1-13 St. Clair Ave W
City of Toronto
Proposed Zoning By-law Amendment

Transportation Considerations Study

DRAFT

Prepared For: Midtown-Yonge Properties Inc.

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

TABLE OF APPENDICES

1.0 INTRODUCTION

BA Group is retained by Midtown-Yonge Properties to provide transportation consulting services in relation to a Zoning By-law Amendment application being made to the City of Toronto for the proposed redevelopment of the lands located at 1, 11 and 13 St. Clair Avenue West (referred to herein as “the site” and/or “1-13 St. Clair Ave W”).

This report documents the findings of an analysis of the transportation aspects of the proposed redevelopment.

1.1 SITE OVERVIEW

The site is located on the southwest corner of the Yonge Street / St. Clair Avenue West intersection. The site is bounded by 15 St. Clair Avenue West to the west, Yonge Street to the east, St. Clair Avenue West to the north, and 1456 Yonge St. to the south.

Currently, the site is occupied by a 12 storeys office building with a retail use (CIBC Bank) on the ground floor and two mixed-use buildings (2 storey buildings to be demolished). The CIBC bank has a long term lease until 2049, so it will be temporarily relocated before bringing it back to its new place. The office building currently has a total GFA of approximately 7,039 square metres while the retail building currently has a total GFA of approximately 622 square metres.

The site location is illustrated in Figure 1 and Figure 2 illustrates the area context.

1.2 DEVELOPMENT OVERVIEW

A mixed-use tower is proposed on the site with residential, office, and retail uses. The preliminary plan for the site includes 49 storeys, approximately 340 residential units within 26,270 m^2, a total retail area of 882 m^2, and will retain the existing office uses on the site to be 7,040 m^2.

Two basement floor that includes a series of 24 parking spaces (12 spaces per floor) is proposed on the west side of the site beneath 11 and 13 St. Clair Ave W. Parking will be provided through an Automated parking system where vehicles accessing the parking will drive into an elevator where the vehicle will be dropped off and then mechanically taken to the basement level. At the basement level, the vehicles will be stored within a grid of stacked parking spaces via a mechanical parking system.

Loading activity for the proposed development will be accommodated at the southwest of the Ground Floor. A Type G loading space is proposed to accommodate both the existing office uses and to facilitate residential garbage and recycling collection by the City of Toronto, residential moving activities, retail waste collection, and delivery activities. The Type G loading space is proposed to be located on a truck-turn table in order to accommodate the turnaround manoeuvre. Access to the loading space will be provided from St. Clair Ave W.

A total of 381 bicycle parking spaces (323 long-term spaces, 58 short-term spaces) will be provided.

1.3 THIS STUDY

BA Group has undertaken a review of the key transportation-related aspects of the proposed Zoning By-law Amendment application being submitted to the City of Toronto to permit the proposed development. The key transportation-related aspects reviewed include:

Transportation Context

With respect to the transportation context in the area, this study reviews the following:

- a description of the existing transportation context of the site considering the area road network, accessible area transit services, the area cycling network, the surrounding pedestrian environment, and both car- and bicycle-share facilities in the site vicinity.

Development Plan

With respect to the proposed development plan, this study includes the following:

- a review of the transportation elements of the proposed development plan including pedestrian access, bicycle access and circulation, vehicular access and circulation, parking and loading facilities.

Site Planning & Transportation Infrastructure

With respect to the site planning and on-site transportation infrastructure, BA Group has reviewed the following:

- the vehicular parking supply provisions and its adequacy relative to the Zoning By-law requirements and area demand/parking trends;
- the bicycle parking supply provisions and its adequacy relative to the Zoning By-law requirements;
- the loading supply provisions and its adequacy relative to the Zoning By-law requirements;
- the adequacy of the proposed Car Elevator in terms of manoeuvring and operations;
- the adequacy of the proposed loading areas in terms of manoeuvring and operations;

Multi-Modal Assessment / Sustainable Transportation Infrastructure

A multi-modal assessment was undertaken to review the impact the proposed project will have on the pedestrian, cycling and transit environment. The following is reviewed in this study:

- the existing pedestrian, cycling, and transit context;
- the number of projected new pedestrian, transit, and cycling trips that will be generated by the proposed development;
- an assessment of the additional pedestrian trips generated by the site;
- an assessment of the additional transit trips generated by the site;
- an assessment of the additional cycling trips generated by the site; and
- the existing pedestrian demand crossing St. Clair Ave W and Yonge Street in the vicinity of the site.

Vehicle Traffic Impact

This study provides an assessment of the impact the project will have on area vehicle traffic operations:

- an assessment of the traffic trip generation characteristics of the proposed development; and
- a commentary on the projected traffic changes that may occur on the area road network based on the projected site traffic generation.

FIGURE 1: SITE LOCATION

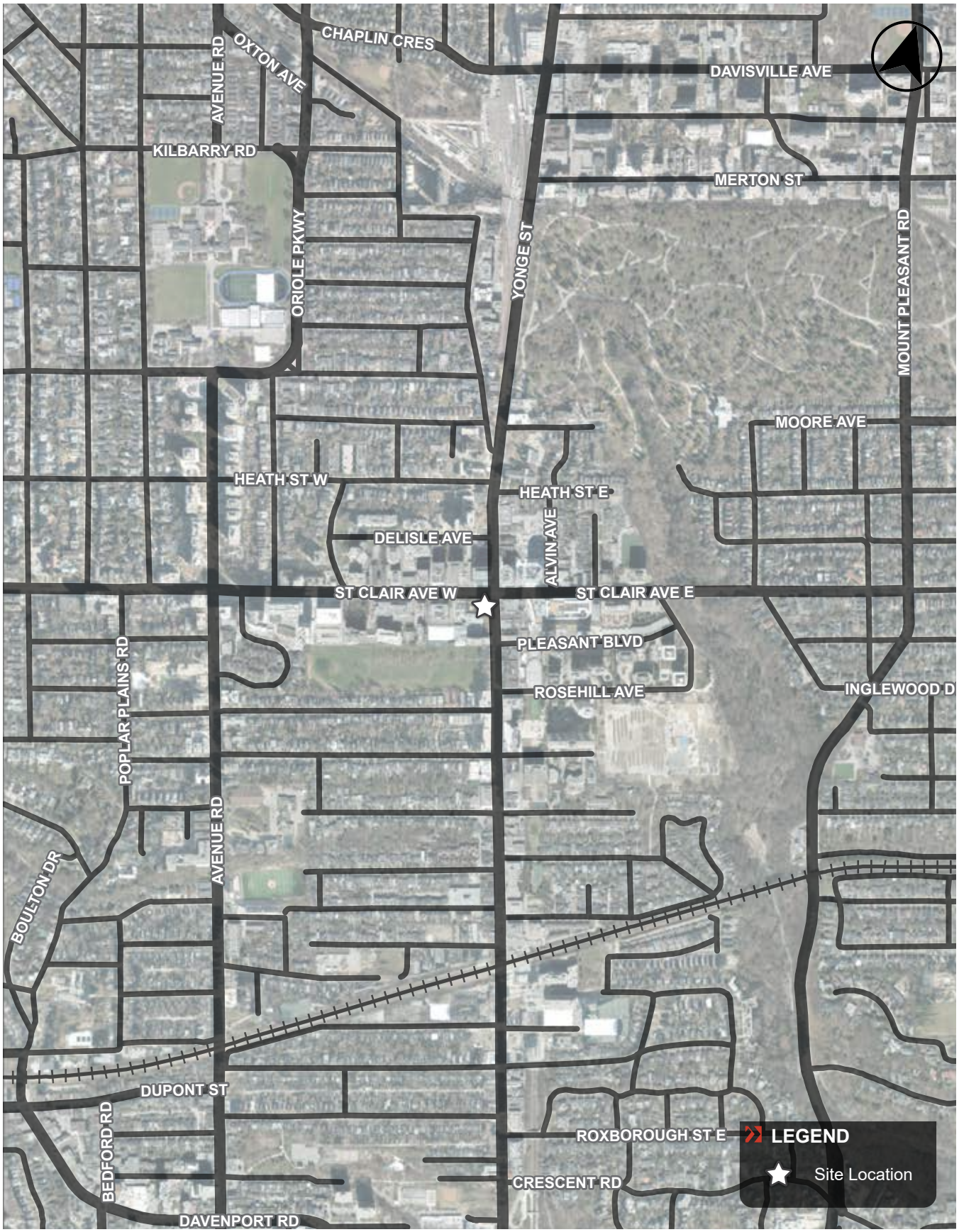

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FIGURE 1 SITE LOCATION

FIGURE 2: SITE CONTEXT

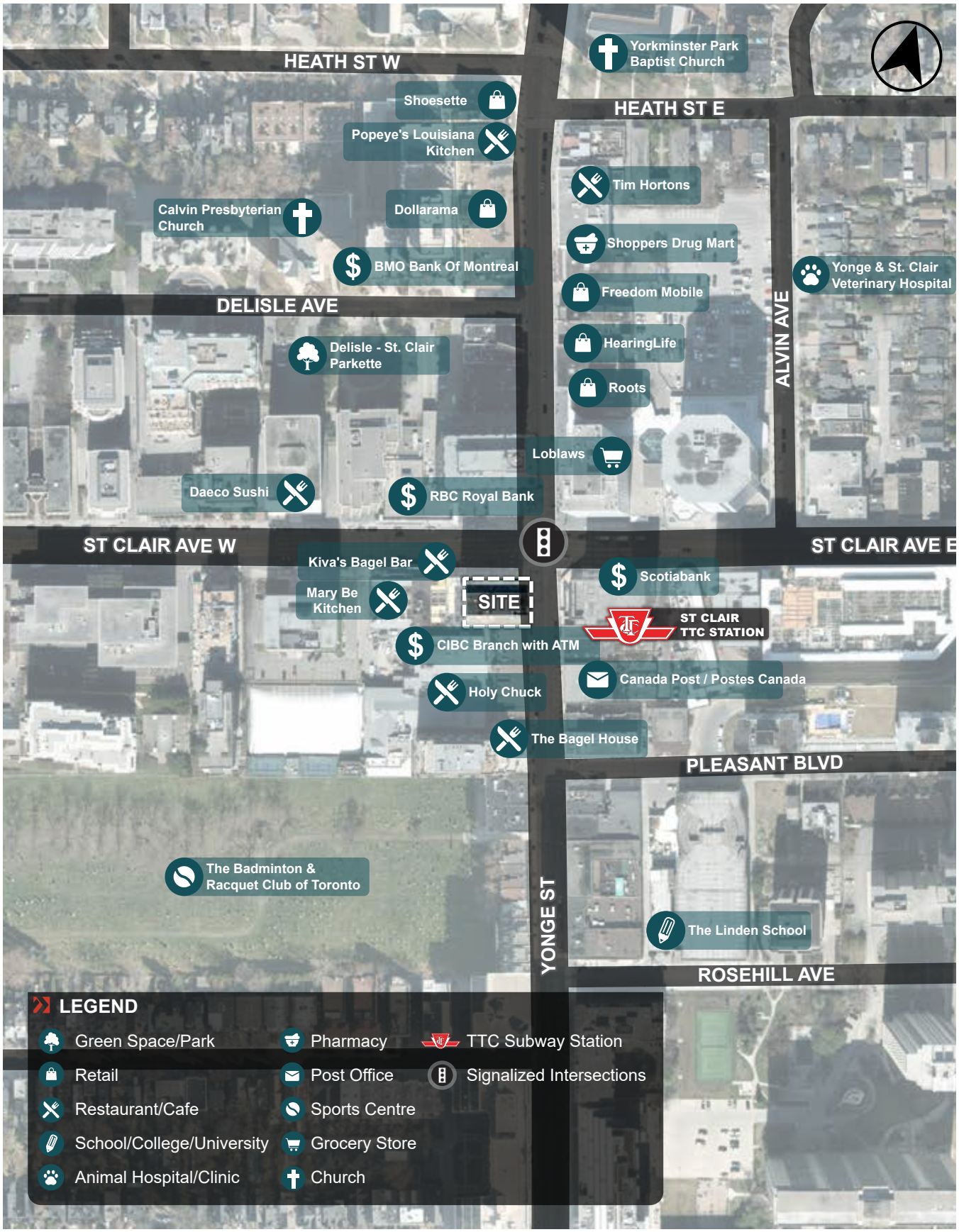

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FIGURE 2 SITE CONTEXT

2.0 TRANSPORTATION CONTEXT

2.1 EXISTING SITE PARKING / ACCESS / LOADING CONFIGURATION

The site is currently occupied by a 12 storeys office building and two mixed-use (2 storeys) buildings. The current buildings does not have any on-site parking, nor are there any on-site formal loading space located within the existing building. Loading activity associated with the existing office and retail uses currently occurs on the area street system on an informal basis. Waste collection is also picked up on St. Clair Avenue West during off-peak hours.

2.2 EXISTING AREA STREET NETWORK

An overview of the surrounding public area road network arterial roads, collector roads and local roads is summarized in Table 1. The City of Toronto road classification and road configuration in the vicinity of the site is illustrated in and Figure 3 and Figure 4, respectively.

TABLE 1 DESCRIPTION OF EXISTING ROADWAYS

Road Name		Description
Major Arterial	St. Clair Avenue West	Is a two-way roadway that provides an extensive east / west vehicular and transit mobility connection from Mount Pleasant Road in the east and Yonge Street in the west within the City of Toronto. Within the vicinity, St. Clair Avenue West has a 4 lane cross-section, a dedicated streetcar right-of-way is provided in the centre of the roadway west of the Yonge Street / St. Clair Avenue intersection. In the vicinity of the site, left and right turn lanes are provided at the Yonge Street / St. Clair Avenue intersection. The posted speed limit is 50 km/hr.
	Yonge Street	Is a two-way roadway that provides an extensive north/south vehicular and transit mobility connection across the City of Toronto. Within the vicinity, Yonge Street has a 2-lane cross-section with one lane of travel in either direction. In the vicinity of the site, left and right turn lanes are provided at the Yonge Street / St. Clair Avenue intersection. The posted speed limit is 50 km/hr. An Active TO bike lane is provided one lane per direction.
	Avenue Road	Is a two-way roadway that provides an extensive north/south vehicular and transit mobility connection across the City of Toronto. In the Southbound direction, there is an exclusive left-turn lane onto St. Clair Avenue West. The posted speed limit is 50 km/hr.
Local	Balmoral Avenue	Is a two-way roadway that provides an east-west connection from Yonge Street to Avenue Road. The posted speed limit is 30 km/hr.

2.3 EXISTING PUBLIC TRANSIT NETWORK

The site is well served today by several Toronto Transit Commission (TTC) transit services located in the vicinity of the site, including the Yonge – University – Spadina subway line (Line 1), 512 St. Clair Avenue streetcar service, and three bus services. The existing area transit context is illustrated in Figure 5. A summary of the TTC routes operating within the vicinity of the site, including transit lines, service frequencies and a brief description of each route is provided in Table 2.

TABLE 2 TRANSIT SERVICES

Number / Name of Service Line		Headway	Closest Stop Location	Description
Subway	Line 1 Yonge-University-Spadina Line	4 min. during weekday peak periods 5 min. during off-peak periods	St. Clair Station (100 m from the site or a 1 – 2 min. walk)	The route is a "U-shape" running generally in the north-south direction along Yonge Street and University Avenue / Allen Road. This route operates between Finch Avenue in the north and Front Street (or Union Station) to the south. Line 1 connects to Line 2 at the Bloor-Yonge and St. George stations and connects to Line 4 at the Sheppard-Yonge station.
Streetcar	512 – St. Clair	5 min. during weekday peak periods 8 – 10 min. during off-peak periods	St. Clair Station (100 m from the site or a 1 – 2 min. walk)	The streetcar runs east-west along St. Clair Avenue between its eastern terminus at Yonge Street (St. Clair Station) and its western terminus at Keele Street (Gunns Loop). 512 St. Clair connects to Line 1 at both St. Clair Station and St. Clair West Station (Bathurst Street) and connects with all north-south routes intersecting St. Clair Avenue.
Bus	74 – Mt. Pleasant	18 – 20 min. during weekday peak periods 25 – 20 min. during off-peak periods	St. Clair Station (100 m from the site or a 1 – 2 min. walk)	The bus route runs north-south along Mt pleasant Road from St. Clair Station to the south to the Doncliffe Loop to the north (Mt. Pleasant Road and Doncliffe Drive).
	88 – South Leaside	7 – 8 min. during weekday peak periods 20 – 23 min. during off-peak periods	St. Clair Station (100 m from the site or a 1 – 2 min. walk)	The bus route operates in a predominantly east-west direction from its western terminus at Yonge Street (St. Clair Station) to its eastern terminus at Thorncliffe Park Drive. It runs along St. Clair Avenue East, Moore Avenue, and Sutherland Drive before looping around the perimeter of the Thorncliffe Park neighbourhood to the east.
	97 – Yonge	14 – 15 min. during weekday peak periods 15 min. during off-peak periods	Yonge Street / St. Clair Avenue East (50 m from the site or a 1 – 2 min. walk)	The bus route operates in the north-south direction along Yonge Street from Steeles Avenue to the north to Queens Quay to the south. Three branches constitute sections of this route, and the section servicing the site is served by the 97B branch alone (spanning Queens Quay to York Mills Station). Parallel to the Line 1 Subway, this route provides service at local bus stops.

Note:
1. Service details as per TTC Service Summary, effective October 10, 2021

2.4 EXISTING CYCLING AND PEDESTRIAN CONNECTIONS

Within the vicinity of the site, pedestrian sidewalks are provided on both sides of St. Clair Avenue West, Yonge Street, Balmoral Avenue, and Avenue Road.

A number of cycling facilities are provided within the surrounding area of the site. East/west bike connections are provided in the surrounding neighbourhood, for example, Balmoral Avenue is considered a Quiet Street Route that cyclists can use safely.

Moreover, a designated bike route has been installed on Yonge Street as part of the Active TO Midtown Complete Street Pilot Project. This designated bike route provides a North/South bike connection.
The existing area cycling network is illustrated in Figure 6. The existing sidewalk inventory is illustrated in Figure 7.

2.5 EXISTING PUBLIC PARKING CONTEXT

The area surrounding the site is well served by public parking facilities. There are four public parking facilities operated by the Toronto Parking Authority (TPA) in the area accounting for around 1,000 parking spaces. There are also several privately managed public parking lots in the area including 40 St. Clair Avenue West, within the 55 St. Clair Avenue West building, and 1 Oriole Rd Parkade.

Figure 9 illustrates the existing public parking facilities in the area.

2.6 CAR SHARE FACILITIES

Car sharing across central Toronto has evolved into common practice. The low commitment and increasing fleet size have created an alternative model for automobile use, and further reduced the appeal of automobile ownership. As car-share programs become popular in Toronto, they become an increasingly relevant factor in the determination of minimum required parking standards. Where the private automobile ownership model requires space for each user expected to own a car in residential development, the car-share ownership model would only require a space for the number of users expected to use a car at the same time. Since the period of use does not necessarily overlap between users, more users can leverage the use of the same parking space.

Car share programs operate on a self-serve system, wherein members may rent a vehicle from any of the car share lots scattered across the City. Time-based user rates apply, and a subscription to the service generally costs a fixed membership fee. Rather than develop their own parking infrastructure, car share programs can acquire a few spaces in municipal or privately-owned properties for their vehicles. This logistical dexterity creates ease in program expansion. As these vehicles become increasingly dispersed and frequent across the City, so does the convenience and reliability for its users.

The two common car share companies in Toronto are Zipcar and Enterprise, offering their members access to their vehicle fleets. There are approximately 4 car-share parking spaces within 500 metres of the site (a five-minute walk) and 6 more car-share parking spaces within 1000 meters of the site which provides a substantial resource on which both site residents and visitors can rely. Figure 8 illustrates the location of car-share services near the site.

2.7 BIKE SHARE FACILITIES

Bike Share Toronto offers short-term bicycle rental services in the Downtown-Midtown Toronto area. This sharing service, akin to car-share services, provides a low-commitment, low risk (to bike theft) transportation alternative.

Bike Share Toronto consists of a network of 6,850 bicycles and 12,000 docks contained in 625 stations across central Toronto. Boasting a user base of 234,117 members, any of the system’s users may pick up bikes where they are available and drop-off bikes where stations have available docks. The accessibility of service is enhanced by its live-updating feed of available bicycles and docks at each station. The live updates are integrated with publicly-available mobile phone applications.

The latest expansion of Bike Share Toronto services (2020) includes two new docks within 500 meters from the site (5 to 10-minute walk) and 7 more within 1000 meters from the site. The location of Bike Share Toronto stations in the site area is illustrated in Figure 8.

