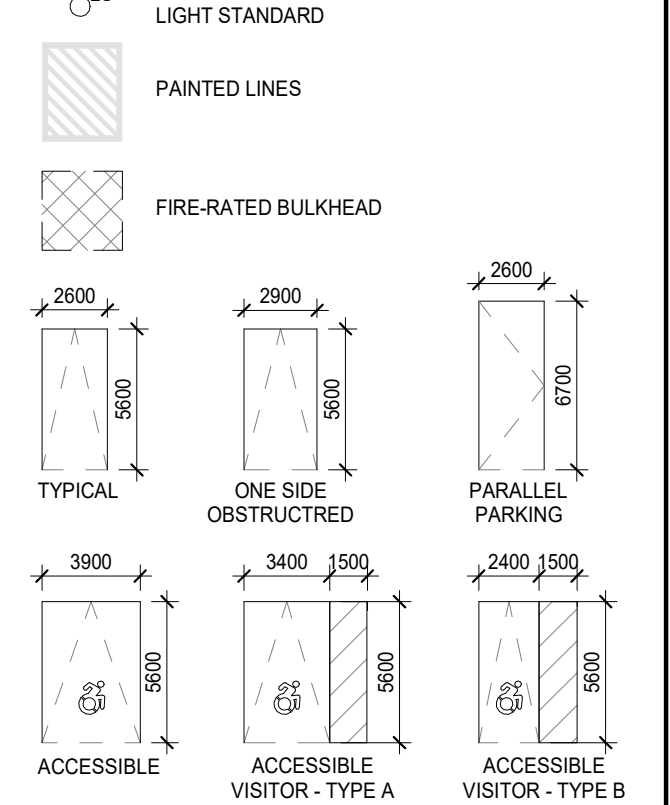
1 A151.S - P1 Parking Level



2 A151.S - P3 and P2 Parking Level

- PARKING NOTES:**
1. MINIMUM PARKING SPACE SIZES (UNLESS OTHERWISE NOTED):
- 2600mm WIDE X 5600mm LONG (NO SIDES OBSTRUCTED)
- 2600mm WIDE X 5600mm LONG (ONE SIDE OBSTRUCTED)
- 3200mm WIDE X 5600mm LONG (TWO SIDES OBSTRUCTED)
 2. MAINTAIN MINIMUM DRIVE AISLE WIDTH OF 6000mm UNLESS OTHERWISE NOTED.
 3. MAINTAIN MINIMUM HEADROOM CLEARANCE OF 2100mm THROUGHOUT.

- PARKING LEGEND:**
- ◯ COMMERCIAL PARKING SPACE
 - ◯ RESIDENTIAL PARKING SPACE
 - ◯ VISITOR PARKING SPACE
 - ◯ EXISTING PARKING SPACE
 - ◯ BIKE LOCKER
 - ◯ BIKE PARKING (STACKED)
 - ◯ BIKE PARKING (VERTICAL)
 - ◯ CONVEX MIRROR
 - ◯ ELECTRIC VEHICLE
 - ◯ LIGHT STANDARD
 - ▨ PAINTED LINES
 - ▨ FIRE-RATED BULKHEAD
 - ▨ TYPICAL
 - ▨ ONE SIDE OBSTRUCTED
 - ▨ PARALLEL PARKING
 - ▨ ACCESSIBLE
 - ▨ ACCESSIBLE VISITOR - TYPE A
 - ▨ ACCESSIBLE VISITOR - TYPE B

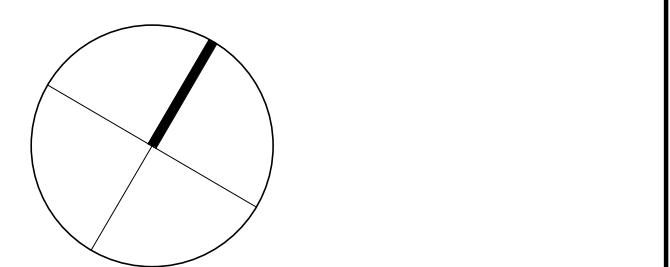


Date	No.	Description
REVISION RECORD		

Confidential without Prejudice

Date	Issued for
2024-10-18	Issued for Confidential Settlement Offer
2024-09-27	Issued for OPA and RZA3 Submission

ISSUE RECORD



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416.598.2460 www.bdpquadrangle.com

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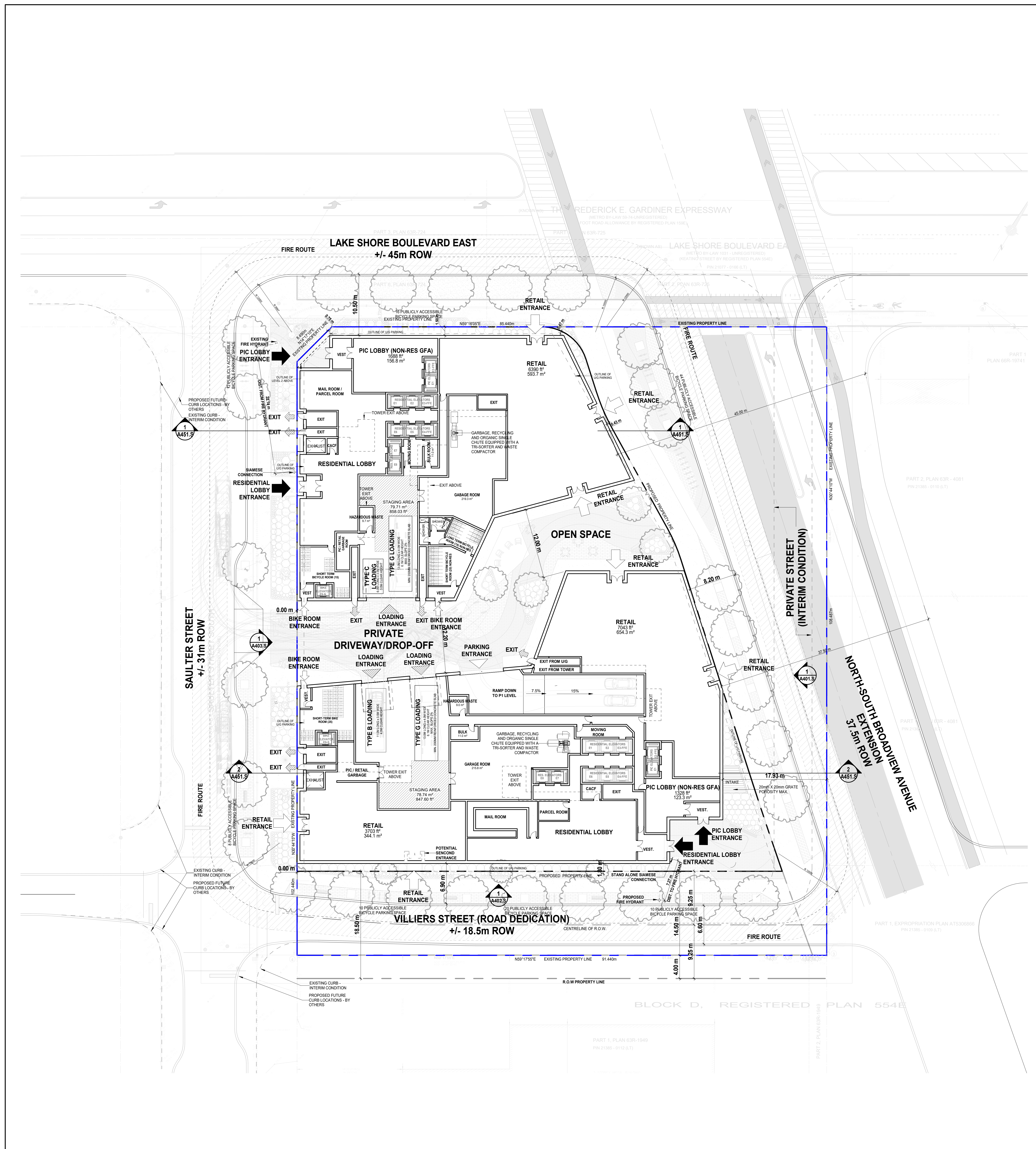
Toronto, ON
for SLH Lakeshore Inc.