FIGURE 3: EXISTING STREET NETWORK

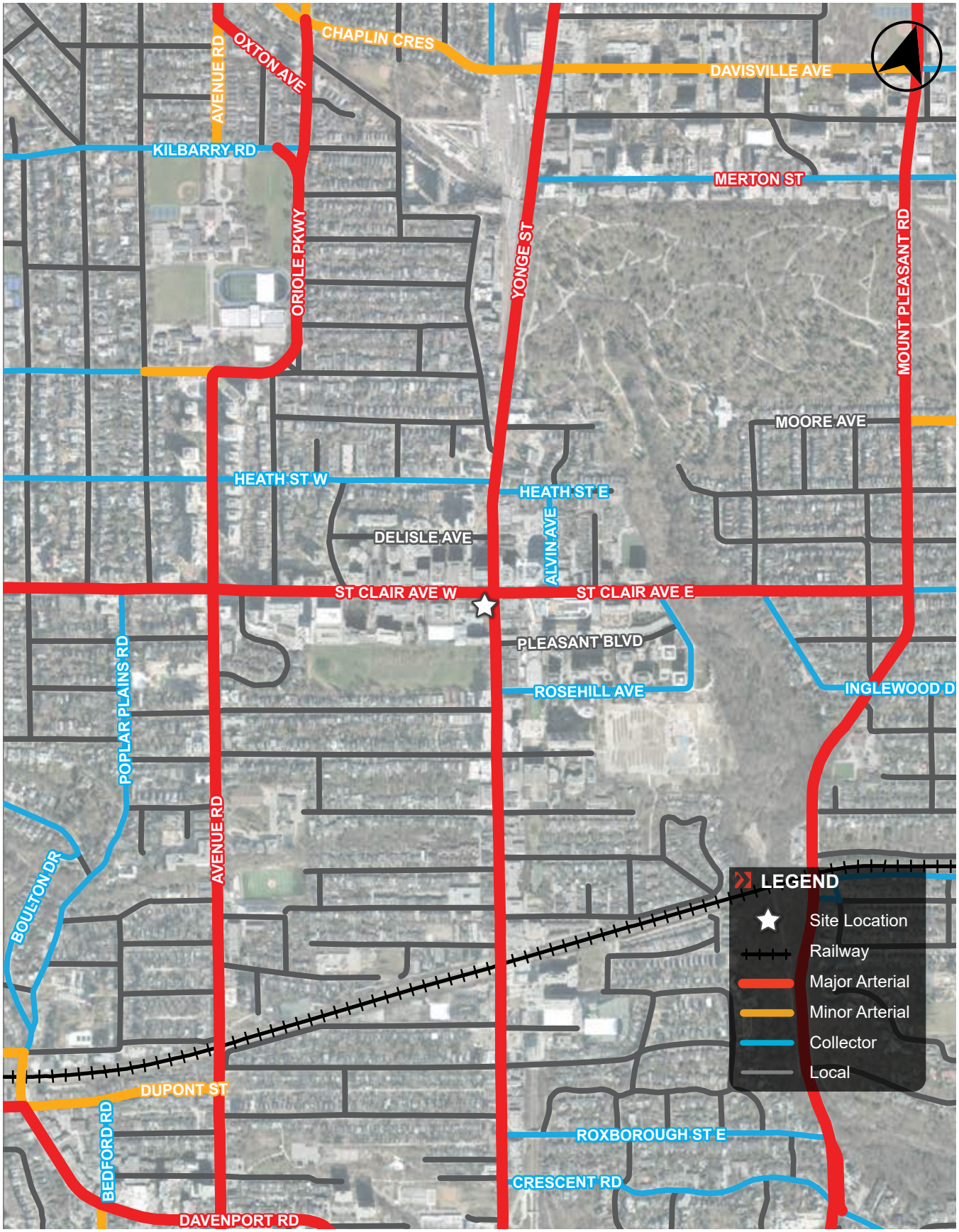

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FIGURE 3 EXISTING STREET NETWORK

FIGURE 4: EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL

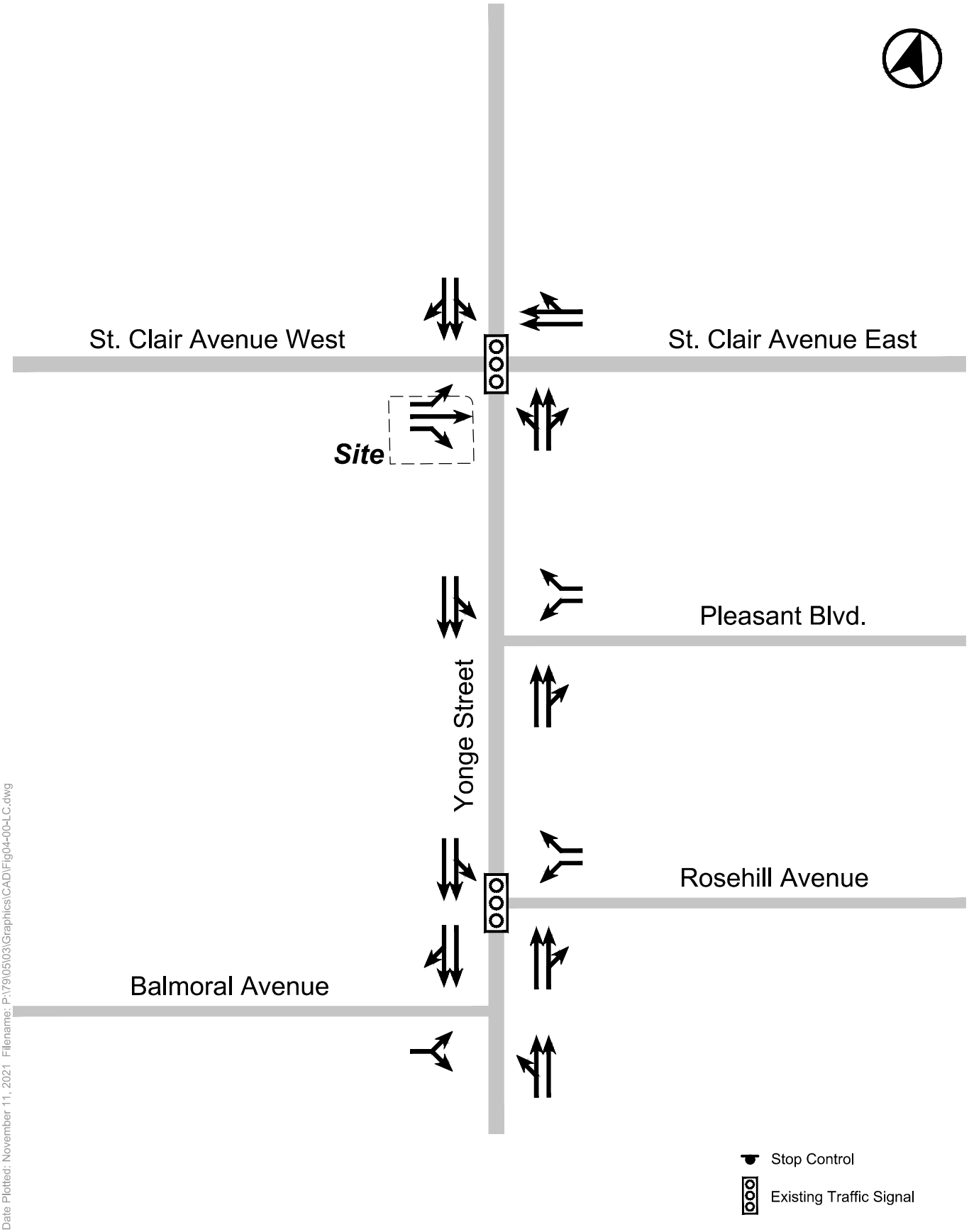


FIGURE 4 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

FIGURE 5: EXISTING TRANSIT NETWORK

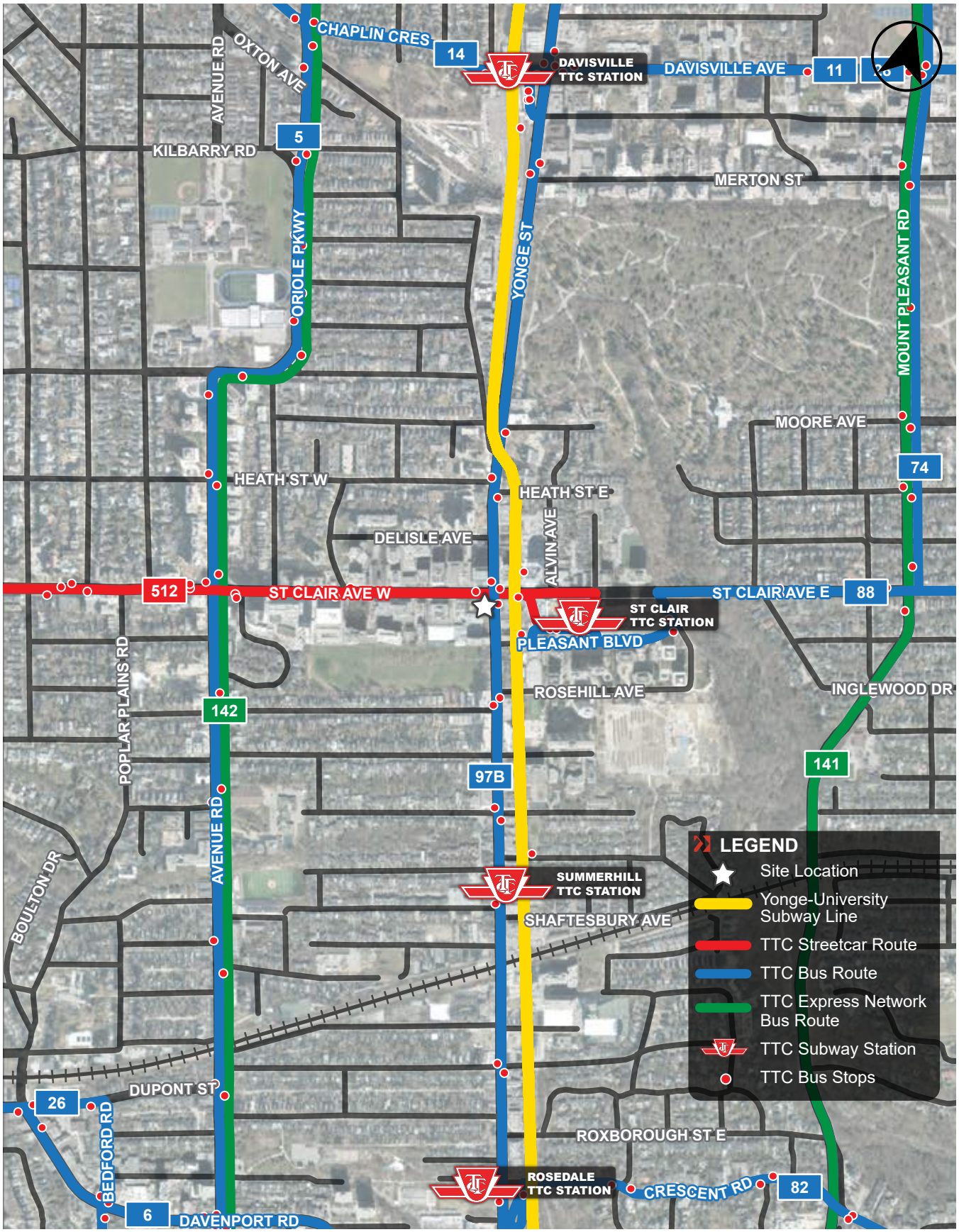


FIGURE 5 EXISTING TRANSIT NETWORK

FIGURE 6: EXISTING AND PROPOSED CYCLING CONNECTIONS / CONTEXT

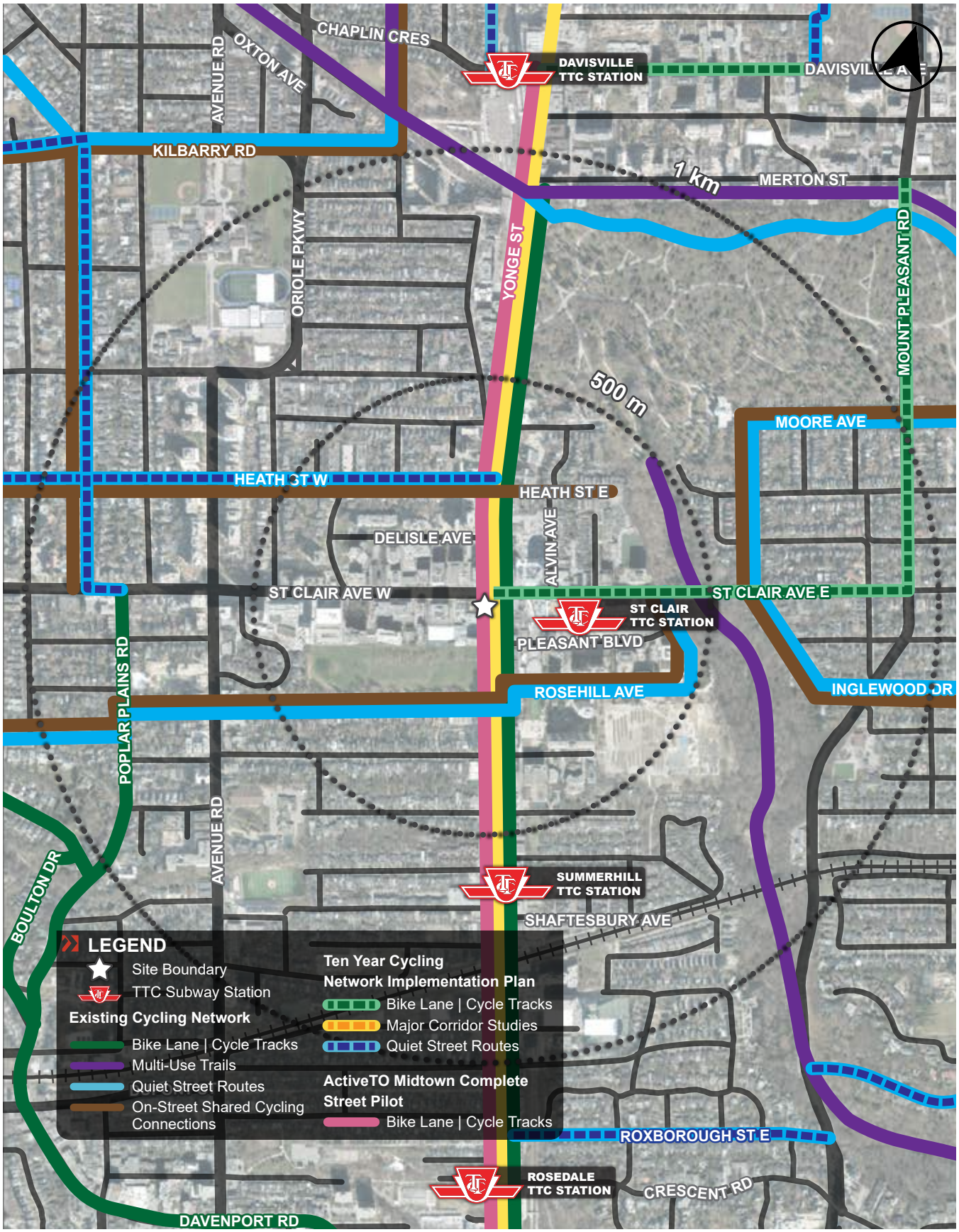


FIGURE 6 EXISTING AND PROPOSED CYCLING CONNECTIONS / CONTEXT

FIGURE 7: CITY OF TORONTO SIDEWALK INVENTORY

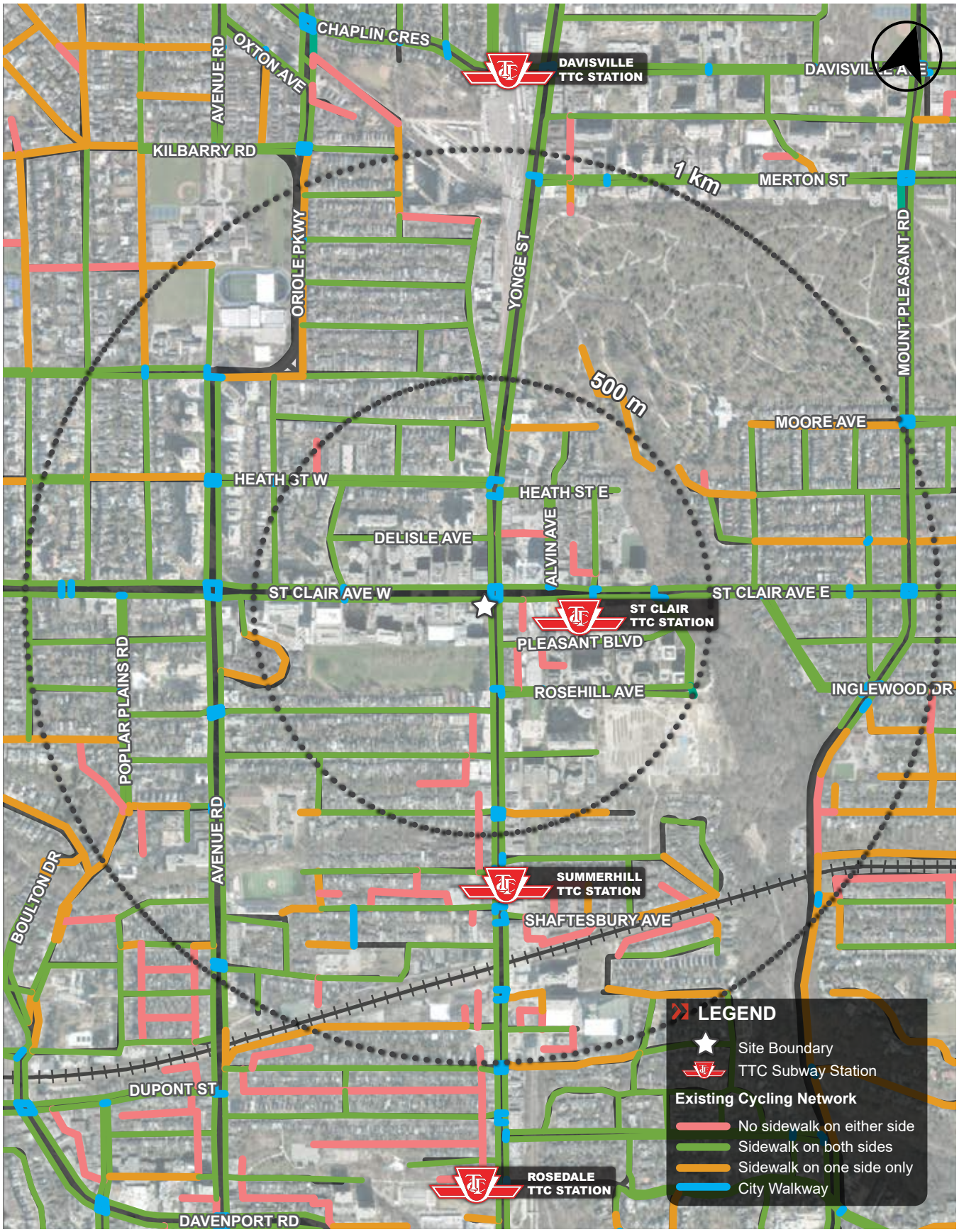


FIGURE 7 CITY OF TORONTO SIDEWALK INVENTORY

FIGURE 8: AREA CAR-SHARE AND BIKE-SHARE FACILITIES AND PROPOSED ADDITIONS

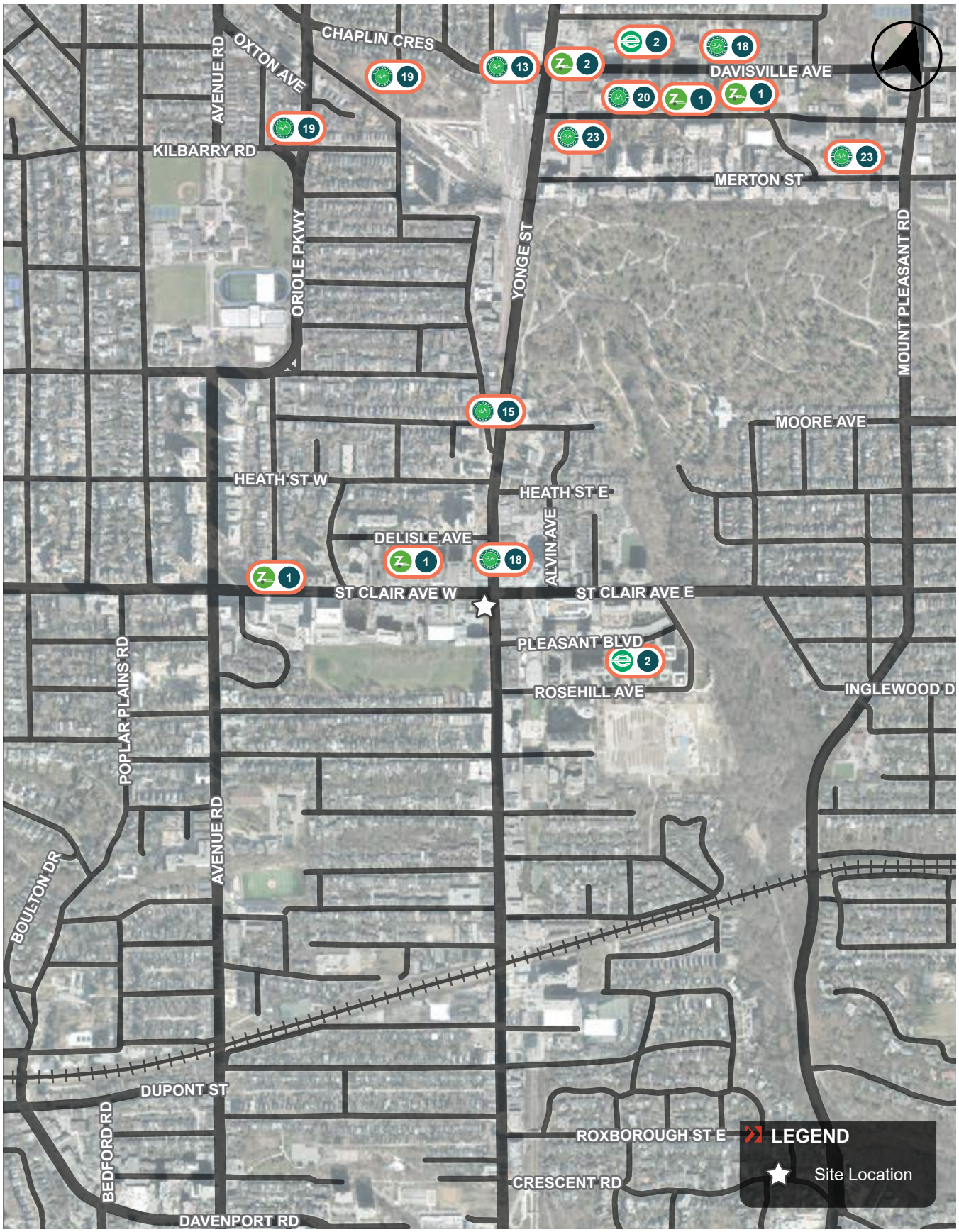


FIGURE 8 AREA CAR-SHARE AND BIKE-SHARE FACILITIES & PROPOSED ADDITIONS

FIGURE 9: AREA PUBLIC PARKING FACILITIES

FIGURE 9 AREA PUBLIC PARKING FACILITIES

2.8 EXISTING SITE ACCESS ARRANGEMENTS

2.8.1 Vehicular Access Arrangements

There is no vehicular access for the site in the existing situation.

2.8.1.1 1-13 St Clair Ave W Parking Access Arrangements

There is no parking in the existing office building, consequently, there is no parking access.

2.8.1.2 Loading Access Arrangements

There is no loading facility in the existing office building and the waste collection activities used to occur on-street.

2.8.2 Pedestrian Access Arrangements

The primary pedestrian accesses to the building are provided directly from St Clair Ave W, and there is another retail access at the northeast corner of the building. Within the vicinity of the site, pedestrian sidewalks are provided on both sides of St. Clair Ave W, Yonge Street, Balmoral Avenue, and Avenue Road. There is a pedestrian lane south of the site connecting Yonge St with the rear of The Badminton & Racquet Club of Toronto.

3.0 PROPOSED DEVELOPMENT

The site location is an excellent candidate for intensification from a transportation perspective given its close proximity to a wealth of other residential and non-residential uses across the surrounding area that help to support and serve the mix of uses proposed on the site, and the high degree of pedestrian, bicycle, and transit accessibility of the site environs.

The following provides an overview of the proposed development programme for the site. Reduced scale architectural plans of the proposed development are provided in **Appendix A**.

3.1 PROPOSED DEVELOPMENT PROGRAMME

The site is proposed to be redeveloped consisting of a mixed-use building with both residential, office and commercial components. The proposal incorporates a total of 340 residential units, 882 m^2 of non-residential retail gross floor area (GFA), and 7,040 m^2 of non-residential office gross floor area (GFA). A summary of the development programme is provided in Table 3.

TABLE 3 DEVELOPMENT PROGRAMME

Land Use		Unit / GFA
Residential Uses (340 units)	1-Bedroom Units	136 units
	1-Bedroom+Den Units	102 units
	2-Bedroom Units	68 units
	3-Bedroom Units	34 units
Non-Residential Retail Uses (882 m^2)	General Retail	882 square metres
Non-Residential Office Uses (7,040 m^2)	Office	7,040 square metres
Transportation Services	Parking Supply	24 parking spaces
	Loading Supply	1 loading space (1 Type G)
	Bicycle Parking Supply	381 spaces (323 long-term & 58 short-term)

3.2 SITE ACCESS AND CIRCULATION

3.2.1 Pedestrian Facilities

The proposed development will enhance the existing pedestrian environment / public realm within the site and its surroundings by demolishing the existing canopy addition at 1 St. Clair Ave W and the existing building at 11 and 13 St. Clair Ave W. These changes will increase the public realm area by +156 m^2. The existing sidewalk along St. Clair Ave W and Yonge St is currently 1.8 m and 2.7 m, respectively. The proposed development will increase the sidewalks at St. Clair Ave W and Yonge to be 6 m and 7.3 m, respectively. Moreover, the paving/sidewalk materiality will be improved and planters at the façade base will be integrated.

3.2.2 Bicycle Access

The proposed building's short-term bicycle parking supply is provided on the ground floor and first level (P1) of the underground parking garage.

The proposed long-term bicycle parking facilities are located on the first level (P1) of the underground parking, ground level, level 3, and level 12. Access to these spaces is also provided via the main elevators, providing convenient access to the bicycle facilities. As access is provided via elevator, the bicycle parking is equivalent to at-grade/first level below grade bicycle storage areas required by Zoning By-law 569-2013 and Toronto Green Standards. The location of bicycle parking spaces is shown in the reduced scale architectural plans in **Appendix A**.

3.2.3 Vehicular Access

Vehicular access to the site is proposed of two-way access from St. Clair Ave W, located adjacent to the western property line. The development plans propose a new 6 metres wide vehicular right in / right out access which will be used by both passenger and loading vehicles. A mechanical car parking system will be utilized to store vehicles within the underground basement levels. The mechanical system will accommodate 24 parking spaces for residents.

Proposed site access is illustrated in Figure 2.

3.3 PICK-UP/DROP-OFF

A flexible Pick-up / Drop-off (PUDO) area is proposed within the site to accommodate a vehicle undertaking PUDO activity off-street. The building management will coordinate the schedule of the waste / receiving to ensure that the activity within the PUDO area does not conflict with the loading operations.

3.3.1 Operations and Manoeuvring

Vehicles can access the PUDO area through direct access from St. Clair Ave W. Vehicles can use the space of the loading turning table to do a three-point turn on their outbound way.

Turning movement diagrams have been developed demonstrating the ability for passenger vehicles to manoeuvre appropriately through the access and then do a three-point turn over the vacant turning table in their outbound manoeuver. The design vehicle used to access the proposed pick-up/drop-off area is as follow:

- 2012 Dodge Grand Caravan

Vehicular manoeuvring diagram **VMD1 and VMD2** is provided in **Appendix B** and illustrate the turning movements for the design vehicle entering and exiting the proposed pick-up/drop-off area. This diagram confirms that the proposed pick-up/drop-off area arrangement is appropriate and will facilitate the manoeuvring needs of the vehicles entering and exiting for pick-up/drop-off purposes.

3.4 BICYCLE PARKING

A total of 381 bicycle parking spaces, comprised of 323 short-term and 58 long-term spaces, are proposed to meet the bicycle parking needs of the site following the proposed redevelopment as planned.

All 381 bicycle parking spaces will be located within the first level (P1) of the underground parking, ground level, level 3, and level 12. As previously discussed, long-term parking is also accessible by elevator. As such, the provided parking is equivalent to at-grade/first level below grade bicycle parking areas required by Zoning By-law 569-2013 and Toronto Green Standards.

The proposed on-site bicycle parking arrangements are illustrated in the reduced scale architectural drawings in **Appendix A**.

3.5 VEHICLE PARKING

Two basement floors that include a series of 24 stacked parking spaces is proposed (12 spaces per floor). There is no proposed non-residential parking supply, as the existing site provides parking for neither the retail nor the office uses because of the proximity to the public transit. This approach is consistent with precedent developments where a Zero / Minimal parking supply was approved or in the process of getting the approval. Moreover, the city of Toronto is now reviewing the parking standards in the city-wide Zoning By-law (569-2013) and the City Planning is supporting the elimination of parking minimums. The Appropriateness of the proposed parking supply will be illustrated further in Section 4.4.

The parking spaces can be accessed through the two way access provided on St. Clair Ave W and a vehicle elevator will allow the vehicles to access the underground parking.

The planned parking supply and arrangements are illustrated in the reduced scale architectural drawings in **Appendix A**.

3.6 LOADING AND SERVICING

Loading for the proposed development will primarily be accommodated within proposing a new Type G loading area on the ground level of the building. The proposed loading area will accommodate the loading activity associated with residential and non-residential uses.

Recognizing that the existing office use on the site today does not have on-site loading, the proposed Type G loading space will result in a net benefit to the area as the non-residential uses (including the existing office uses) will be able to utilize the on-site space instead of relying upon on-street activity for loading and waste pick-up. This is considered a significant improvement compared to the existing situation where the on-street activities such as pick-up/drop-off and garbage pickup disturb the sidewalk area.

Access to the proposed loading facilities is provided directly from St. Clair Ave W, which is shared access for both loading and passenger vehicles visiting the site. The proposed loading facilities and bin staging area are provided in accordance with the City of Toronto Zoning By-law and policy requirements to facilitate residential

garbage and recycling collection by the City of Toronto, residential moving activities, retail waste collection, and delivery activities.

The loading facility arrangements are illustrated in the reduced scale architectural drawings in **Appendix A**.

4.0 VEHICLE PARKING CONSIDERATIONS

BA Group has undertaken a review of the parking aspects of the proposed development. The following are considered:

Zoning By-law Requirements

- a review of the applicable Zoning By-law requirements for the proposed development;

Appropriateness of the Applicable Zoning

- a review of the appropriateness of the City's applicable Zoning By-law requirements;

Proposed Parking Supply

- a review of the appropriateness of the proposed residential parking supply for the project recognizing the City's emerging direction on parking minimums and the transit-supportive site context; and
- a review of the appropriateness of the proposed non-residential parking supply for the project recognizing the transit-supportive site context and recognizing that the existing non-residential uses do not have parking today.

4.1 APPLICABLE PARKING REQUIREMENTS

4.1.1 Zoning By-law 569-2013

The site is currently subject to Policy Area-3 City of Toronto Zoning By-law 569-2013. Application of the City of Toronto Zoning By-law 569-2013 Policy Area 3 (PA-3) parking standards to the proposed development programme, including the shared parking provisions, would require a minimum of 335 parking spaces, of which 261 spaces are to be allocated for residential uses, and 74 spaces shared between residential visitor uses, retail uses and office uses. The resulting effective resident parking ratio is 0.77 spaces per unit.

A detailed summary of the Zoning By-law parking calculation is provided in Table 4.

TABLE 4 ZONING BY-LAW 569-2013 – MINIMUM PARKING REQUIREMENTS

Use			Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required with Shared Occupancy		
						AM	PM	Evening
Residential	1 Bedroom		238 units	0.7 sps / unit	166 sps	261 *(100%)*	261 *(100%)*	261 *(100%)*
	2 Bedroom		68 units	0.9 sps / unit	61 sps			
	3 Bedroom		34 units	1.0 sps / unit	34 sps			
	Subtotal				*261 sps*	*261*	*261*	*261*
Non-Resident / Resident Visitor	Residential Visitor		340 units	0.1 sps / unit	34 sps	3 *(10%)*	11 *(35%)*	34 *(100%)*
	Non-Residential	Retail	882 m^2	1 sps / 100 m^2 of GFA	8 sps	1 *(20%)*	8 *(100%)*	8 *(100%)*
	Non-Residential	Office	7,040 m^2	1 sps / 100 m^2 of GFA	70 sps	70 *(100%)*	42 *(60%)*	0 *(0%)*
	Subtotal				*74 sps*	*74*	*61*	*42*
Residential						**261**	**261**	**261**
Non-Residential						**74**	**61**	**42**
Total						**335**	**322**	**303**
						335 spaces		

4.2 APPROPRIATENESS OF THE ZONING BY-LAW STANDARDS

Resident parking standards outlined in Zoning By-law 569-2013 overstate the parking needs of residential uses in the midtown context due to the following factors:

- the abundance of work, retail, and recreational opportunities located within walking distance of the site which will reduce the need for residents to use (and own) a car on a regular basis;
- the availability of car-share services that facilitate the ability for midtown residents to forego car ownership but to still have convenient access to a car if needed;
- the proximity of significant transit services (see Table 2) and bicycle route facilities that provide connections throughout the City;
- the range of (reduced) parking supply standards being approved by City Council, the Ontario Land Tribunal (OLT) and the Committee of Adjustment for a significant number of new residential developments situated across the midtown area (and elsewhere) at supply rates that are significantly below the Zoning By-law requirements that would ordinarily apply; and
- the City's emerging direction and support for eliminating parking minimums for new development.

It is proposed, given the above, to adopt a residential parking strategy for the building that capitalizes on the excellent transit and cycling context of the site by proposing a building with minimal vehicle parking.

Similarly, the applicable non-residential parking requirements are also considered a significant over-requirement. Consider the existing office building on the site, which accounts for the majority of the non-residential uses proposed, currently does not have any on-site parking. The compares to the applicable Zoning requirement for the building for the PA-3 area which would otherwise require a minimum of 62 parking spaces to be provided.

4.3 PROPOSED PARKING SUPPLY

A total of 24 parking spaces are proposed within the underground parking garage located below the building with an effective parking ratio of 0.07 spaces per unit. The proposed parking will be allocated for residential uses and provided within a mechanical parking system in the basement of the building.

There is no visitor or non-residential parking supply proposed. This is consistent with the existing office building where no parking is provided for the non-residential uses because of the proximity to the public transit.

The parking spaces can be accessed through the two way access provided on St. Clair Ave W, and a vehicle elevator will allow the vehicles to access the underground parking.

4.4 APPROPRIATENESS OF PROPOSED PARKING SUPPLY

4.4.1 Residential Parking

As noted above, the resident parking standards outlined in Zoning By-law 569-2013 overstate the parking needs of contemporary residential buildings, including the proposed 1-13 St. Clair Ave W, located within the midtown Toronto context.

Adoption of a proposed parking supply that provides minimal parking for residents is appropriate based upon the following considerations:

- the mixed-use transit-supportive site context;
- a review of recently approved or City staff supported precedents for buildings with zero or minimal residential parking;
- the recent recommendation by City Staff supporting the elimination of parking minimums at the City of Toronto; and
- the site is supported by a comprehensive Transportation Demand Management (TDM) strategy (see Section 8).

The following provides an overview of the contextual factors influencing parking demand at residential buildings in the downtown area and the appropriateness of the proposed, reduced, parking supply in this instance.

4.4.1.1 Mixed-Use, Transit Supportive Site Context

The site is well situated within the midtown Toronto area, and as a result, is close to significant employment, recreational, and retail centres as well as transit services that support the St. Clair Avenue West neighbourhood of the City of Toronto. The proximity to such a broad array of key destinations and amenity centres for residential buildings in areas like this creates an urban environment that is strongly supportive of transportation mode choices other than driving.

The ability for residential tenants to, in particular, be readily able to travel on foot, bicycle, or transit between their homes and a wide range of destinations and services that support this area is instrumental in supporting the shift in travel mode (away from the car) that has been seen in recent years in the City of Toronto areas and the significant drop in car usage that has been experienced at new residential buildings. This change in perspective has resulted, in almost all new residential buildings that are marketed in an area with a similar context to the site, in a significant reduction in parking space demand needs compared to those that have existed historically and that are reflected in the current Zoning By-law.

The advent of car-sharing services, in particular, and the investments being made in all forms of non-automobile travel alternatives (i.e. transit and off-site bicycle infrastructure) have made and will continue to make, a significant difference in resident/tenant perspectives on travel choice. The policies, programs, or services (i.e. car-share) put in place by the City of Toronto over recent years have experienced success and have played a key part in the changing parking landscape seen across midtown Toronto as a transit-accessible Centre. To this end, there are a significant number of car-share vehicles already available in the Yonge/St. Clair area.

4.4.1.2 Recent Precedents for Zero Residential Parking Supply Buildings

BA Group undertook a review of recent precedents for buildings that have zero or minimal parking that has been proposed, received preliminary staff support, or have been approved/ constructed. The following are relevant precedents:

- 25 Pleasant Avenue
- 98 Bond Street
- Collier Street
- RCMI (426 University)

By way of example, the residential tower at Collier Street with Church Street consists of 300 residential units and a small ground-floor retail component and the city accepted the zero parking supply. Another zero parking supply site is a mixed-use development located at 98 Bond Street. The development consists of 287 residential units and a small ground-floor retail component. A zero parking provision is proposed for the site. The RCMI project is an existing 42 storeys residential tower located at 426 University Ave with 318 residential units has zero residential parking spaces provided (it has several car-share spaces proposed).

These examples for residential buildings in central Toronto with zero parking supply is strongly indicative of a level of support and acceptance of parking supply standards that are (often substantially) lower than the requirements of the Zoning By-law. The three examples of such residential buildings which in zero resident parking supplies have been approved or under review in the downtown area by the City or other processes is provided in Table 5.

TABLE 5 PRECEDENT DEVELOPMENTS WITH ZERO RESIDENTIAL PARKING SUPPLY

Address	Size	Status
11 Pleasant Avenue	72 units	Under Review
Collier Street/Park Street (Capital Developments)	300 units	Under Review, Conditional Staff Support (Subject to providing bike parking and TDM infrastructure)
98 Bond Street & 54-74 Dundas Street East (98 Bond Inc.)	287 units	Under Review, Conditional Staff Support
426 University Avenue (Royal Canadian Military Institute (RCMI)	318 units	Approved By City Council and Constructed

4.4.1.3 Recent Direction by City Planning on Supporting The Elimination of Parking Minimums

The City of Toronto is now reviewing the parking standards in the city-wide Zoning By-law (569-2013). On January 19 2021 the Planning and Housing Committee adopted a motion that required City Planning to review parking requirements in By-law 569-2013. Through that review, City Planning has recommended adjustments to By-law 569-2013 that would result in eliminating all minimum parking requirements. The proposed adjustments to By-law 569-2013 will be considered by the Planning and Housing Committee on November 25th 2021.

The elimination of parking minimums is a reflection of the trend towards reducing or eliminating the minimum parking requirements for new development. The proposed parking supply strategy for the 1-13 St. Clair Ave W project, which considers a minimal parking supply for the project, is consistent with the emerging trend supported by City Planning and is therefore appropriate.

4.4.1.4 The Site will be Supported by a Comprehensive Transportation Demand Management (TDM) Strategy

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

4.4.2 Non-Residential Parking Strategy

4.4.2.1 No Parking Is Provided for the Non Residential Uses On Site Today

The proposed development does not include on-site parking for the non-residential uses proposed. This is appropriate given that there are no non-residential parking spaces for the non-residential uses on the existing site. Moreover, the non-residential uses benefit from the excellent transit context of the site.

4.4.2.2 The Site Is Well Served By Commercial Public Parking

The site is well served by commercial public parking facilities should any building occupants require occasional access by automobile. There are five public parking facilities within 500 meters from the site operated by the Toronto Parking Authority (TPA). They are listed below:

- TPA 30 St. Clair Garage (Municipal Carpark 161) - 173 spaces
- TPA Delisle Garage (Municipal Carpark 13) – 238 spaces
- TPA 1501 Yonge Street Parking Lot (Municipal Carpark 223) – 37 spaces
- TPA Alvin Ave Parking Lot (Municipal Carpark 12) – 177 spaces
- TPA Rosehill Garage (Municipal Carpark 11) – 550 spaces

In total, the TPA operated public parking garages account for 1175 spaces of public parking available within 500 metres of the site. There are five more private parking facilities with publically available parking within 500 meters from the site. The abundance of public vehicular parking in the area provides strong support for not having on-site commercial parking.

4.5 PARKING CIRCULATION ANALYSIS

The 24 spaces located on-site will be managed and accommodated through a mechanical parking stacking system located in the basement of the building. To access the mechanical parking stacking system, drivers pull into a vehicle elevator located on the ground floor and exit their vehicle. The vehicle is then lowered into the basement and delivered into a parking space by the mechanical system.

4.5.1 Operations and Manoeuvring

To confirm the adequacy of the proposed access to the vehicle elevator, turning movement analysis was undertaken. Vehicle Manoeuvring Diagrams (VMDs) have been developed demonstrating the ability of passenger vehicles to manoeuvre appropriately over the vehicle elevator when entering/leaving the proposed underground parking space in a forward motion.

Vehicular manoeuvring diagram **VMD3 and VMD4** is provided in **Appendix B** and illustrate the turning movements for the design vehicle entering and exiting the proposed vehicle elevator. This diagram confirms that the proposed parking elevator arrangement is appropriate and will facilitate the manoeuvring needs of the vehicles entering and exiting the underground parking.

4.6 PARKING SUMMARY

A total of 24 parking spaces are proposed for residential uses and no parking is proposed for non-residential uses. The proposed parking supply equates to a residential parking supply of 0.07 spaces per unit, (i.e. parking will be available to 7% of those with a unit). The proposed parking supply takes advantage of the excellent transit context of the site and is consistent with the City of Toronto's emerging trend of providing little or no parking for new developments for projects with excellent transit access. The proposed parking supply strategy is therefore appropriate.

5.0 LOADING CONSIDERATIONS

5.1 EXISTING LOADING SUPPLY

The existing office building on the site today does not have on-site loading. All loading activity and waste collection occur on street on St. Clair Ave W on an informal basis.

5.2 ZONING BY-LAW REQUIREMENT

5.2.1 Requirement For The Proposed Development

Application of the Zoning By-law 569-2013 loading standards to the current development proposal requires a total of one type G loading space to be provided. This requirement takes into consideration the provisions of a Commercial Residential Zone (CR), which permits loading spaces within a mixed-use building to be shared. Further details are provided in Table 6.

TABLE 6 MINIMUM SITE ZONING BY-LAW LOADING REQUIREMENT, ALL DEVELOPMENT

Use	Type A	Type B	Type C	Type G	Total
Residential (340 units)	0	0	0	1	1
Retail (882 m²)	0	1	0	0	1
Office (7,040 m²)	0	2	2	0	4
Total before sharing	**0**	**3**	**2**	**1**	**6**
Total after sharing	**0**	**1**	**2**	**1**	**4**

5.3 PROPOSED LOADING SUPPLY

A Type G loading space is proposed to manage the residential and non-residential use and to convert the waste collection from an on-street system to inside the building. Given the limited space within the loading area, the proposed Type G loading space is located on a truck turntable to allow the truck to turn around on-site so that it can enter and exit the building in a forward motion per the City of Toronto's requirements.

5.4 APPROPRIATENESS OF LOADING SUPPLY

The proposed loading supply is appropriate on the following basis:

1. The proposed Type G loading space meets the zoning requirement for the net-new uses proposed on the site. That is the By-law requirement associated with the residential uses, which are the net new use on the site, is a Type G space.
2. The existing non-residential uses on-site, which comprise the future office uses, do not have an existing on-site loading space.
3. The on-site loading space will be provided as a shared loading space that is accessible to non-residential uses.

4. The developer will manage the on-site loading space to ensure that residential and non-residential loading activity is scheduled to minimize conflicts and maximize efficiency.

By providing a new on-site loading space that can be shared between residential and non-residential uses, the proposed development will improve the existing condition where the office uses relies upon the curb on St. Clair Avenue West. The on-site loading space will be carefully managed and scheduled to ensure that that all activity is accommodated on site.

5.5 LOADING DESIGN CONSIDERATIONS

A site with 340 residential units, 882 m^2 of retail space, and 7,040 m^2 of office space will be served by a Type G loading space located on the ground level. The waste will be collected in the waste room located on Level 02 and will be transported to the ground level via an elevator.

5.5.1 Garbage and Recycling Facilities

Bin Staging

Appropriate bin staging provisions are provided adjacent to the Type G loading space in accordance with the design provisions to meet the City of Toronto's guidelines. Provision for a minimum bin staging area of 25 square metres has been provided adjacent to the Type G loading space to accommodate two bins within the allocated area (including 1 bin in the Type G loading space). This staging area has been provided in accordance with the City policy requirements (i.e. size of bin staging area = 5 sq. metres for every 50 residential units provided in excess of the first 50 residential units). A 40 sq. meter staging area is provided on the ground level opposite the loading space. A dedicated refuse room has been provided at level 2 where refuse/recycling will be transferred from the room to the Type G loading space via elevator on the day of pick-up.

Height Clearance

A 6.1m clearance over the Type G loading space and the bin staging area will be created to fulfil the minimum vertical clearance requirement.

5.5.2 Operations and Manoeuvring

Turning movement diagrams have been developed demonstrating the ability for service and delivery vehicles to manoeuvre appropriately within the site when entering/leaving the proposed loading space in a forward motion. The City of Toronto garbage truck will use the turntable to facilitate the outbound manoeuvre in such a tight area. The design vehicle used to access the proposed loading space is as follows:

- City of Toronto garbage truck

Vehicular manoeuvring diagrams (**VMD5 and VMD6**) are provided in **Appendix B** and illustrate the turning movements for the design vehicle entering and exiting the proposed loading space. These diagrams confirm that the proposed loading arrangement is appropriate and will facilitate the manoeuvring needs of the vehicles entering and exiting the site.

5.5.3 Access to The Loading Facility

The loading vehicles can access the loading facility directly from the access provided on St. Clair Avenue West. All trucks servicing the development (including the medium single unit vehicles and garbage/recycling vehicles) will utilize St. Clair Ave W access to access the proposed loading facilities on the ground level.

All dimensional requirements for a Type G loading space (as defined in Zoning By-law 569-2013 and within the City's policy standards) are being met in the proposed concept plan.

5.6 LOADING SUMMARY

The project will provide one Type G loading space on the ground level to accommodate both the residential and the non-residential uses. The proposed loading supply is less than what would be otherwise required by Zoning By-law 569-2013, but recognizing that the non-residential uses on-site today, which are slightly greater than what will exist after the project is constructed, do not have any on-site loading spaces means that the proposed loading provision of one space still represents an improvement over the existing condition. Moreover, the proposed loading supply will be carefully managed by the developer to ensure that the residential and non-residential uses can be scheduled and operated together.

Because of the limited space within the loading area, the proposed Type G loading space will sit on a truck turn-table that will allow single-unit trucks to be turned around on site. The manoeuvring to/from the loading space can therefore be appropriately accommodated.

6.0 BICYCLE PARKING FACILITIES

6.1 BICYCLE PARKING REQUIREMENTS

6.1.1 City of Toronto Zoning By-law 569-2013 & Toronto Green Standards Version 3.0 – Zone 1 (Tier 1)

It is proposed to provide a total of 381 bicycle parking spaces (323 long-term, 58 short-term) to accommodate the bicycle parking demands of the proposed site.

Application of the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) bicycle parking standards to the proposed development requires a minimum of 381 bicycle parking spaces on the site (323 long term spaces and 58 short term spaces). Further details are provided in Table 7.