21060 1:250 KCR KCR
PROJECT SCALE DRAWN REVIEWED

Parking levels

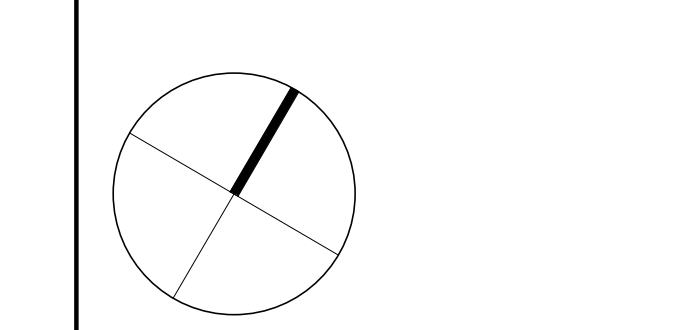
A151.S

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1 A201.S - GROUND FLOOR

Date	No.	Description
REVISION RECORD		
2024-10-18		Issued for Confidential Settlement Offer
2024-09-27		Issued for OPA and RZA3 Submission
ISSUE RECORD		



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416.598.1240 www.bdpquadrangle.com

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Toronto, ON
for
SLH Lakeshore Inc.

21060 1 : 250 ACJB KCR
PROJECT SCALE DRAWN REVIEWED

Ground Floor Plan

A201.S

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C:\Users\A201S\Documents\BDO\A201S_050_Lake Shore Blvd_E2023_09\plan\ground.flt

2024-10-18 1:24:58 PM

ATTACHMENT 2: ZONING BY-LAW EXCERPTS

If a **parking space** rate is expressed as a ratio of **parking spaces** to the **gross floor area**, the **parking space** requirement for a use is calculated by multiplying the **gross floor area** of the use by the applicable rate found in Table 200.5.10.1 Parking Space Rates. [By-law: 89-2022]

(9) Calculation of Parking Space Requirements - Rounding

If the calculation of the number of required **parking spaces** results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one **parking space**.

(10) Parking Space to be Clearly Marked

All **parking spaces** required for a non-residential use must be clearly identified and marked.

(11) Parking Space Calculation -Gross Floor Area Exclusion

The **interior floor area** of that portion of a **building** used exclusively for heating, cooling, ventilation, electrical, fire emergency stairwells, elevator shafts, atriums, utility areas, storage areas in the **basement**, **parking space**, **loading space**, or a **drive aisle** used to access a **parking space** or **loading space**, is not included in the **gross floor area** for the purpose of calculating **parking space** requirements.

(12) Vehicle Access to Building - Non-residential and Apartment Parking Area

If an **apartment building**, **mixed use building** or a **building** with non-residential uses, has an area for parking two or more **vehicles**:

- (A) the **vehicle** entrance and exit for a two-way **driveway** into and out of the **building** must have a minimum width of 5.5 metres;
- (B) the **vehicle** entrance or exit for a one-way **driveway** into or out of the **building** must have a minimum width of 3.5 metres; and
- (C) in (A) and (B) above, the **vehicle** entrance or exit to the **building** must be at least 6.0 metres from the **lot line** abutting the **street**.

(13) Parking Space Access

Other than **stacked parking space** and **tandem parking spaces**, all areas used for **parking spaces** must have **driveway** access to a **street** or **lane** that is direct and unobstructed, excluding a gate, moveable barrier or similar security feature. [By-law: 89-2022]

(14) Electric Vehicle Infrastructure

Parking spaces must be equipped with an **energized outlet**, which is clearly marked and identified for electric **vehicle** charging, in accordance with the following:

- (A) all residential **parking spaces** provided for **dwelling units** located in an **apartment building**, **mixed use building**, "multiple **dwelling unit building**", **detached house**, **semi-detached house**, **townhouse**, **duplex**, **triplex**, **fourplex**, or for a **secondary suite** or **laneway suite**, excluding visitor **parking spaces**, must include an **energized outlet** capable of providing **Level 2 charging** or higher to the **parking space**; and
- (B) in cases other than those set out in (A) above, 25 percent of the residential and non-residential **parking spaces** in a **building** must include an **energized outlet** capable of providing **Level 2** charging or higher. [By-law: 89-2022]

200.5.10 Parking Rates

200.5.10.1 General

(1) Parking Space Rates

Off **street parking spaces** must be provided for every **building** or **structure** erected or enlarged, in compliance with Table 200.5.10.1 - Parking Space Rates below: [By-law: 89-2022]

Table 200.5.10.1

PARKING SPACE RATES