TABLE 7 MINIMUM BICYCLE PARKING REQUIREMENTS – TGS VERSION 3.0 TIER 1

Proposed Net New	Space Type	Minimum Bicycle Parking Rate (Tier 1)	Minimum Bicycle Parking Required (Tier 1)
Residential (340 units)	Long Term / Occupant	0.9 Long-Term spaces / unit	306 spaces
	Short Term / Visitor	0.1 Short-Term spaces / unit	34 spaces
		Sub-total	*340 spaces*
Retail (882 m^2)	Long Term	0.2 / 100 m^2	2 spaces
	Short Term	3 plus 0.3 / 100 m^2	6 spaces
		Sub-total	8 spaces
Office (7,040 m^2)	Long Term	0.2 / 100 m^2	15 spaces
	Short Term	3 plus 0.2 / 100 m^2	18 spaces
		Sub-total	33 spaces
Total		**323 spaces**	
		58 spaces	
		381 spaces	

Notes:
1. IFA (interior floor area) is assumed to be equal to the GFA (gross floor area) for the purposes of the minimum bicycle parking calculations.
2. If the requirement results in a fraction, the number is rounded up to the nearest whole number.

6.2 BICYCLE PARKING SUPPLY AND FACILITIES

A total bicycle parking supply of 381 spaces (including 323 long term, and 58 short term spaces) are provided to service the bicycle parking demands for the proposed development. The current proposal incorporates all bicycle parking spaces located within the first level (P1) of the underground parking, ground level, level 3, and level 12. As previously discussed, long-term parking is also accessible by elevator. The proposed supply meets the City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) standards.

7.0 PICK-UP/DROP-OFF CONSIDERATIONS

A Pick-up / Drop-off (PUDO) area is proposed within the site to accommodate a vehicle undertaking PUDO activity off-street. The PUDO area will accommodate one vehicle just inside the entrance to the vehicular parking and loading area adjacent to the wall of the site. The PUDO space will be signed as a short term PUDO area and building management will enforce the space so that PUDO activity is quick duration.

Once a PUDO vehicle is ready to leave it will undertake a 3 point turn to leave. Because of the limited size of the loading/parking area within the site, the manoeuvres of the PUDO vehicle leaving require that the vehicle drives over a portion of the truck turntable. This is reasonable and appropriate given the following.

- The PUDO parking space itself does not conflict with the truck turntable and therefore will not affect the operation of the turntable. Should a PUDO vehicle be ready to leave while the turntable is in operation it will be able to wait in the PUDO space until the truck on the turntable has completed its manoeuvre.
- When not in operation the turntable represents an unencumbered manoeuvring area that can accommodate vehicles driving over it.
- The truck turntable will only be used infrequently. The majority of the time the turntable will be stationary.

Based on the above rationale, the proposed PUDO arrangement is appropriate.

7.1 PUDO CIRCULATION ANALYSIS

A vehicle manoeuvring analysis was undertaken to confirm the adequacy of the PUDO manoeuvres. Vehicle Manoeuvre Diagrams**,** which are provided in **Appendix B,** show the inbound and outbound manoeuvres.

8.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

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

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

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

A comprehensive framework has been developed that will serve as a guideline for the implementation of effective TDM strategies during the site design stage, as well as in its operations following the full redevelopment of the property.

8.1 ORGANIZATIONAL FRAMEWORK

The broader objectives can be organized within the following categories:

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

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

- **Infrastructure** (external links and facilities)
  Measures to improve the active transportation realm along the boundaries of the Site and to facilitate the integration of pedestrian, cycling and transit infrastructure

- **Facilities and features of the Site plan and design**
  Physical aspects of the internal design of the development, including its buildings, open spaces and circulation routings to promote alternative transportation modes

- **Building operations/property management**
  User-focused programs and policies enacted once the Site is operational to encourage alternative transportation modes

- **Monitoring**
  Post-occupancy data collection programs are used to assess travel patterns and gauge the effectiveness of TDM strategies and the Mobility Choice Travel Plan as a whole.

8.2 TDM PLAN STRATEGIES

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

A summary of applicable mobility strategies is outlined below in Table 8. It is important to note that these TDM strategies will be continuously refined throughout the application process. Proposed initiatives based on these strategies are outlined in the following section of this report.

TABLE 8 POTENTIAL SITE TRAVEL DEMAND MANAGEMENT PLAN STRATEGIES

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

8.3 PROPOSED TDM INITIATIVES

Specific TDM initiatives proposed by Midtown-Yonge Properties as part of the mobility strategy to support the proposed development and facilitate the use of alternatives to car ownership are outlined below in Table 9.

TABLE 9 PROPOSED TDM INITIATIVES

Initiative	Description
Cycle Facilities	
1. Increased availability of bicycle parking	Bicycle parking supply meets TGS Tier 1 standards.
2. Indoor bicycle parking	381 indoor bicycle parking spaces
3. Increased Visibility for Short Term Parking	The site will provide signage and wayfinding on the exterior of the building directing visitors to short term bicycle parking located within the building.
Improved Pedestrian Experience	
1. Improved at-grade lighting	Improved lighting around the proposed building
2. Wayfinding signage	Outdoor multi-modal wayfinding signage
Enhanced Communication	
1. Real-time transit information signage	Indoor signage in the lobby with real-time transit information
Transit Encouragement	
1. Pre-loaded Presto cards	One presto card per first-time resident, pre-loaded with a value of monthly adult TTC pass

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

9.0 MULTI-MODAL ASSESSMENT

9.1 MULTI-MODAL TRIP GENERATION

A multi-modal trip generation analysis of the proposed application was undertaken to estimate the projected number of transit, vehicular, cyclist, and pedestrian trips that will be generated by the project during the weekday morning and weekday afternoon peak hours. The multi-modal trip generation is broken into the three primary land uses considered in the site: residential uses, office uses, and retail uses.

The multi-modal demands were estimated using a ‘first principles’ approach based upon a review of the total number of occupants within the building combined with information retrieved from the Transportation Tomorrow Survey (TTS) database related to travel and demographic characteristics.

9.1.1 Residential Demand

Forecast travel demand forecast for residential trips to/from the site in the weekday morning and afternoon peak hours is summarized in Table 10.

TABLE 10 SITE RESIDENTIAL PERSON TRIP GENERATION

Parameter	Weekday Peak Hour Travel Characteristics					
Proposed New Residential Units[1]	340 units [1]					
Building Occupancy[2] (Persons)	Unit occupancy of 1.58 persons / unit [2] = 538 people					
	Street Peak Hour Travel Characteristics [3]					
	Morning Peak Hour			**Afternoon Peak Hour**		
Street Peak Hour Travel:	0.23 two-way trips per person during the morning peak hour			0.19 two-way trips per person during the morning peak hour		
Mode Split[4]	= 124 two-way person trips during the weekday morning peak hour			= 103 two-way person trips during the weekday afternoon peak hour		
Transit **Auto-Driver** **Auto-Passenger** **Walk** **Cycle** **Total**	51% 9% 8% 26% 6% 100%			50% 11% 4% 29% 6% 100%		
Direction[5]	**Inbound** **24%** **30 person trips**	**Outbound** **76%** **94 person trips**	**Total** **100%**	**Inbound** **61%** **63 person trips**	**Outbound** **39%** **40 person trips**	**Total** **100%**
Person Trips **Transit** **Auto-Driver** **Auto-Passenger** **Walk** **Cycle** **Total**	 **15** **3** **2** **8** **2** **30**	 **48** **8** **8** **24** **6** **94**	 **63** **11** **10** **32** **8** **124**	 **31** **7** **3** **18** **4** **63**	 **20** **4** **2** **12** **2** **40**	 **51** **11** **5** **30** **6** **103**
Vehicle Trips ***Trip Rate*** ***(Vehicle Trips/Unit)***	***3*** ***0.009***	***8*** ***0.02***	***11*** ***0.03***	***7*** ***0.02***	***4*** ***0.01***	***11*** ***0. 03***

Notes:
1. Based on current development statistics provided by Gensler Architecture & Design Canada Inc.
2. Based on 2016 TTS data for average occupancy of apartment dwelling units in 2006 TTS Zones 202, 203, 204.
3. Based on 2016 TTS data for home-based apartment dwelling unit trips in 2006 TTS Zones 202, 203, 204 for the weekday morning and afternoon peak hours. The direction of residential traffic based on ITE Trip Generation Manual, 11th Edition, Land Use Code 222 Multifamily Housing (High-Rise).
4. Based on 2016 TTS data for home-based apartment dwelling trips to/from 2006 Zones 202, 203, 204, for the weekday morning and afternoon peak hours.

Based upon the above, the effective weekday vehicular residential trip generation rate is 0.03 two-way trips per unit during the weekday peak hours. This is equivalent to approximately 11 two-way peak hour auto trips during each peak hour.

Non-auto residential travel demand (i.e. transit, walking, cycling and other modes) is forecast to be in the order of 113 and 92 two-way trips in the weekday morning and afternoon peak hours, respectively. Of this cyclist and pedestrian, trips are estimated to be approximately 40 and 36 trips during the morning and afternoon peak hours, respectively.

9.1.2 Retail Use Travel Demand

The estimated peak-hour retail trips associated with the site are set out in Table 11.

TABLE 11 RETAIL PERSON-BASED TRIP GENERATION

Parameter	AM Peak Hour			PM Peak Hour		
Total People In Retail Component of Site						
Retail Floor Area	882 m^2 GFA [1] (9,537 ft^2) GFA [1]					
Person Trip Rates [2] (person trips / 100m^2)	Assume GLA @ 90% of GFA = 797 m^2 (8,579 ft^2) GLA					
Retail Building Occupancy (Persons – incl. retail patrons & employees)	1.5 persons per 1000 ft^2 GLA [2] **= 13 people**			3.5 persons per 1000 ft^2 GLA [2] = **31 people**		
Travel Demand – External Visitors (Persons)	**Travel Demands Unconstrained by Parking Supply**			**Travel Demands Unconstrained by Parking Supply**		
	2-Way Mode Split [3]			2-Way Mode Split [3]		
	Transit 32%			Transit 32%		
	Driver 0%			Driver 0%		
	Passenger 0%			Passenger 0%		
	Walk 68%			Walk 68%		
	Orientation[4]	Inbound 52% = 7 **person trips**	Outbound 48% = 6 **person trips**	Orientation[4]	Inbound 51% =16 **person trips**	Outbound 49% = 15 **person trips**
	Transit	2	2	Transit	5	5
	Driver	0	0	Driver	0	0
	Passenger	0	0	Passenger	0	0
	Walk	5	4	Walk	11	10
	Total	7	6	Total	16	15

Notes:
1. Based on current development statistics provided by Gensler Architecture & Design Canada Inc.
2. Based on people surveys conducted by BA Group at the Yonge and Eglinton Centre on December 6, 2013, at the TD Centre Toronto on December 13, 2013 and at the Costco Ajax location on November 21, 2009.
3. Based on modal split for trips made by King area residents to the Central Area per Kings Travel Survey Bulletin (September 2010) prepared by City of Toronto Transportation Planning – City Planning Division.
4. Based on a review of inbound/outbound splits outlined in ITE Trip Generation Manual (11th Ed.) for land use 911 (Walk-in Bank.

Non-auto retail travel demand (i.e. transit, walking, cycling and other modes) is forecast to be in the order of 13 and 31 two-way trips in the weekday morning peak hour and weekday afternoon peak hours, respectively. Of this, the majority of trips are walking trips shopping at the retail uses which are estimated to be approximately 9 trips during the morning peak hour and approximately 21 trips during the afternoon peak hour.

9.1.3 Office Use Travel Demand

Forecast travel demand for work-related trips to / from the site in the weekday morning and afternoon peak hours is summarized in Table 12.

TABLE 12 SITE TRIP GENERATION – MULTI-MODAL TRIPS (OFFICE)

Parameter	Weekday Peak Hour Travel Characteristics					
Base Land Use Assumptions						
Floor Area	**Office** 7,040 m^2 GFA [1]					
Building Occupancy (Persons)	Assume GLA @ 90% of GFA = 6,336 m^2 GLA 1 employee / 25m^2 GLA = 254 employees [2] @ 90% attendance [3] = 225 employees					
Weekday Peak Hour Travel Characteristics (Proportion of employees travelling in peak hours)						
Peak Hour Person Trips [4]	**Weekday Morning Peak Hour** *0.49 trips / employee* = 111 person trips			**Weekday Afternoon Peak Hour** *0.45 trips / employee* = 102 person trips		
Mode Split [5] **Transit** **Auto-Driver** **Auto-Passenger** **Walk** **Cycle** **Total**	 75% 0% 4% 10% 11% 100%			 74% 0% 6% 9% 11% 100%		
Direction[5]	**Inbound** **99%** = 109 person trips	**Outbound** **1%** = 2 person trips	**Total** **100%** = 111 person trips	**Inbound** **99%** = 100 person trips	**Outbound** **1%** = 2 person trips	**Total** **100%** = 102 person trips
Person Trips Transit Auto-Driver Auto-Passenger Walk Cycle **Total**	 81 0 5 11 12 **109**	 2 0 0 0 0 **2**	 83 0 5 11 12 **111**	 74 0 6 9 11 **100**	 2 0 0 0 0 **2**	 76 0 6 9 11 **102**

Notes:
1. Based on current development statistics provided by Gensler Architecture & Design Canada Inc.
2. Based upon historically established rate for the average employment density in Downtown Toronto: 1 employee / 25m^2 of Gross Leasable Area (GLA).
3. Weekday travel demands reflect employee travel activity and assume that absenteeism (reduction) is in the order of 10%.
4. Source: ITE Trip Generation Manual 11th Generation ITE Code 710.
5. Based upon travel characteristics obtained from a review of the 2016 Transportation Tomorrow Survey (TTS) information – work-related trips during the morning and afternoon peak periods for proxy zone 202, 203, and 204.

There will be no parking for office uses, accordingly, there will be no office-related vehicular site traffic generation.

Non-auto office travel demand (i.e. transit, walking, cycling and other modes) is forecast to be in the order of 111 and 102 two-way trips in the weekday morning and weekday afternoon peak hours respectively.

9.1.4 Overall Multi-Modal Trip Generation

A summary of the total multi-modal trip generation generated by the proposed application is provided in Table 13.

TABLE 13 MULTI-MODAL TRIP GENERATION SUMMARY

Parameter	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Two-way	Inbound	Outbound	Two-way
Total						
Transit	98	52	150	110	27	137
Auto-Driver	3	8	11	7	4	11
Auto-Passenger	7	8	15	9	2	11
Walk	24	28	52	38	22	60
Cycle	14	6	20	15	2	17
Total	**146**	**102**	**148**	**179**	**57**	**236**

Based on the foregoing the proposed development will generate 52 two-way walking trips in the morning peak hour and approximately 60 two-way trips during the afternoon peak hour. With respect to cycling, it is estimated that the project will generate 20 to 17 two-way cycling trips during the morning and afternoon peak hours, respectively.

9.2 TRANSIT ASSESSMENT

The 150 (am) and 137 (pm) peak hour transit users will be accommodated by accessing the TTC subway on the east side of Yonge Street. These site users will access transit from the conveniently located lobby entrances near the Yonge/St. Clair intersection.

9.3 VEHICULAR IMPACT ASSESSMENT

Due to the limited parking supply, the estimated peak hour traffic is 11 (am and pm) which is very low. Therefore, the site is not expected to have an impact on the operation of the area road network.

9.4 PEDESTRIAN ASSESSMENT

The proposed development will enhance the existing pedestrian environment / public realm within the site and its surroundings by demolishing the existing canopy addition at 1 St. Clair Ave W and the existing building at 11 and 13 St. Clair Ave W. These changes will increase the public realm area by +156 m^2. The existing sidewalk along St. Clair Ave W and Yonge St is currently 1.8 m and 2.7 m, respectively. The proposed development will increase the sidewalks at St. Clair Ave W and Yonge to be 6 m and 7.3 m, respectively. Moreover, the paving/sidewalk materiality will be improved and planters at the façade base will be integrated. As such, the 52 (am) and 60 (pm) peak hour walk trips will be accommodated by the proposed sidewalk.

9.5 CYCLIST ASSESSMENT

We are accommodating cycling activity through the recently installed bike lanes on Yonge Street and the 20 (am) and 17 (pm) peak hour cycling trips generated from the site can be accommodated within the existing bike lanes.

10.0 SUMMARY AND CONCLUSIONS

BA Group has been retained by Midtown-Yonge Properties to undertake a transportation assessment for a proposed residential / mixed-use redevelopment at 1-13 St. Clair Avenue West near the Yonge & St. Clair intersection in Toronto. The following provides a summary overview of the study findings of our assessment of the transportation-related aspect of the proposed development.

The Site Today and Context

1. The redevelopment site is located on the southwest corner of the Yonge Street / St. Clair Avenue West intersection. The site is bounded by 15 St. Clair Avenue West to the west, Yonge Street to the east, St. Clair Avenue West to the north, and 1456 Yonge St. to the south.

2. The site is well served today by several Toronto Transit Commission (TTC) transit services located in the vicinity of the site, including the Yonge – University – Spadina subway line (Line 1), 512 St. Clair Avenue streetcar service, and three bus services.

3. There is no vehicular access for the site in the existing situation and there is no parking as well.

4. There are no formal loading areas provided on the site today for the existing retail and office uses on site. All loading activities occur on an informal basis either on-street.

Proposed Development

5. A mixed-use building and residential tower are proposed on the site which incorporates a total of 340 residential units, approximately 882 m^2 of retail area, and 7,040 m^2 of office area.

6. The redevelopment site is a mixed-use tower with residential, office, and retail uses. The preliminary plan for the site includes 49 storeys, approximately 340 residential units within 26,270 m^2, and will retain the existing office uses on the site. Two basement floor comprising 24 parking spaces is proposed (12 spaces per floor).

7. A total of 24 parking are provided within the proposed underground parking lot. The parking within the building will be accessed via an elevator and will be managed by a mechanical system.

8. Loading for the proposed development will primarily be accommodated within proposing a new Type G loading area on the ground level of the building. The proposed loading area will accommodate the loading activity associated with residential and non-residential uses. The loading space can be accessed directly through St. Clair Ave W.

9. A total of 381 bicycle parking spaces (323 long-term spaces, 58 short-term spaces) will be provided within the first level (P1) of the underground parking, ground level, level 3, and level 12.

Vehicular Parking Considerations

10. Application of the requirements of the City of Toronto Zoning By-law 569-2013 requires the provision of a minimum of 335 spaces of which 261 spaces are required for resident/tenant uses and 74 spaces for non-resident spaces (for the use of resident visitors, retail, and office uses). The effective resident parking requirement rate per Zoning By-law 569-2013 is 0.77 spaces per unit.

11. Parking analysis undertaken by BA Group indicates that Zoning By-law 569-2013 overstates the parking needs for residents for an urban sub-way accessible site in Toronto. As such a reduced parking standard is proposed for the development given the transit and pedestrian context of the site.

12. A total of 24 parking spaces are allocated for residential uses. This is less than the requirements of the City of Toronto Zoning By-law 569-2013 parking standard, but TDM measures are suggested to facilitate travelling by transit, walking and cycling. These measures will provide alternatives to parking a car on-site for the portion of trips that require the use of a private automobile.

13. Based on the foregoing the proposed parking supply provisions are appropriate and will meet the needs of the development proposal recognizing the site transportation context and the rental nature of the proposed residential units.

Loading Considerations

14. No formal loading spaces are provided on the site today, serving the existing office and retail facilities. Loading occurs on the area street system.

15. To accommodate loading associated with the proposed site, a Type G loading space for the new proposed residential units will be provided at the ground level to accommodate both the residential and the non-residential (Offices and Retails) uses. It is understood that the non-residential activities occurring in the development require an additional loading facility. But in comparison to what is going on now in the existing situation (on-street waste collection for existing offices and retails), the waste collection is improved by sharing the Type G facility with the non-residential uses and having all the waste collected inside the building instead.

Bicycle Parking Facilities

16. Application of the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) bicycle parking standards to the newly constructed areas of the development requires a minimum of 381 bicycle parking spaces on the site (323 long term spaces and 58 short term spaces).

17. It is proposed to provide a total bicycle parking supply of 381 bicycle parking spaces (including 323 long term, and 58 short term spaces) are provided to service the bicycle parking demands for the proposed development. The current proposal incorporates all bicycle parking spaces located with the first level (P1) of the underground parking, ground level, level 3, and level 12.

18. The proposed bicycle parking supply meets the requirements outlined in Toronto Green Standards for Zone 1 (Tier 1). Therefore, the supply will adequately support the proposed development as planned.

Pick-Up / Drop-Off Considerations

19. The vehicular access will be used for pick-up/drop-off purposes and vehicles can use the space of the loading turning table to do a three-point turn on their outbound way. The building management will coordinate the schedule of the waste / receiving to ensure that the activity within the PUDO area does not conflict with the loading operations.

Transportation Demand Management (TDM)

20. A detailed Mobility Choice Travel Plan will be developed and secured through the site plan approvals process in consultation with the City of Toronto. Proposed TDM strategies that will be considered / proposed include:
    - provision of a mixed-use development;
    - provision of car-share parking space(s);
    - provision of travel information including possible real-time travel information displays;
    - provision of reduced vehicular parking standards;
    - provision of increased bicycle parking supply (i.e. meeting Tier 1 TGS standards); and
    - provision of improved pedestrian walkways and sidewalks.

Multi-Modal Travel Demand Assessment

21. Travel demand assessment for the site has been developed for each component used with a person trip generation methodology that applies person occupancy, modal split, the direction of travel, and time of travel assumptions obtained from the Transportation Tomorrow Survey (TTS) and data collection studies conducted by BA Group.

22. The following volumes of trips are estimated to be generated by the proposed development:

Parameter	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Two-way	Inbound	Outbound	Two-way
Total						
Transit	98	52	150	110	27	137
Auto-Driver	3	8	11	7	4	11
Auto-Passenger	7	8	15	9	2	11
Walk	24	28	52	38	22	60
Cycle	14	6	20	15	2	17
Total	**146**	**102**	**148**	**179**	**57**	**236**

Pedestrian Travel Assessment

23. The number of two-way pedestrians generated by the site amount to approximately 52 in the morning peak period and 60 in the afternoon peak period.

24. The sidewalks adjacent to the site currently operate with a level of service (LOS) of A-B during the morning and afternoon peak hours. With the addition of site pedestrian traffic, the sidewalks will continue to operate well with a LOS of A to B.

25. The estimated pedestrian impact to site adjacent sidewalks is an additional 40-50 pedestrians during the peak hours. Overall the operations of the sidewalk will improve as the development proposes building setbacks along St. Clair Ave W and Yonge Street which will increase sidewalk widths adjacent to the site three times the existing sidewalk.

Cyclist Travel Assessment

26. The number of two-way cyclists generated by the site amount to approximately 20 in the morning peak period and 17 in the afternoon peak period.

27. The additional cyclist trips generated by the proposed development in the morning and afternoon peak hours are expected to have a minimal impact on operations at the study area intersections and it can be accommodated by the recently installed bike lanes on Yonge Street.

Vehicular Traffic Volumes

28. The development is expected to generate in the order of 11 and 11 new two-way vehicle trips in the morning and afternoon peak hours respectively. These additional trips are expected to have a minimal impact on the existing road network.

Overall

29. The proposed parking supplies provided as part of the development plan are considered to be appropriate and will accommodate the parking demand needs of the proposed building.

30. The proposed loading supply and distribution are appropriate and will accommodate the loading demands generated by the proposed building and the manoeuvering needs of the vehicles that will undertake deliveries to the property and garbage and recycling collection for the proposed residential and non-residential uses of the development, as well as the existing office buildings.

31. The bicycle parking supply is appropriate and will accommodate the bicycle parking demands generated by the proposed building.

32. New trips generated by the proposed development can be accommodated by the existing transportation network without the need for improvements.

33. The proposed development as planned is, based on the above, appropriate from a transportation perspective.

APPENDIX A:
Reduced Scale Architectural Plans

CONTEXT PLAN (SCALE: NTS)

PROJECT STATISTICS - EXISTING**						
FLOOR	NO. OF SUITES	GROSS BUILDING AREA	RGFA	NRGFA	AMENITY AREA PROVIDED	
					INDOOR	OUTDOOR
GROUND	-	789 m²	- m²	741 m²		
2	-	672 m²	- m²	620 m²		
3	-	672 m²	- m²	630 m²		
4-11*	-	672 m²	- m²	630 m²		
12	-	672 m²	- m²	630 m²		
MECH PH	-	320 m²	- m²	- m²		
TOTAL		8,501 m²	- m²	7,661m²	- m²	- m²

*STATISTICS SHOWN ARE PER FLOOR

GROSS BUILDING AREA = 8,501 m²
GFA DEDUCTIONS (MEP SHAFTS) 840 m
INTERIOR AMENITY DEDUCTIONS = N/A
NRGFA (RETAIL, COMMERCIAL) = 7,661 m²
RGFA = N/A
RGFA + NRGFA = 7,661 m²
SITE AREA ** = 902 m²
FSI ** (RGFA + NRGFA / SITE AREA) = 8.49
**STATISTICS SHOWN ARE FOR 1 ST. CLAIR AVE. W. ONLY

PROJECT STATISTICS - PROPOSED						
FLOOR	NO. OF SUITES	GROSS BUILDING AREA	RGFA	NRGFA	AMENITY AREA PROVIDED	
					INDOOR	OUTDOOR
GROUND	-	985 m²	222 m²	375 m²		
2	-	985 m²	283 m²	306 m²		
3	-	969 m²	480 m²	310 m²		
4-11*	-	969 m²	33 m²	852 m²		
12	-	969 m²	766 m²	119 m²		
13	-	390 m²	318 m²		318 m²	568 m²
14	-	966 m²	907 m²		907 m²	
15	-	966 m²	387 m²		359 m²	
16-48*	10	744 m²	686 m²			
MECH PH	-	744 m²				
TOTAL	340	40,022 m²	26,270 m²	7,923m²	1,585 m²	568 m²

*STATISTICS SHOWN ARE PER FLOOR

GROSS BUILDING AREA = 40,022 m²
GFA DEDUCTIONS (MEP SHAFTS, MECH PH., OPEN TO BELOW) = 5,149 m
INTERIOR AMENITY DEDUCTIONS = 680 m²
NRGFA (RETAIL, COMMERCIAL) = 7,923 m²
RGFA = 26,270 m²
RGFA + NRGFA = 34,193m²
SITE AREA = 1298 m²
FSI (RGFA + NRGFA / SITE AREA) = 26.34

OFFICE REPLACEMENT		
	EXISTING	PROPOSED
OFFICE GFA	7,039 m²	7,041 m²
OFFICE REPLACEMENT RATIO = +/- 1:1		

PROJECT BREAKDOWN				
SUITE TYPE	CONDO	RENTAL	TOTAL UNITS	
STUDIO	-	-	-	
1 BEDROOM	136	-	136	
1 BEDROOM + DEN	102	-	102	
2 BEDROOM	68	-	68	
2 BEDROOM + DEN	-	-		
3 BEDROOM	34	-	34	
TOTAL UNIT	340	-	340	

REQUIRED AMENITY AREA	PROVIDED AMENITY AREA
INDOOR = 2m² / UNIT = 2 x 340 = 680m²	1,612 m²
OUTDOOR = 2m² / UNIT = 2 x 340 = 680m²	568 m²
TOTAL = 1,360m²	2,180 m²

*RESIDENTIAL AND NON-RESIDENTIAL GFA CALCULATIONS BASED ON CITY OF TORONTO ZONING BY LAW NO. 569-2013.

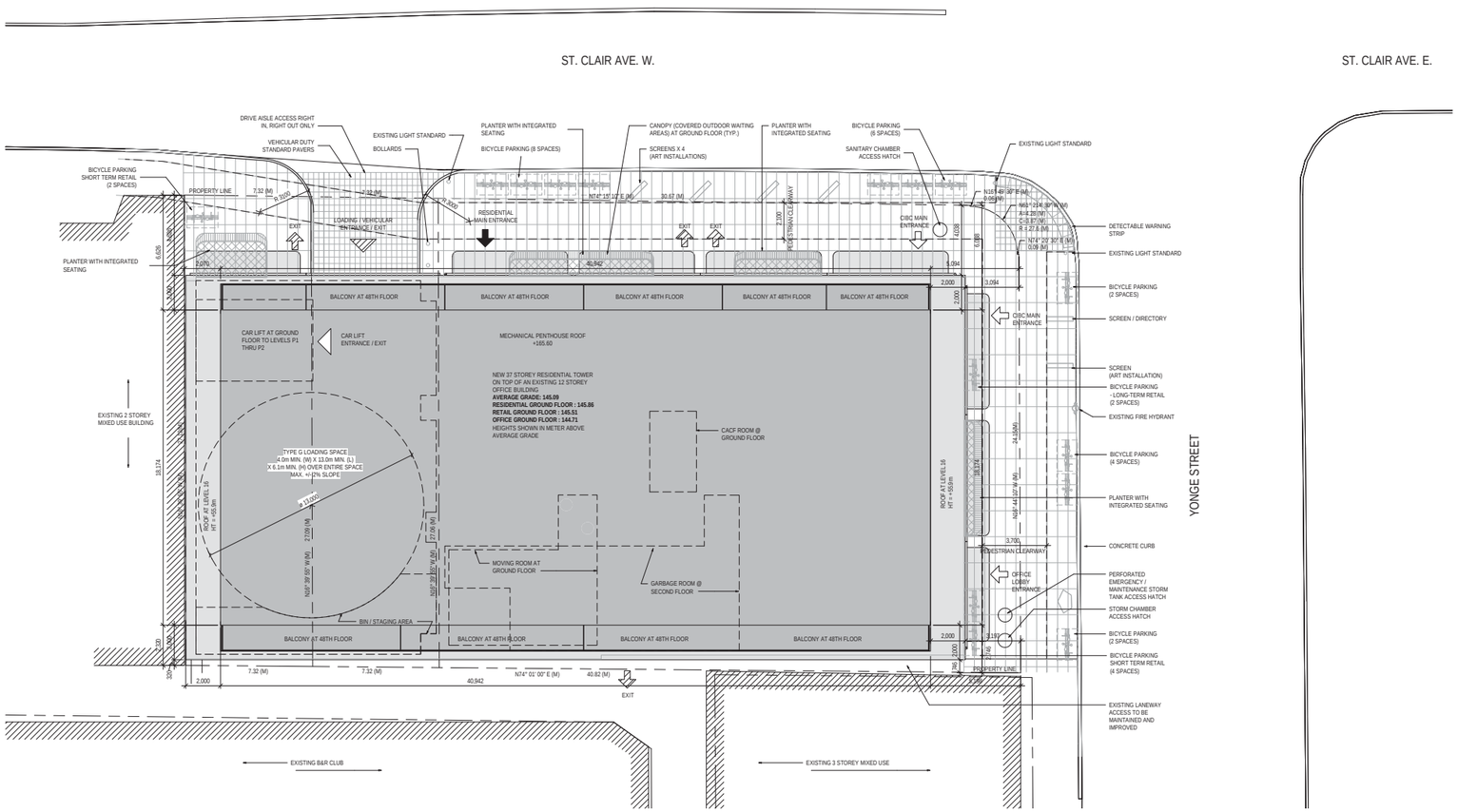
CAR PARKING			
REQUIRED (MIN. RATE / DWELLING UNIT)	CONDO	VISITOR	
STUDIO		0.1 X 340 = 34	
1 BEDROOM	0.7 X 238 = 166		
2 BEDROOM	0.9 X 68 = 61		
3 BEDROOM	1.0 X 34 = 34		
SUB-TOTAL	261	34	
TOTAL	295		
PROVIDED	CONDO	VISITOR	
P1 LEVEL	12	-	
P2 LEVEL	12	-	
SUB-TOTAL	24	-	
TOTAL PROVIDED	24		

BICYCLE PARKING						
REQUIRED	RESIDENTIAL		RETAIL		COMMERCIAL	
	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM
	306	34	2	6	15	18
PROVIDED	RESIDENTIAL		RETAIL		COMMERCIAL	
	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM
P1 LEVEL	134	34			15	18
AT GRADE			2	6		
LEVEL 3	90					
LEVEL 12	82					
TOTAL	306	34	2	6	15	18

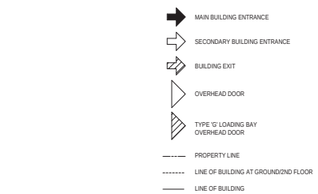
AVERAGE GRADE = 145.09
BUILDING HEIGHT ABOVE AVERAGE GRADE = 160.6m
BUILDING HEIGHT (INCLUDING MECHANICAL PENTHOUSE) = 165.6m

*BUILDING HEIGHTS EXCLUDE PARAPETS AND ARCHITECTURAL FEATURES. BUILDING HEIGHTS ARE CALCULATED FROM AVERAGE GRADE TO TOP OF ROOF STRUCTURE.

TORONTO GREEN STANDARD STATISTICS		
GENERAL PROJECT DESCRIPTION		PROPOSED
TOTAL RESIDENTIAL AND NON-RESIDENTIAL GROSS FLOOR AREA		34,193 m²
BREAKDOWN OF PROJECT COMPONENTS		
RESIDENTIAL		26,270 m²
RETAIL		882 m²
COMMERCIAL		7,041 m²
INDUSTRIAL		N/A
INSTITUTIONAL/OTHER		N/A
TOTAL NUMBER OF RESIDENTIAL UNITS (RESIDENTIAL ONLY)		340
AUTOMOBILE INFRASTRUCTURE	REQUIRED	PROPOSED
NUMBER OF PARKING SPACES		24
NUMBER OF PARKING SPACES DEDICATED FOR PRIORITY LEV PARKING	-	-
NUMBER OF PARKING SPACES WITH EVSE (RESIDENTIAL ONLY)	5	5
CYCLING INFRASTRUCTURE	REQUIRED	PROPOSED
NUMBER OF LONG-TERM BICYCLE PARKING (RESIDENTIAL)	306	306
NUMBER OF LONG-TERM BICYCLE PARKING (ALL OTHER USES)	17	17
NUMBER OF LONG-TERM BICYCLE PARKING (ALL USES) LOCATED ON:		
A) FIRST STOREY OF BUILDING		2
B) SECOND STOREY OF BUILDING		-
C) FIRST LEVEL BELOW-GROUND		150
D) SECOND LEVEL BELOW-GROUND		-
E) OTHER LEVELS BELOW-GROUND		-
F) OTHER LEVELS ABOVE-GROUND		172
NUMBER OF SHORT-TERM BICYCLE PARKING (RESIDENTIAL)	34	34
NUMBER OF SHORT-TERM BICYCLE PARKING (RESIDENTIAL) LOCATED ON:		
B) FIRST LEVEL BELOW-GROUND		34
NUMBER OF SHORT-TERM BICYCLE PARKING (ALL OTHER USES)	24	24
NUMBER OF SHORT-TERM BICYCLE PARKING (COMMERCIAL/RETAIL) LOCATED ON:		
A) FIRST STOREY OF BUILDING		6
B) FIRST LEVEL BELOW-GROUND		18
NUMBER OF MALE SHOWER AND CHANGE FACILITIES (NON-RESIDENTIAL)	1	1
NUMBER OF FEMALE SHOWER AND CHANGE FACILITIES (NON-RESIDENTIAL)	1	1
TREE PLANTING AND SOIL VOLUME	REQUIRED	PROPOSED
TOTAL SOIL VOLUME (40% OF SITE AREA*/ 66m² X 30m³)	72m³	10m³
*TOTAL SITE AREA OF 11, 13 ST. CLAIR AVE. W. = 396m²		



1 SITE PLAN
SCALE: 1 : 100



LEGEND AND NOTES

MIDTOWN-YONGE PROPERTIES INC.

1, 11, 13 ST. CLAIR AVE. W.

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BA Group
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Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

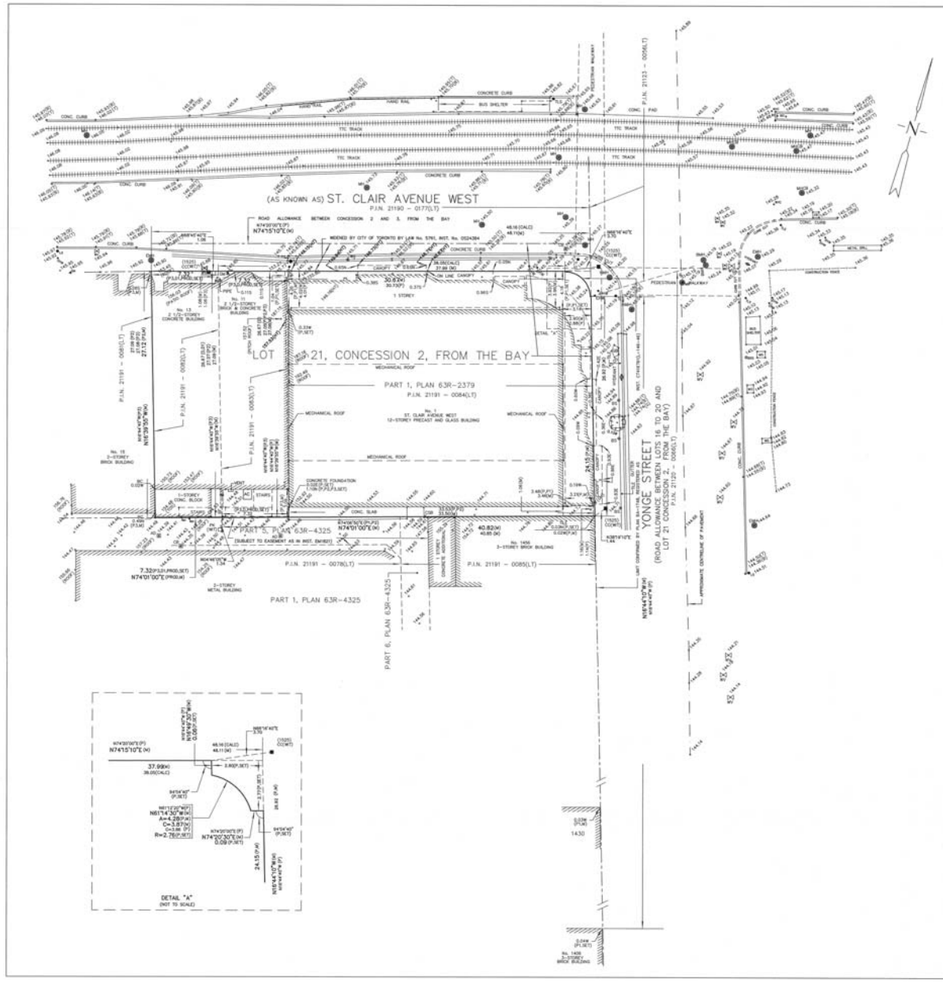
Project Number
067.0981.000

Description
SITE PLAN

Scale
As indicated
Ref North

A0.031.

BIM 360://067.0981.000 - 1 St Clair Ave Website/Revit/A-067.0981.000.rvt
1/3/2022 11:44:10 PM



BOUNDARY AND TOPOGRAPHICAL SURVEY OF

PART OF LOT 21 CONCESSION2, FROM THE BAY

(GEOGRAPHIC TOWNSHIP OF YORK)

CITY OF TORONTO

SCALE 1 : 200

R. AVIS SURVEYING INC.

METRIC : DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NOTES AND LEGEND

BEARINGS SHOWN HEREON ARE GRID BEARINGS AND ARE DERIVED FROM HORIZONTAL CONTROL MONUMENTS No. 020070054 AND No. 020070057, ZONE 16, NTM SYSTEM
CENTRAL MERIDIAN 79° 30' WEST LONGITUDE,
(3° MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS-1997)

HCM No. 020070054
N 4838702.586
E 313345.307

HCM No. 020070057
N 4838646.057
E 313232.843

ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE REFERRED TO CITY OF TORONTO BENCH MARK No. CT4495, HAVING AN ELEVATION = 150.219 metres.

DISTANCES SHOWN HEREON ARE ADJUSTED GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999877675.

●	DENOTES SURVEY MONUMENT FOUND
□	DENOTES SURVEY MONUMENT PLANTED
SIB	DENOTES STANDARD IRON BAR
SSIB	DENOTES SHORT STANDARD IRON BAR
IB	DENOTES IRON BAR
CC	DENOTES CUT CROSS
CB	DENOTES CATCH BASIN
WIT	DENOTES WITNESS
MEAS/M	DENOTES MEASURED
N,S,E,W	DENOTES NORTH, SOUTH, EAST, WEST
P	DENOTES PLAN 63R-2379
P1	DENOTES PLAN 63-1145
P2	DENOTES PLAN 63-4325
P3	DENOTES PLAN 63R-5 BY C.E. DITERILL, O.L.S. DATED JANUARY 21, 1983
D	DENOTES INST. No. CA465517
D1	DENOTES INST. No. CA402249
CALC	DENOTES CALCULATED FROM P & D
CONC	DENOTES CONCRETE
AD	DENOTES AREA DRAIN
(B)	DENOTES BOTTOM OF BUILDING
(B)	DENOTES BOTTOM OF CURB
BF	DENOTES BOARD FENCE
BO	DENOTES BOLLARD
BS	DENOTES BICYCLE STAND
BWM	DENOTES BELL MANHOLE
BWM	DENOTES BELL MANHOLE
EMH	DENOTES ELECTRICAL MANHOLE
FH	DENOTES FIRE HYDRANT
GM	DENOTES GAS METER
(G)	DENOTES GUTTER ELEVATION
GB	DENOTES GARBAGE BIN
(LT)	DENOTES LIGHT STANDARD
LS	DENOTES LIGHT STANDARD
MH	DENOTES MANHOLE
MHCB	DENOTES MANHOLE CATCH BASIN
MP	DENOTES METAL POST
MG	DENOTES METAL GRILL
(TOS)	DENOTES TOP OF STAIRS
TLS	DENOTES TRAFFIC LIGHT STANDARD
(T)	DENOTES TOP OF CURB
WV	DENOTES WATER VALVE
1525	DENOTES R. AVIS SURVEYING INC., O.L.S.
EHW	DENOTES ELECTRICAL HAND WELL
WS	DENOTES WARNING SIGN
PROD.	DENOTES PRODUCTION
HMH	DENOTES HYDRO MANHOLE
WVC	DENOTES WATER VALVE CHAMBER
5.0W	DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER 0.10 metres
× 100.00	DENOTES SPOT ELEVATION

– ALL TOPOGRAPHIC FEATURES AND BOUNDARY ARE SHOWN AT GRADE
– UPDATED ON JULY 7, 2021 TO SHOW ADDITIONAL TOPOGRAPHIC FEATURES WEST OF SUBJECT PROPERTY

AREA = 1298.3 sq. m.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 20th DAY OF AUGUST, 2018.

JULY 12, 2021
DATE

PIRATHEEPAN RAMACHANDRAN
Ontario Land Surveyor

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2064747

THIS PLAN IS NOT VALID UNLESS IT IS A CERTIFIED ORIGINAL COPY ISSUED BY THE SURVEYOR in accordance with Regulation 1026, Section (5)(3).

R. AVIS SURVEYING INC.
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www.ravissurveying.com

CHECKED BY	: P.R., O.L.S.	
CALCULATED BY	: PR/JB	PROJECT No. : 3014-5
DRAWN BY	: JB/JK	DRAWING No. : 3014-ST-1.DWG

NOTE:
THE LAND SURVEY INFORMATION REPRODUCED ON THIS DRAWING WAS RECEIVED IN GOOD FAITH FROM THE OWNER, AND IS PROVIDED HERE MERELY AS A CONVENIENCE. THE ARCHITECT BEARS NO RESPONSIBILTY, EXPRESSED OR IMPLIED, FOR THE CONTENT OR ACCURACY OF ANY INFORMATION CONTAINED IN THE LAND SURVEY INFORMATION, OR FOR THE USE OF THIS INFORMATION BY OTHERS, WHICH REMAINS THE SOLE RESPONSIBILITY OF THE SURVEYOR. IN THE EVENT OF ANY DISCREPANCIES BETWEEN THE INFORMATION REPRODUCED ON THIS DR

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45 St. Clair Ave. W
Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

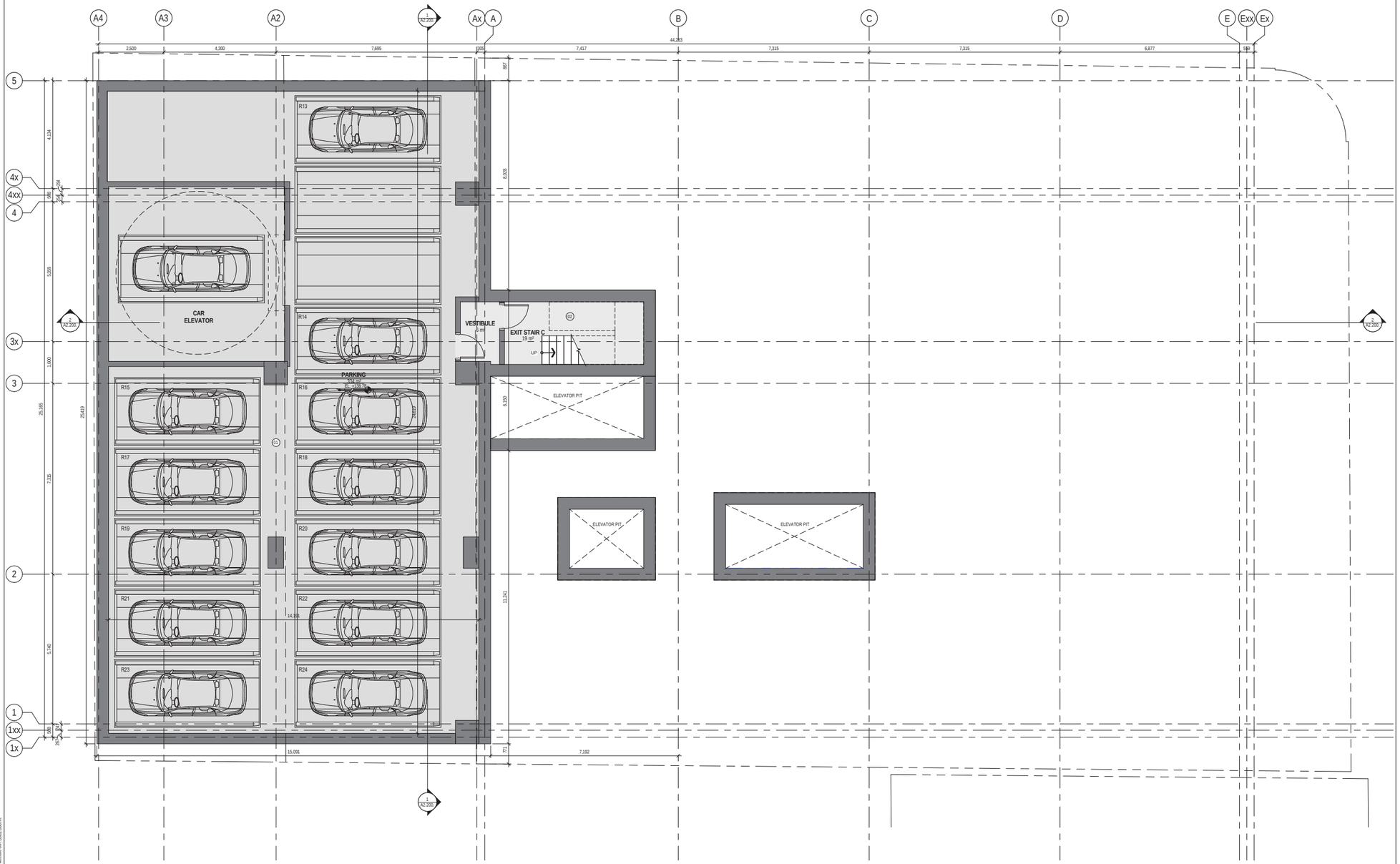
Project Number
067.0981.000

Description
SITE SURVEY

Scale

A0.032.

PARKING SCHEDULE - LL2	
TYPE	QUANTITY
AUTOMATED CAR PALLET	12
Grand total: 12	



SHEET NOTES

01 ALL SPACES NOT DESIGNATED FOR EVSE TO HAVE ROUGHED-IN CONDUITS FOR FUTURE INSTALLATION.

02 STAIR FOR MAINTENANCE STAFF ACCESS/EXIT ONLY.

LEGEND

COLUMN GRID REFERENCE
NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME
1,234m²
ROOM NAME
AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

DIMENSIONS

DOOR

AREA CLASSIFICATION

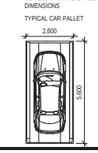
CIRCULATION

PARKING

VERTICAL CIRCULATION

VEHICLE PARKING SPACE DIMENSIONS

TYPICAL CAR PALLET



MIDTOWN-YONGE PROPERTIES INC.

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Tel 416.601.3880

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Tel. 416.340.9004

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Tel. 416.656.6665

BA Group
45 St. Clair Ave. W
Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LOWER LEVEL 02 PLAN

Scale
As indicated

Ref North

A1.198.

BIM 360://067.0981.000 - 1 St Clair Ave Wrkshrs/Architecture/067.0981.000.rvt
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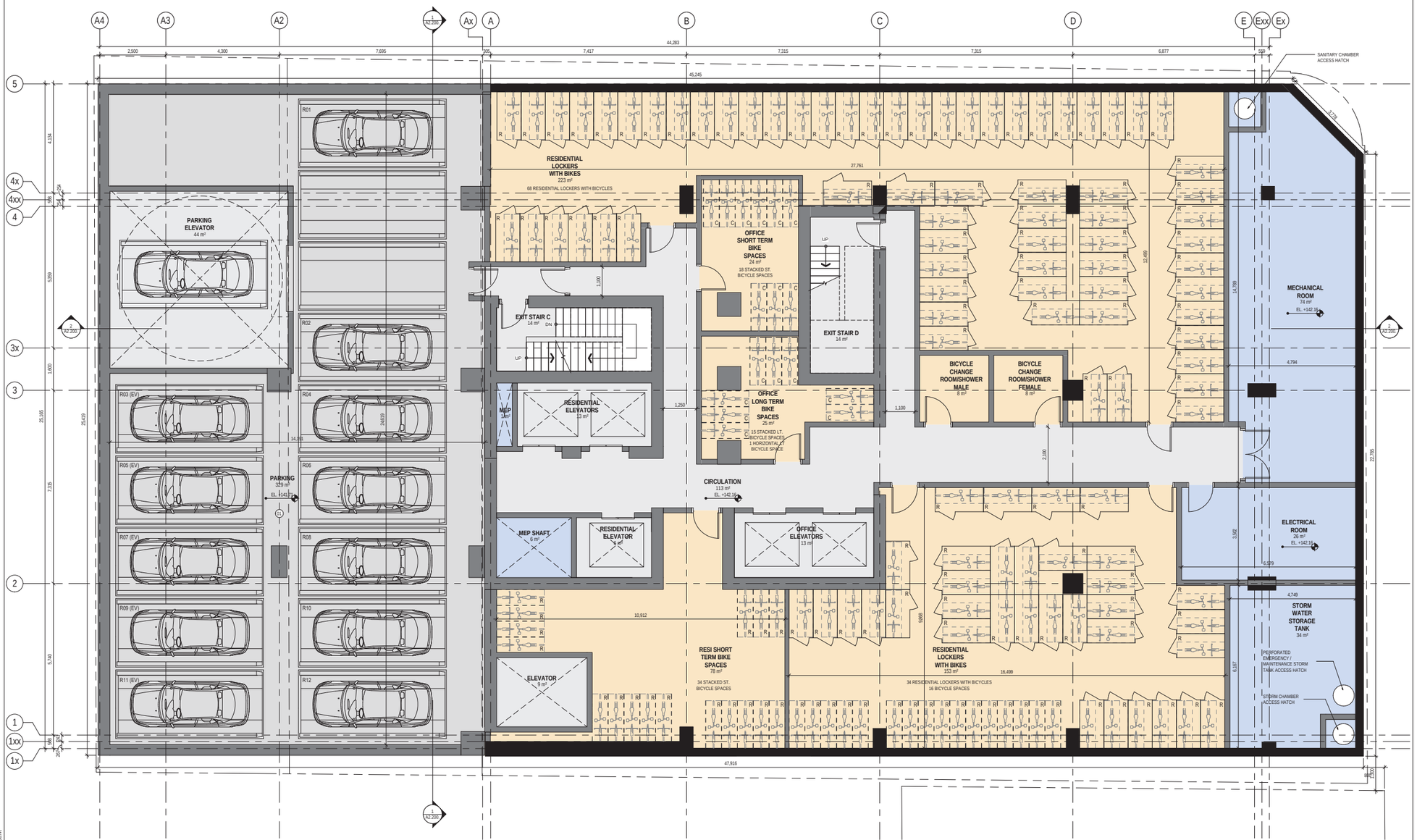
BICYCLE PARKING SCHEDULE - LL1	
TYPE	QUANTITY
OFFICE LT. BICYCLE SPACE	1
OFFICE LT. STACKED BICYCLE SPACE	14
OFFICE ST. STACKED BICYCLE SPACE	18
RESIDENTIAL LOCKER WITH LT. BICYCLE SPACE	102
RESIDENTIAL LT. STACKED BICYCLE SPACE	32
RESIDENTIAL ST. STACKED BICYCLE SPACE	34
	201

PARKING SCHEDULE - LL1	
TYPE	QUANTITY
AUTOMATED CAR PALLET	12
Grand total: 12	



SHEET NOTES

01 ALL SPACES NOT DESIGNATED FOR EVSE TO HAVE ROUGHED-IN CONDUITS FOR FUTURE INSTALLATION.

LEGEND

COLUMN GRID REFERENCE NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME ROOM NAME
1,234m² AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

000 DIMENSIONS

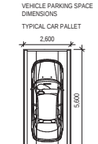
DOOR

AREA CLASSIFICATION

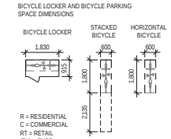
CIRCULATION
ELEV. SHAFT
MEP
MEP SHAFT
PARKING
SERVICES
STORAGE
VERTICAL CIRCULATION

VEHICLE PARKING SPACE DIMENSIONS

TYPICAL CAR PALLET



BICYCLE LOCKER AND BICYCLE PARKING SPACE DIMENSIONS



R = RESIDENTIAL
C = COMMERCIAL
RT = RETAIL
(EV) = EVSE

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Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

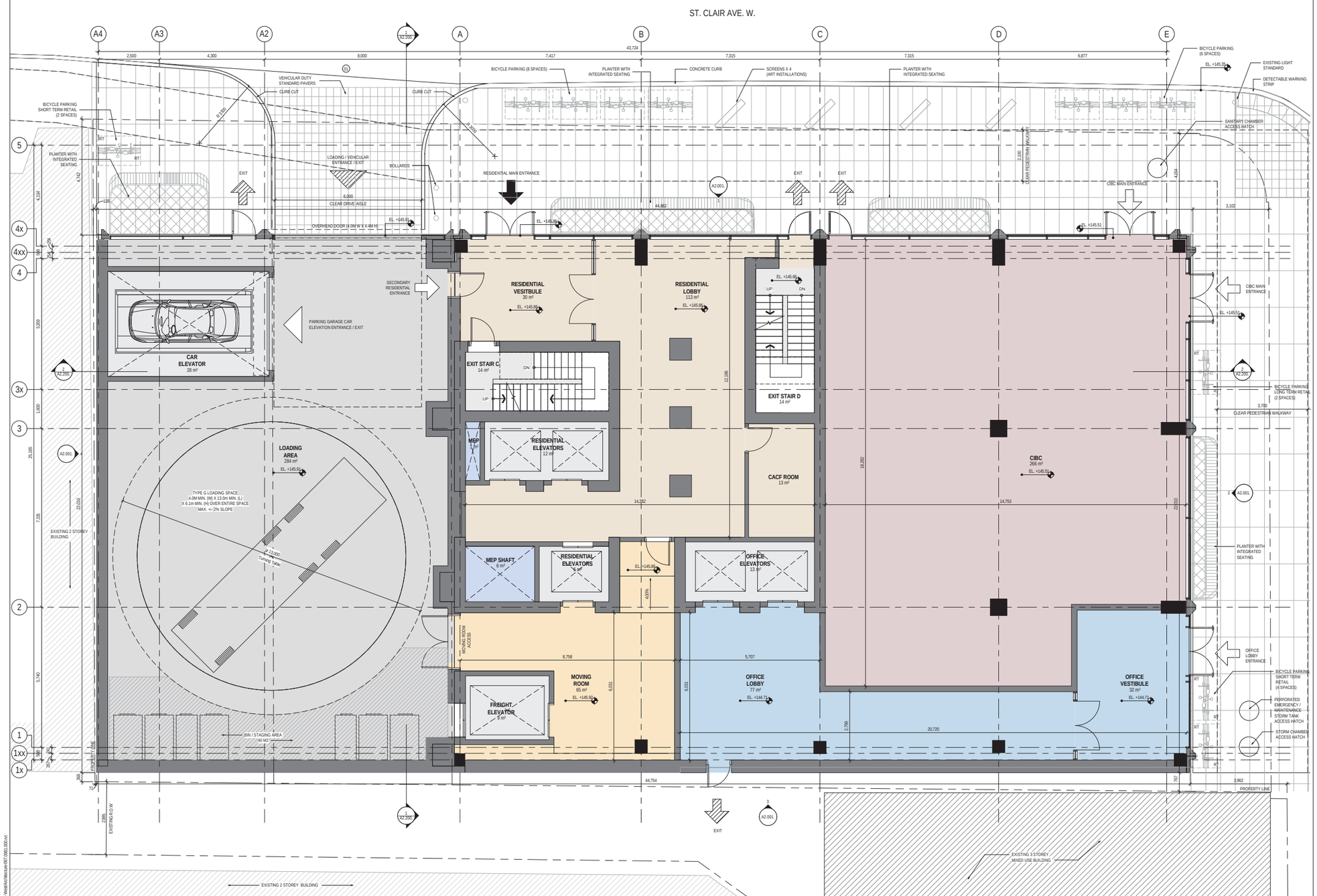
Description
LOWER LEVEL 01 PLAN

Scale
As indicated

A1.199.

12/04/2021 3:44:20 PM BIM 360:067.0981.000 - 1 St Clair Ave West/Arch/Revit/A-067-0981-000.rvt

BICYCLE PARKING SCHEDULE - GROUND LEVEL	
TYPE	QUANTITY
RETAIL LT. BICYCLE PARKING	2
RETAIL ST. BICYCLE PARKING	6
Grand total: 8	



SHEET NOTES

01 DRIVE AISLE ACCESS RIGHT IN, RIGHT OUT ONLY.

LEGEND

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME 1,234m² — ROOM NAME AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

AREA CLASSIFICATION

- ELEV. SHAFT
- MEP SHAFT
- OFFICE
- PARKING
- RESIDENTIAL
- RETAIL
- SERVICES
- VERTICAL CIRCULATION

BICYCLE LOCKER AND BICYCLE PARKING SPACE DIMENSIONS

BICYCLE LOCKER 1,830 × 610 × 1,010 — STACKED BICYCLE 600 × 1,800 × 2,135 — HORIZONTAL BICYCLE 600 × 1,800

R = RESIDENTIAL
C = COMMERCIAL
RT = RETAIL
(EV) = EVSE

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Canada
Tel. 416.961.7110

△ Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 01 PLAN

Scale
As indicated

Ref North

A1.201.

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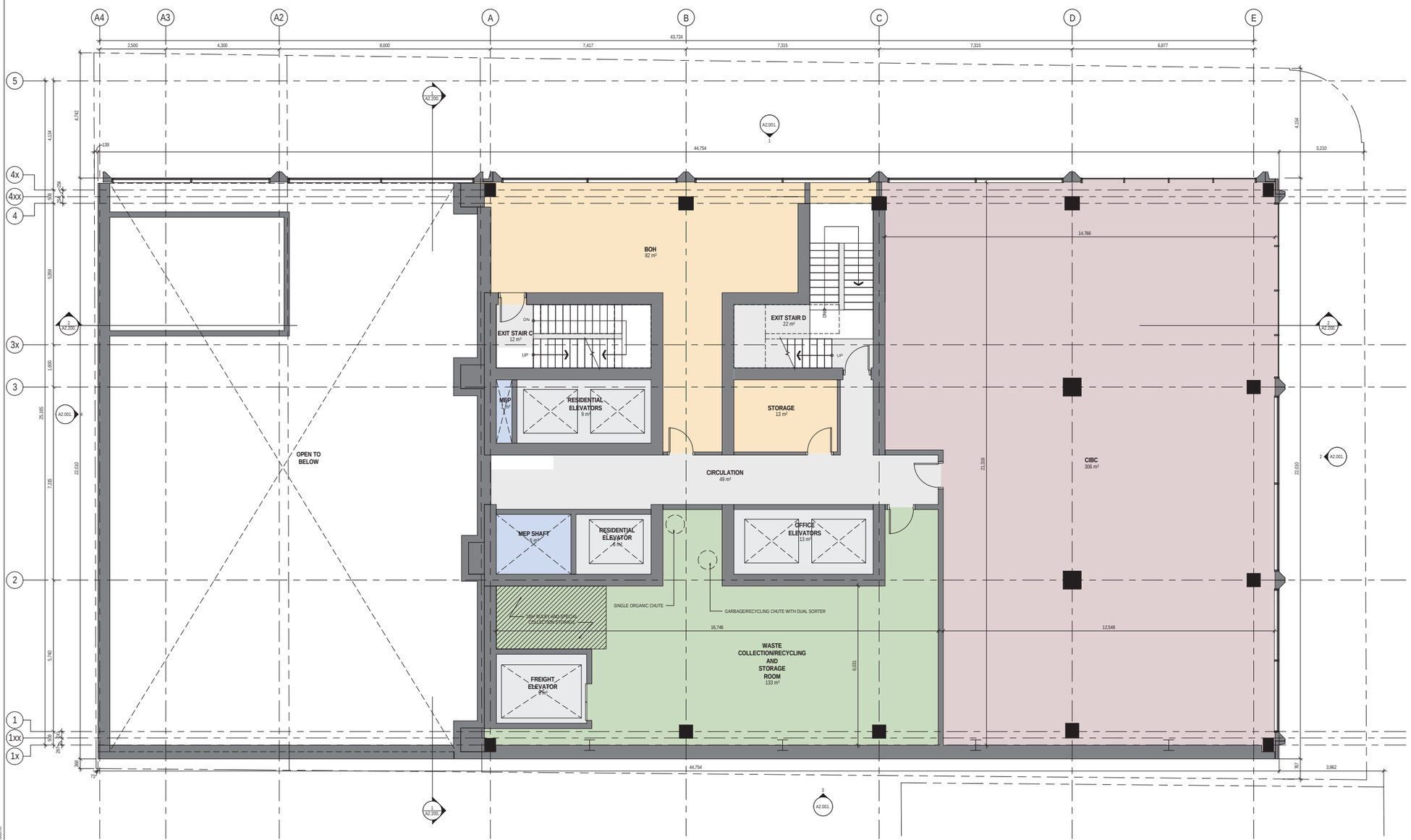

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME 1,234m² — ROOM NAME / AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

AREA CLASSIFICATION

- CIRCULATION
- ELEV. SHAFT
- GARBAGE
- MEP SHAFT
- OPEN TO BELOW
- RETAIL
- SERVICES
- VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 02 PLAN

Scale
1 : 50

A1.202.

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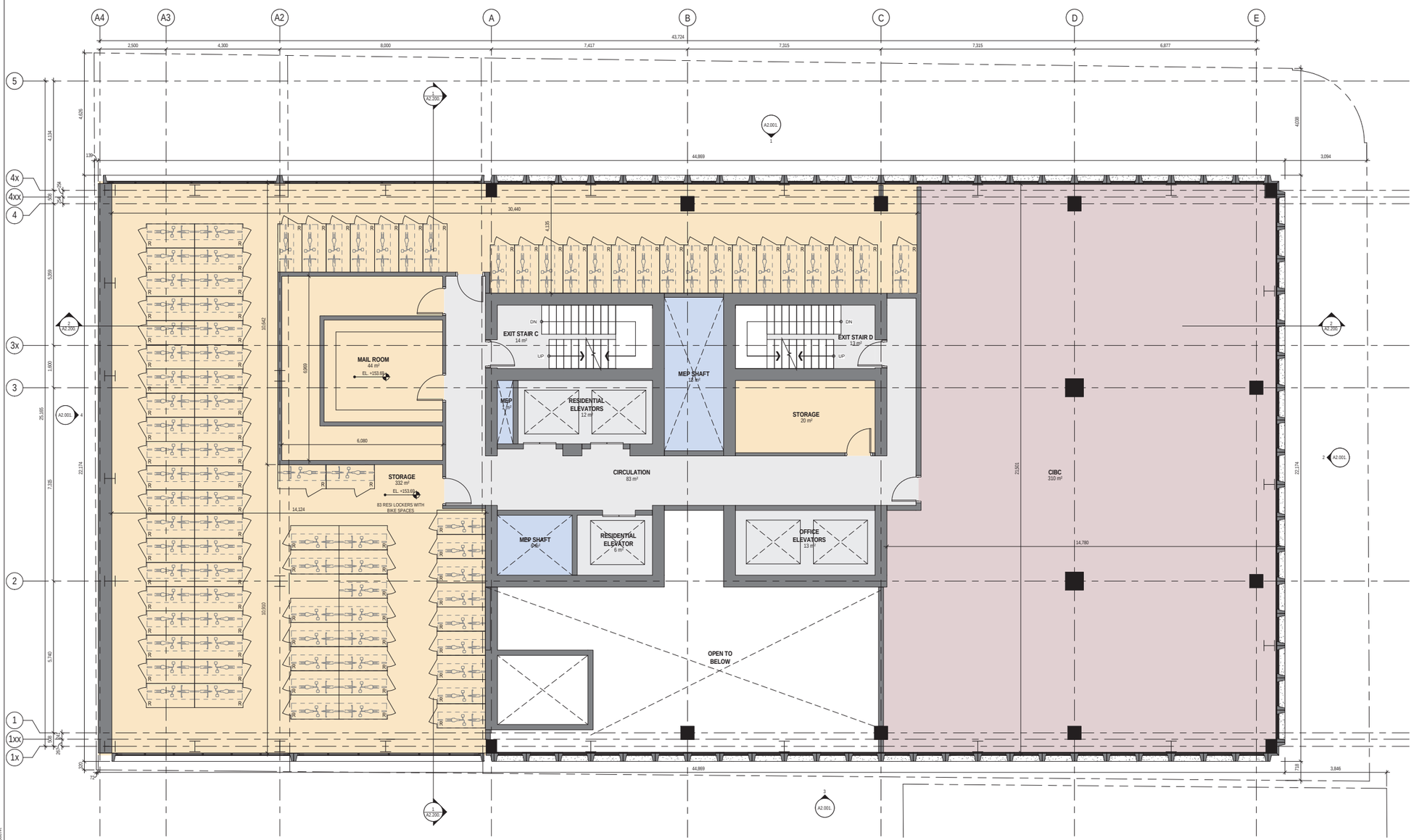
BICYCLE PARKING SCHEDULE - LEVEL 3	
TYPE	QUANTITY
RESIDENTIAL LOCKER WITH LT. BICYCLE SPACE	90



SHEET NOTES

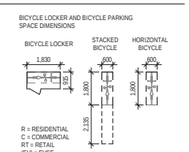
LEGEND

- COLUMN GRID REFERENCE — NUMBER, COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME — ROOM NAME; 1,234m² — AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

AREA CLASSIFICATION

- CIRCULATION
- ELEV. SHAFT
- MEP SHAFT
- OPEN TO BELOW
- RETAIL
- STORAGE
- VERTICAL CIRCULATION

BICYCLE LOCKER AND BICYCLE PARKING SPACE DIMENSIONS



R = RESIDENTIAL
C = COMMERCIAL
RT = RETAIL
(EV) = EVSE

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Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 03 PLAN

Scale
As indicated

A1.203.

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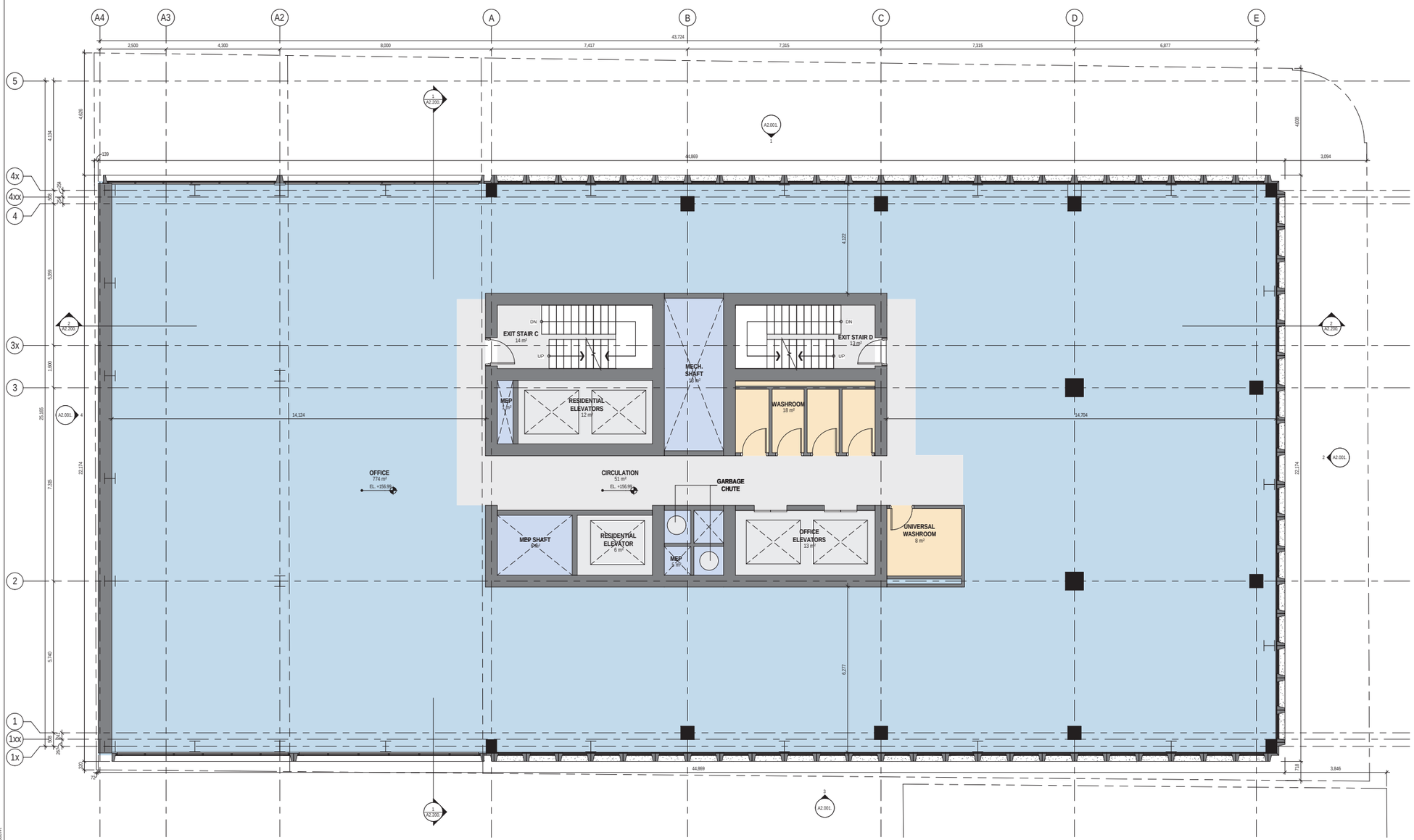

SHEET NOTES

LEGEND

COLUMN GRID REFERENCE
NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME
1,234m²
ROOM NAME
AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

000
DIMENSIONS

DOOR

AREA CLASSIFICATION

CIRCULATION
ELEV. SHAFT
GARBAGE SHAFT
MEP SHAFT
OFFICE
RESIDENTIAL STRUCTURE
SERVICES
VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 04 - 11 PLAN

Scale
1 : 50

Ref North

A1.204.

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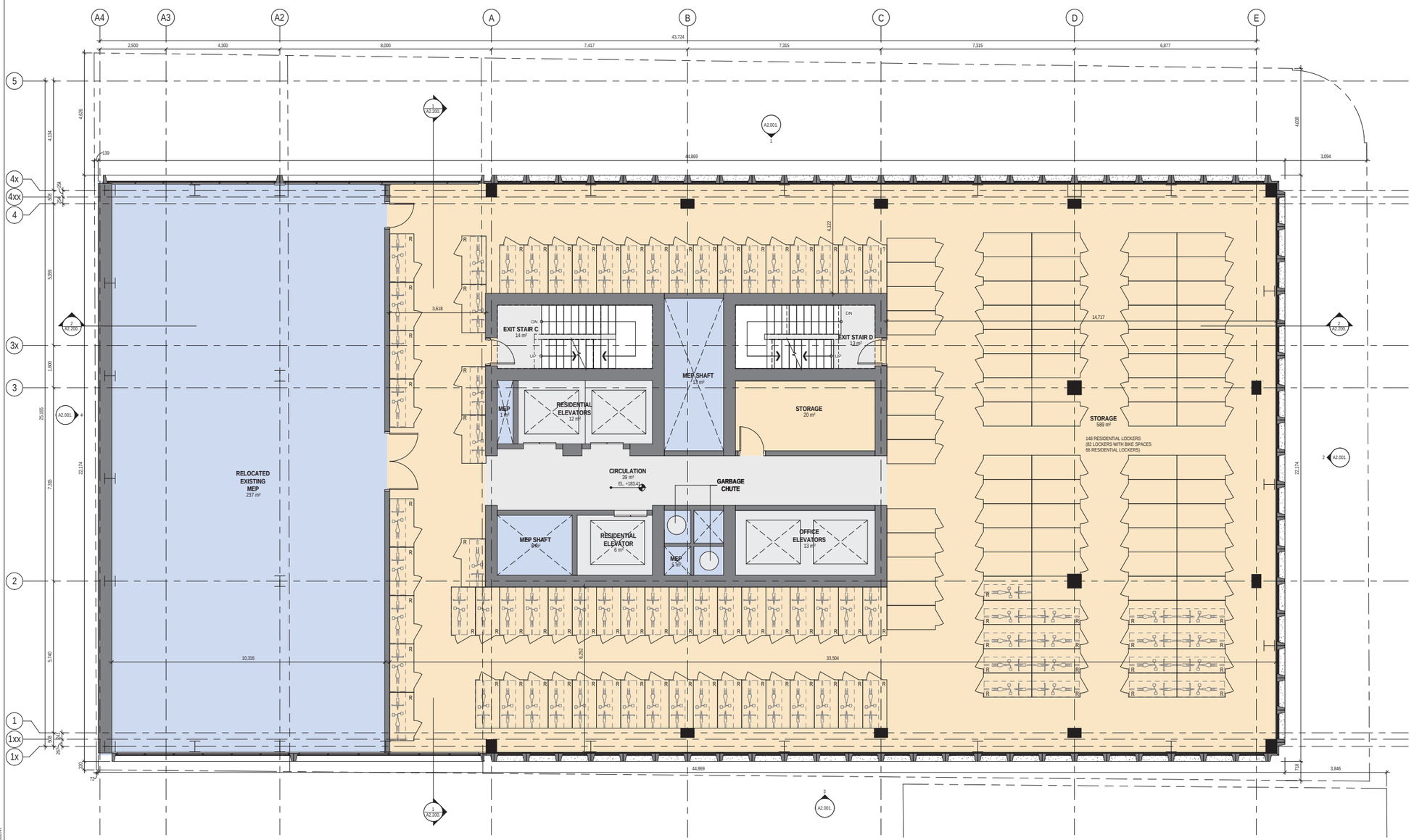
BICYCLE PARKING SCHEDULE - LEVEL 12	
TYPE	QUANTITY
RESIDENTIAL LOCKER WITH LT. BICYCLE SPACE	82



SHEET NOTES

LEGEND

COLUMN GRID REFERENCE
NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME
1,234m²
ROOM NAME
AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

DIMENSIONS

DOOR

AREA CLASSIFICATION

CIRCULATION
ELEV. SHAFT
GARBAGE SHAFT
MEP
MEP SHAFT
STORAGE
VERTICAL CIRCULATION

BICYCLE LOCKER AND BICYCLE PARKING SPACE DIMENSIONS

BICYCLE LOCKER
STACKED BICYCLE
HORIZONTAL BICYCLE

R = RESIDENTIAL
C = COMMERCIAL
RT = RETAIL
(EV) = EVSE

MIDTOWN-YONGE PROPERTIES INC.

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Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 12 PLAN

Scale
As indicated

Ref North

A1.212.

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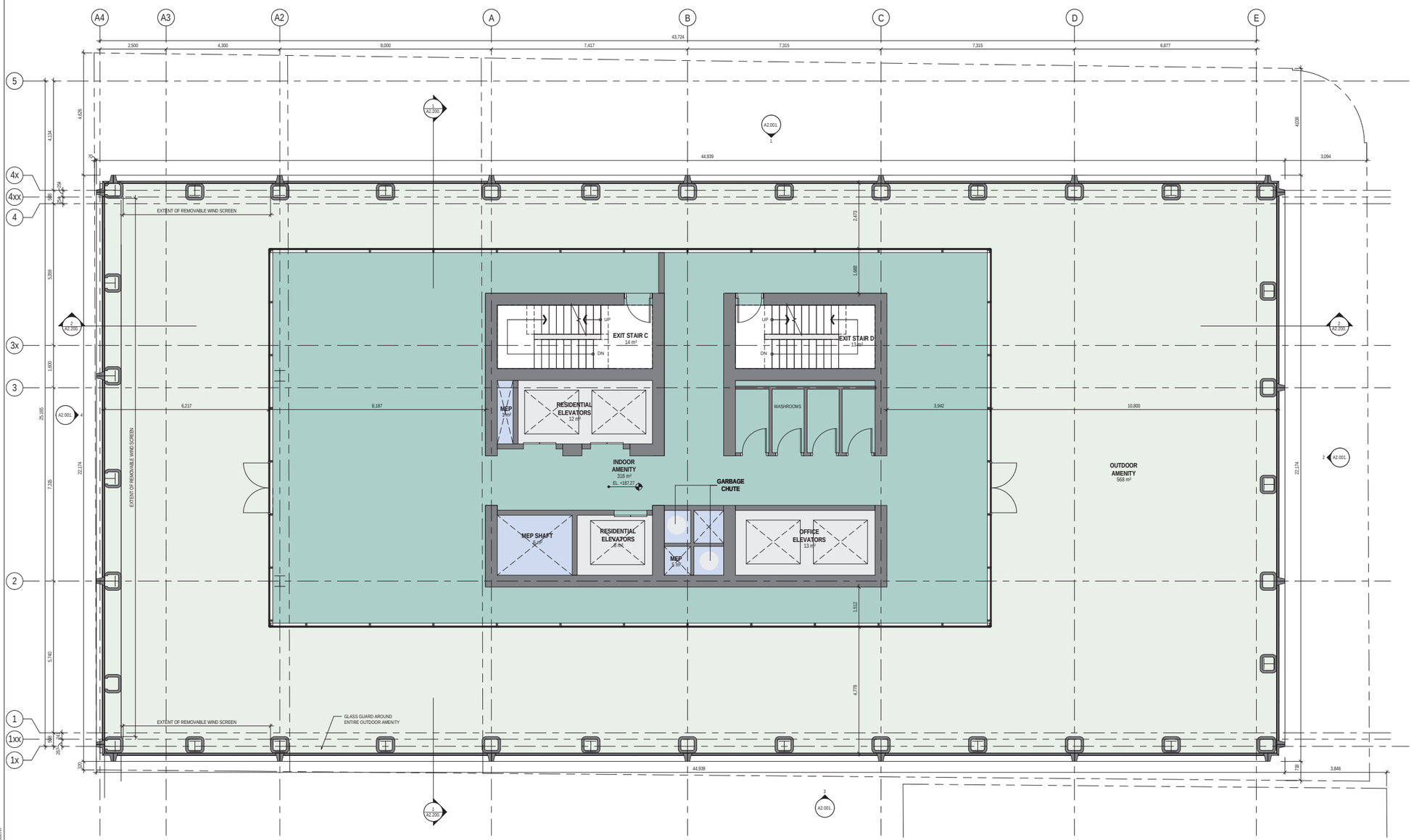

SHEET NOTES

LEGEND

COLUMN GRID REFERENCE
NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME
1,234m²
ROOM NAME
AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

000
DIMENSIONS

DOOR

AREA CLASSIFICATION

AMENITY
ELEV. SHAFT
GARBAGE SHAFT
MEP SHAFT
OUTDOOR AMENITY
VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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BA Group
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Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 13 PLAN

Scale
1 : 50

Ref North

A1.213.

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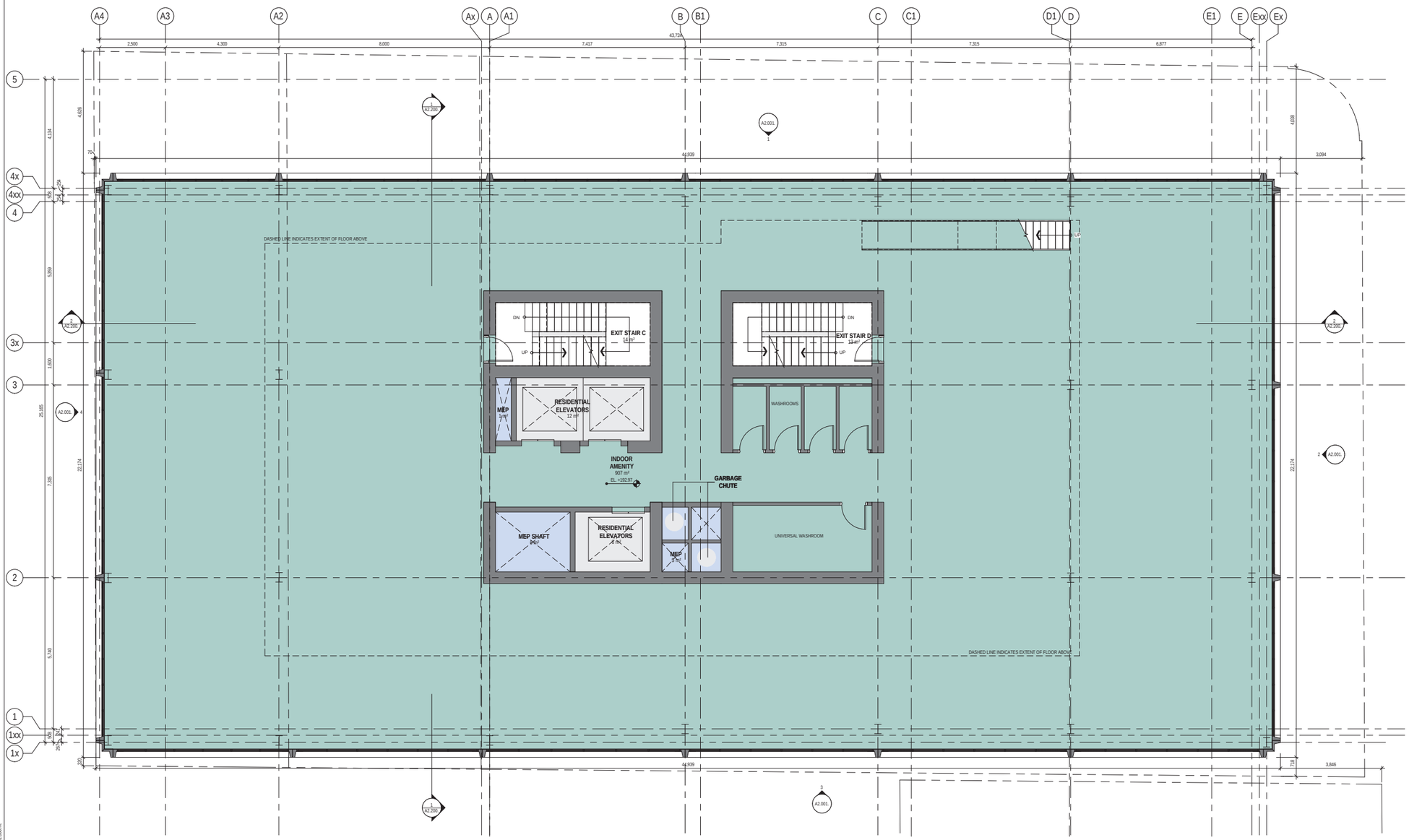

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME — ROOM NAME
- 1,234m² — AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

AREA CLASSIFICATION

- AMENITY
- ELEV. SHAFT
- GARBAGE SHAFT
- MEP SHAFT
- VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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BA Group
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Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 14 PLAN

Scale
1 : 50

Ref North

A1.214.

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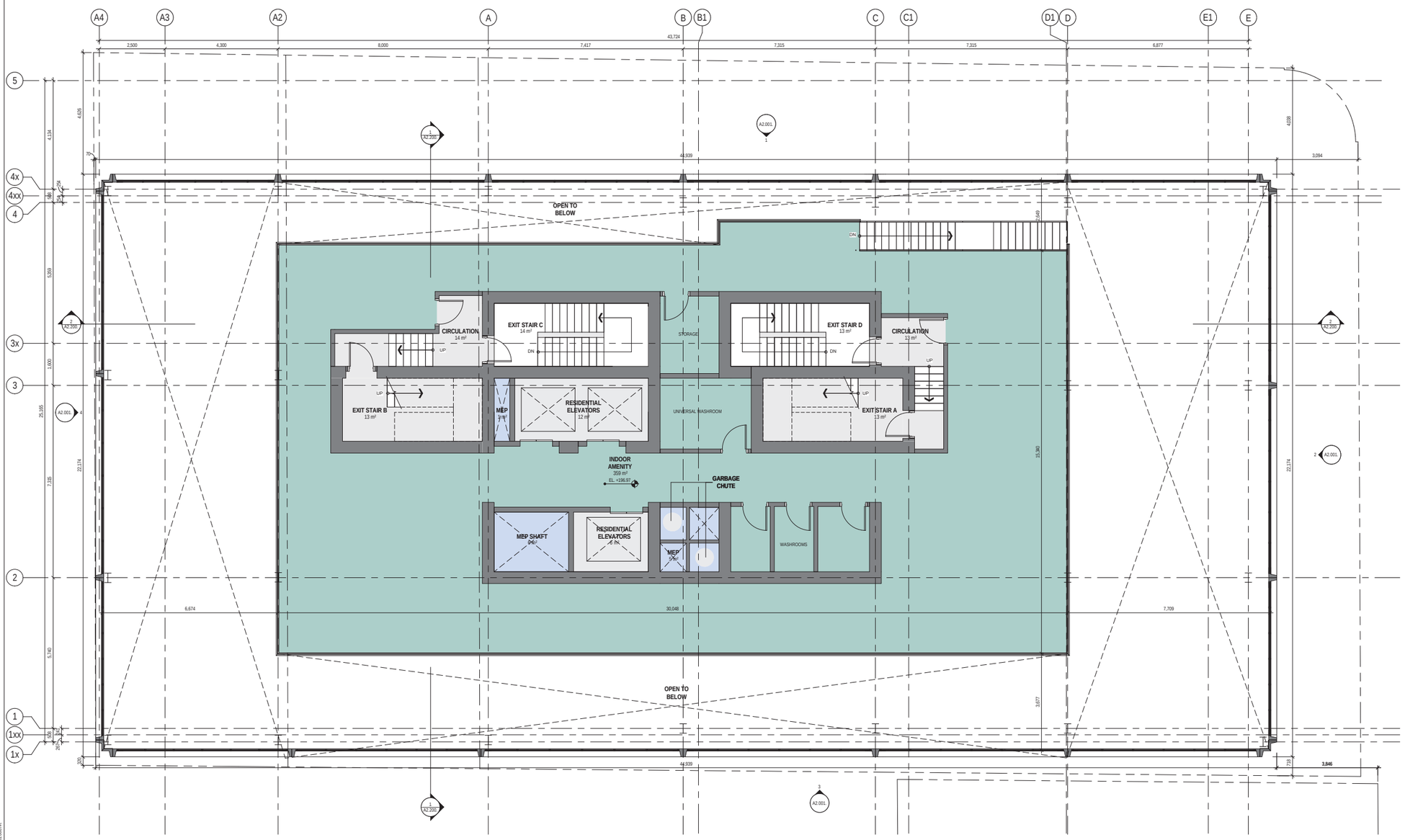

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE NUMBER / COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME 1,234m² — ROOM NAME / AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- 000 — DIMENSIONS
- DOOR

AREA CLASSIFICATION

- AMENITY
- CIRCULATION
- ELEV. SHAFT
- GARBAGE SHAFT
- MEP SHAFT
- OPEN TO BELOW
- VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 15 PLAN

Scale
1 : 50

A1.215.

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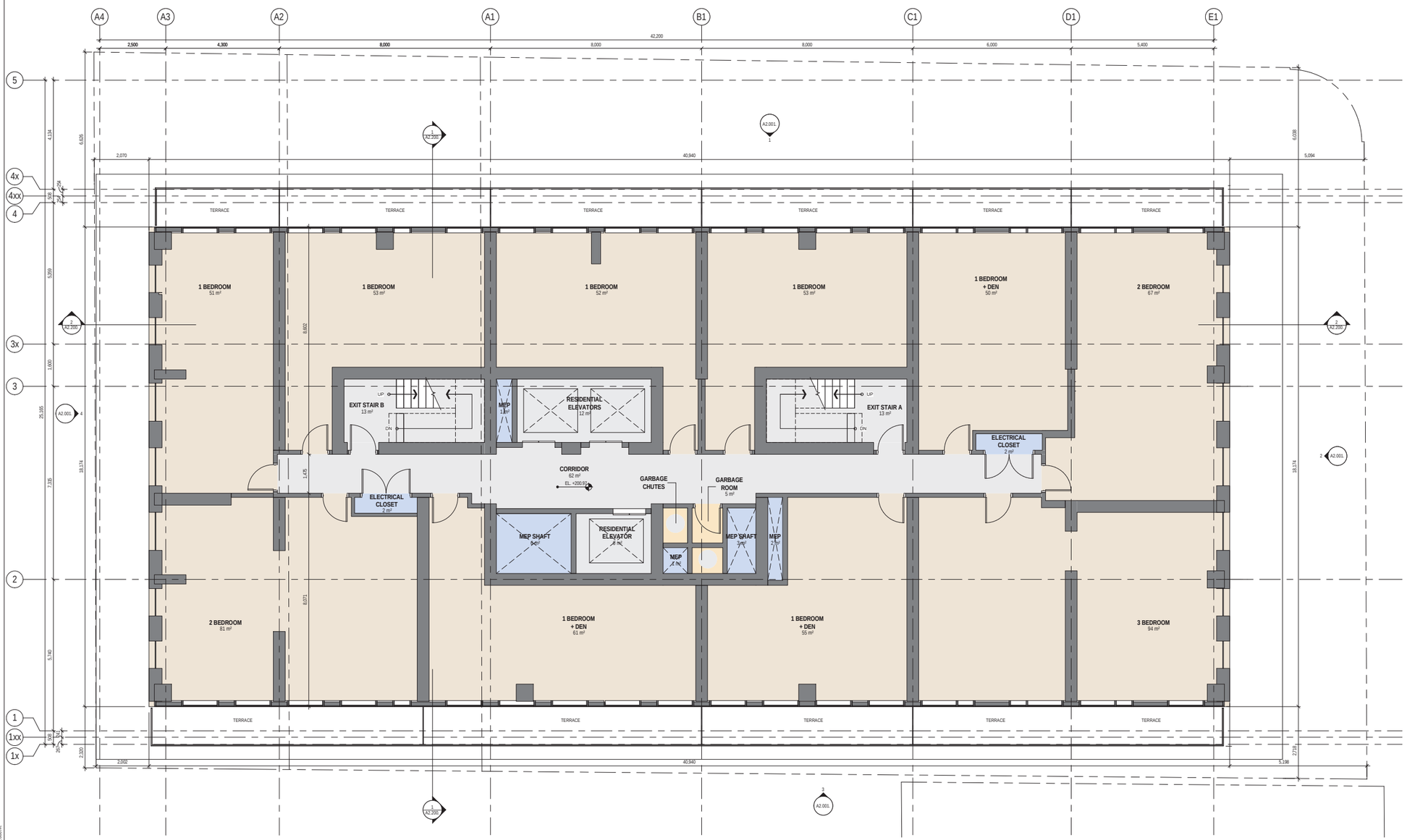

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE
- NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME — ROOM NAME
- 1,234m² — AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

AREA CLASSIFICATION

- CIRCULATION
- ELEV. SHAFT
- GARBAGE SHAFT
- MEP
- MEP SHAFT
- SERVICES
- SUITE
- VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

1, 11, 13 ST. CLAIR AVE. W.

Gensler

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Canada
Tel 416.601.3880

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Canada
Tel. 416.340.9004

Janet Rosenberg & Studio Inc.
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Canada
Tel. 416.656.6665

BA Group
45 St. Clair Ave. W
Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 16 PLAN

Scale
1 : 50

Ref North

A1.216.

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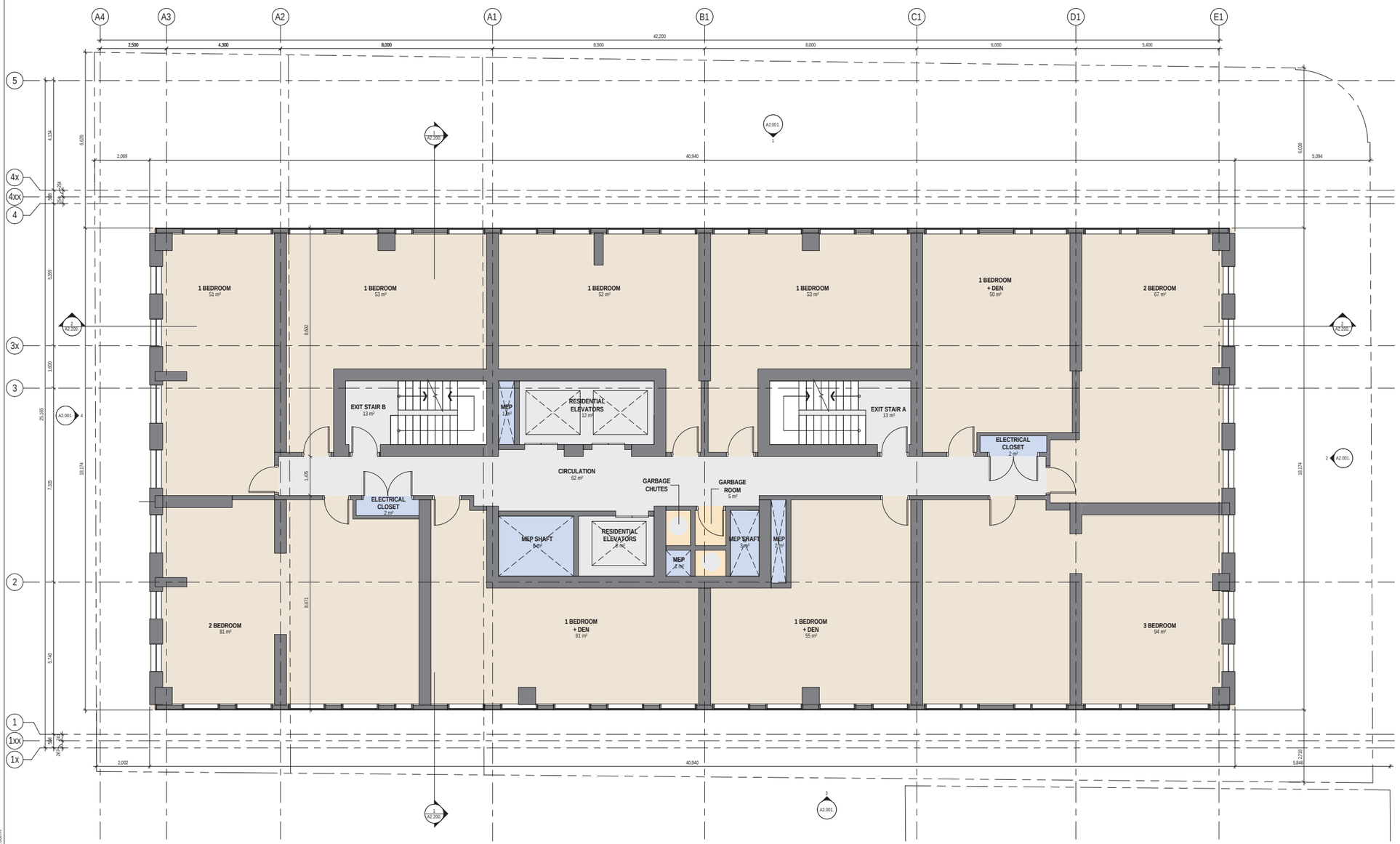

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE
- NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME — ROOM NAME
- 1,234m² — AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- 000 — DIMENSIONS
- DOOR

AREA CLASSIFICATION

- CIRCULATION
- ELEV. SHAFT
- GARBAGE SHAFT
- MEP
- MEP SHAFT
- SERVICES
- SUITE
- VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

1, 11, 13 ST. CLAIR AVE. W.

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Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 17-49 TYPICAL FLOOR PLANS (ODD FLOORS)

Scale
1 : 50

Ref North

A1.217.

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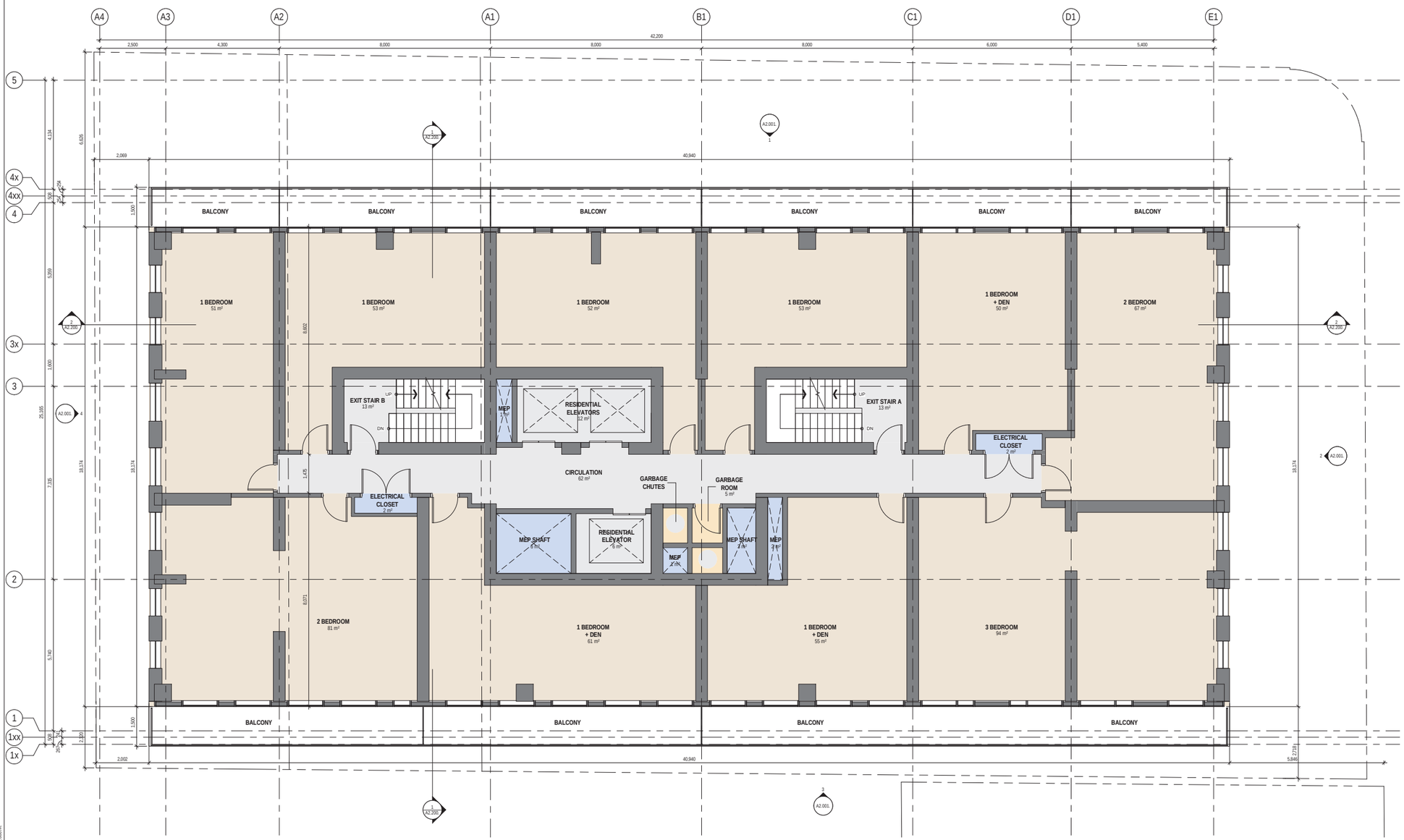

SHEET NOTES

LEGEND

COLUMN GRID REFERENCE
NUMBER
COLUMN GRID LINES

EXISTING PARTITION / STRUCTURE TO REMAIN

NEW PARTITION / STRUCTURE

LOCATION ON SHEET WHERE ELEVATION IS SHOWN
DIRECTION OF ELEVATION
SHEET NUMBER WHERE ELEVATION IS SHOWN

NAME
1,234m²
ROOM NAME
AREA

SHEETNOTE REFERENCE

ELEVATION DATUM REFERENCE

DIMENSIONS

DOOR

AREA CLASSIFICATION

BALCONY
CIRCULATION
ELEV. SHAFT
GARBAGE SHAFT
MEP
MEP SHAFT
SERVICES
SUITE
VERTICAL CIRCULATION

MIDTOWN-YONGE PROPERTIES INC.

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Canada
Tel. 416.656.6665

BA Group
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Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

Date	Description
1 2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
LEVEL 17-49 TYPICAL FLOOR PLANS (EVEN FLOORS)

Scale
1 : 50

Ref North

A1.218.

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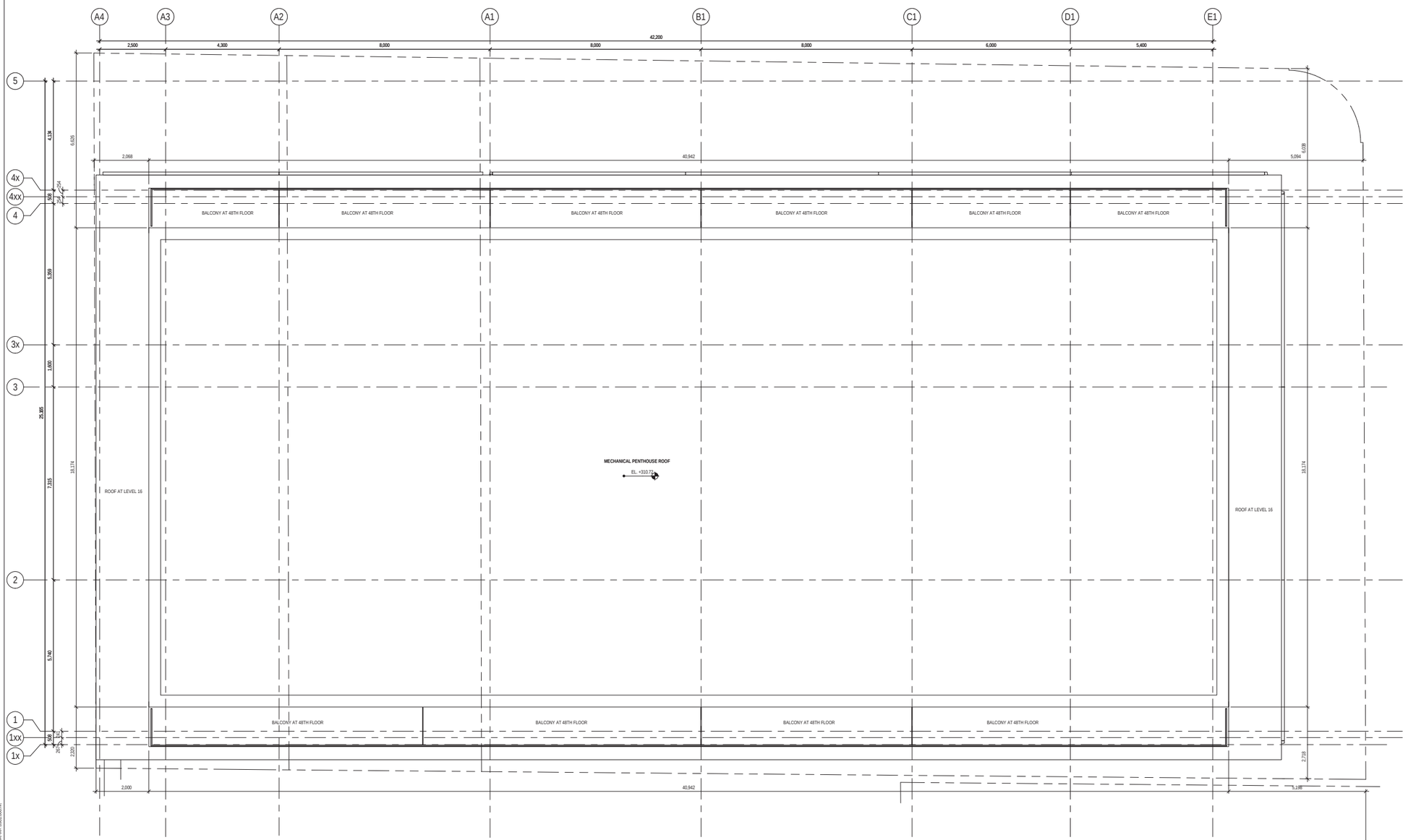

SHEET NOTES

LEGEND

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- EXISTING PARTITION / STRUCTURE TO REMAIN
- NEW PARTITION / STRUCTURE
- LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- DIRECTION OF ELEVATION
- SHEET NUMBER WHERE ELEVATION IS SHOWN
- NAME — ROOM NAME
- 1,234m² — AREA
- SHEETNOTE REFERENCE
- ELEVATION DATUM REFERENCE
- DIMENSIONS
- DOOR

MIDTOWN-YONGE PROPERTIES INC.

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Tel. 416.656.6665

BA Group
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Toronto, Ontario M4V 1K9
Canada
Tel. 416.961.7110

△	Date	Description
1	2021-12-10	ISSUED FOR REZONING

Seal / Signature

Project Name
1 ST. CLAIR AVE. W

Project Number
067.0981.000

Description
ROOF PLAN

Scale
1 : 50

Ref North

A1.250.

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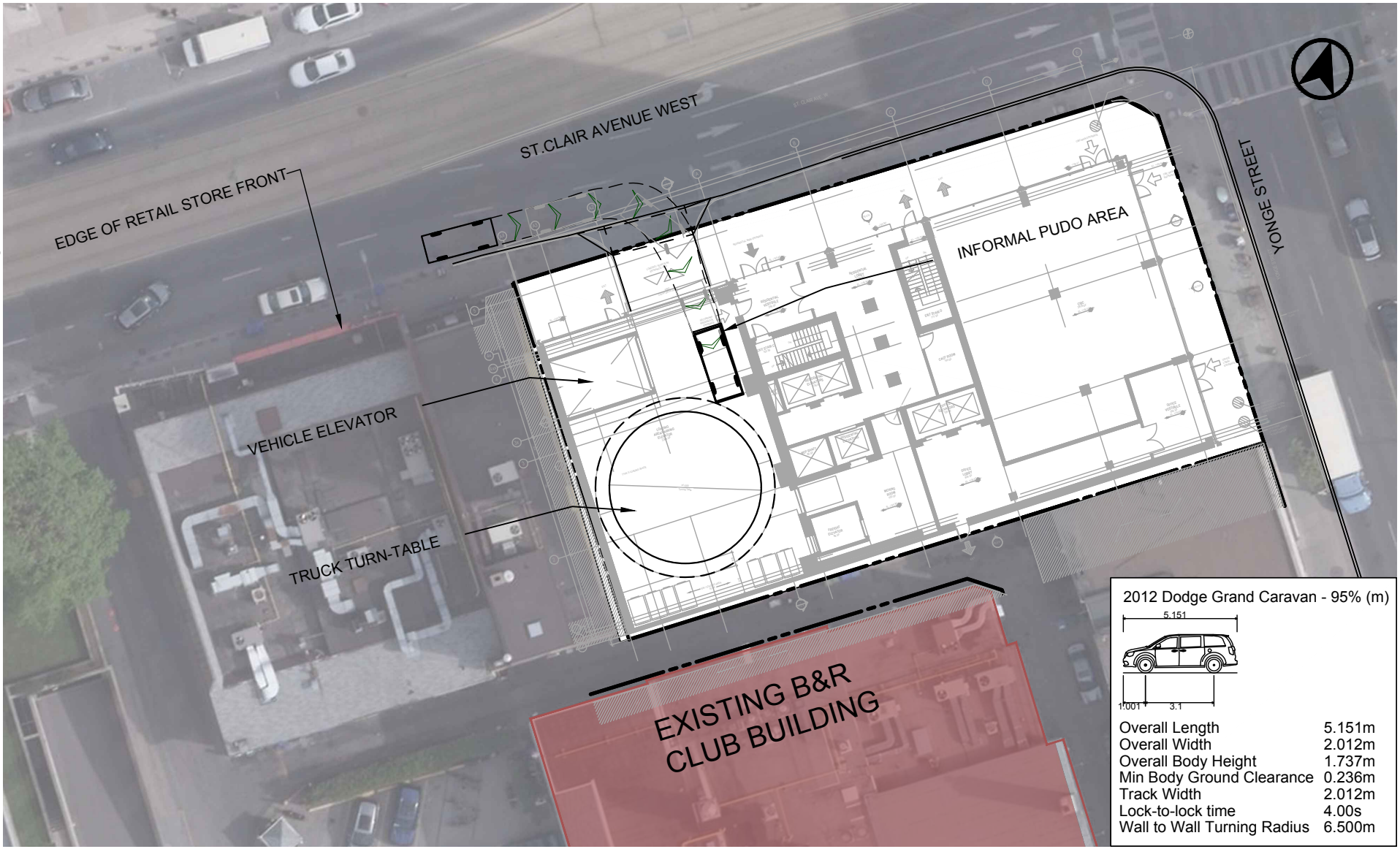
APPENDIX B:
Vehicle Manoeuvring Diagrams



2012 Dodge Grand Caravan - 95% (m)

Overall Length	5.151m
Overall Width	2.012m
Overall Body Height	1.737m
Min Body Ground Clearance	0.236m
Track Width	2.012m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.500m

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BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
INBOUND PICK-UP / DROP-OFF

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD01

2012 Dodge Grand Caravan - 95% (m)

Overall Length	5.151m
Overall Width	2.012m
Overall Body Height	1.737m
Min Body Ground Clearance	0.236m
Track Width	2.012m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.500m

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Date Plotted: November 28, 2021 Filename: J:\7905-03\BA\SPK13. Oct-29-2021\BA-1-ST-CLAIR-SPKU1-7905-03-NOV-19-21.dwg

BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
OUTBOUND PICK-UP / DROP-OFF

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD02

2012 Dodge Grand Caravan - 95% (m)

Overall Length	5.151m
Overall Width	2.012m
Overall Body Height	1.737m
Min Body Ground Clearance	0.236m
Track Width	2.012m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.500m

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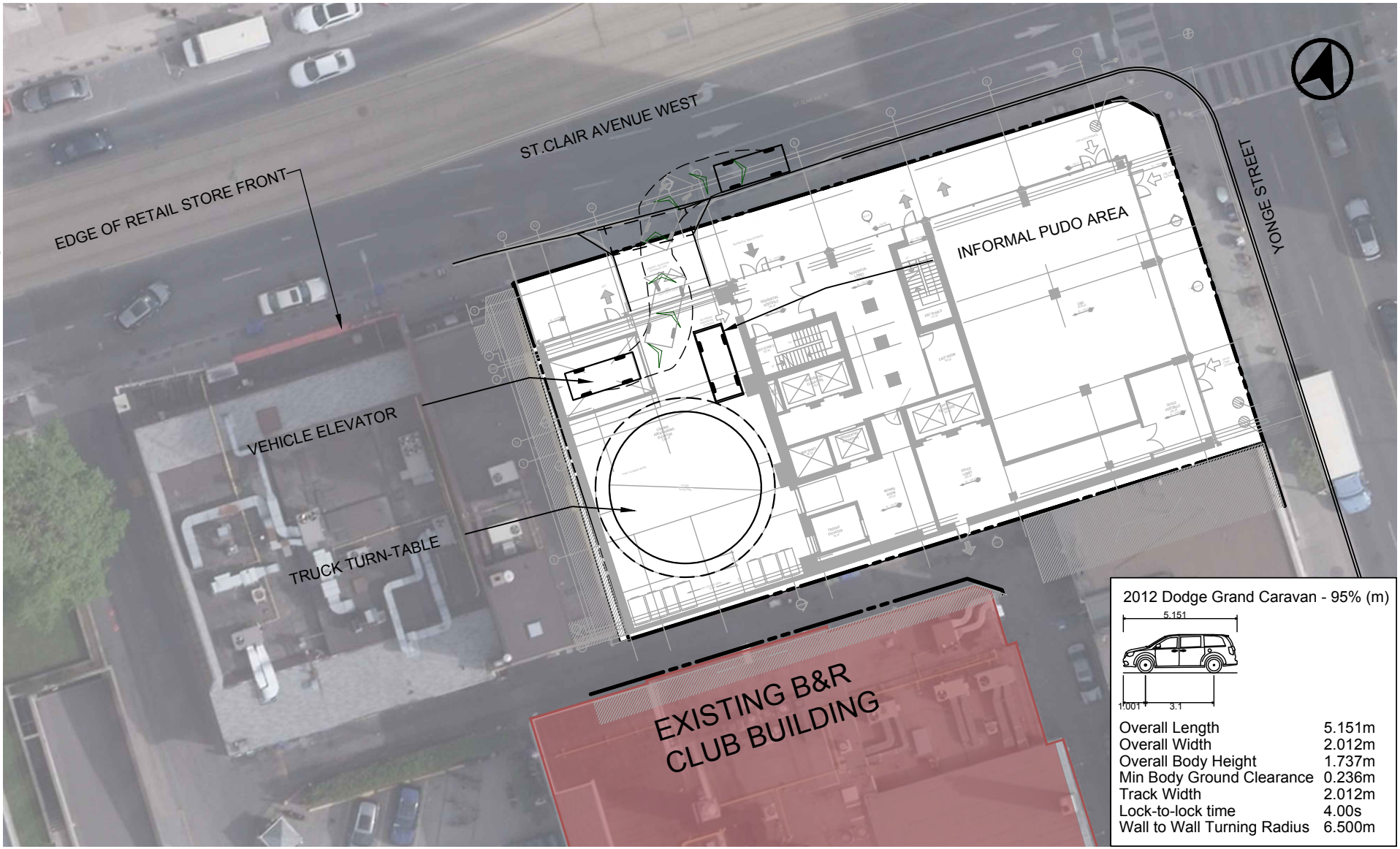
Date Plotted: November 28, 2021 Filename: J:\7905-03\BA\SPK13. Oct-29-2021\BA-1-ST-CLAIR-SPKU1-7905-03-NOV-19-21.dwg

BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
INBOUND PASSENGER CAR

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD03



2012 Dodge Grand Caravan - 95% (m)

Overall Length	5.151m
Overall Width	2.012m
Overall Body Height	1.737m
Min Body Ground Clearance	0.236m
Track Width	2.012m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.500m

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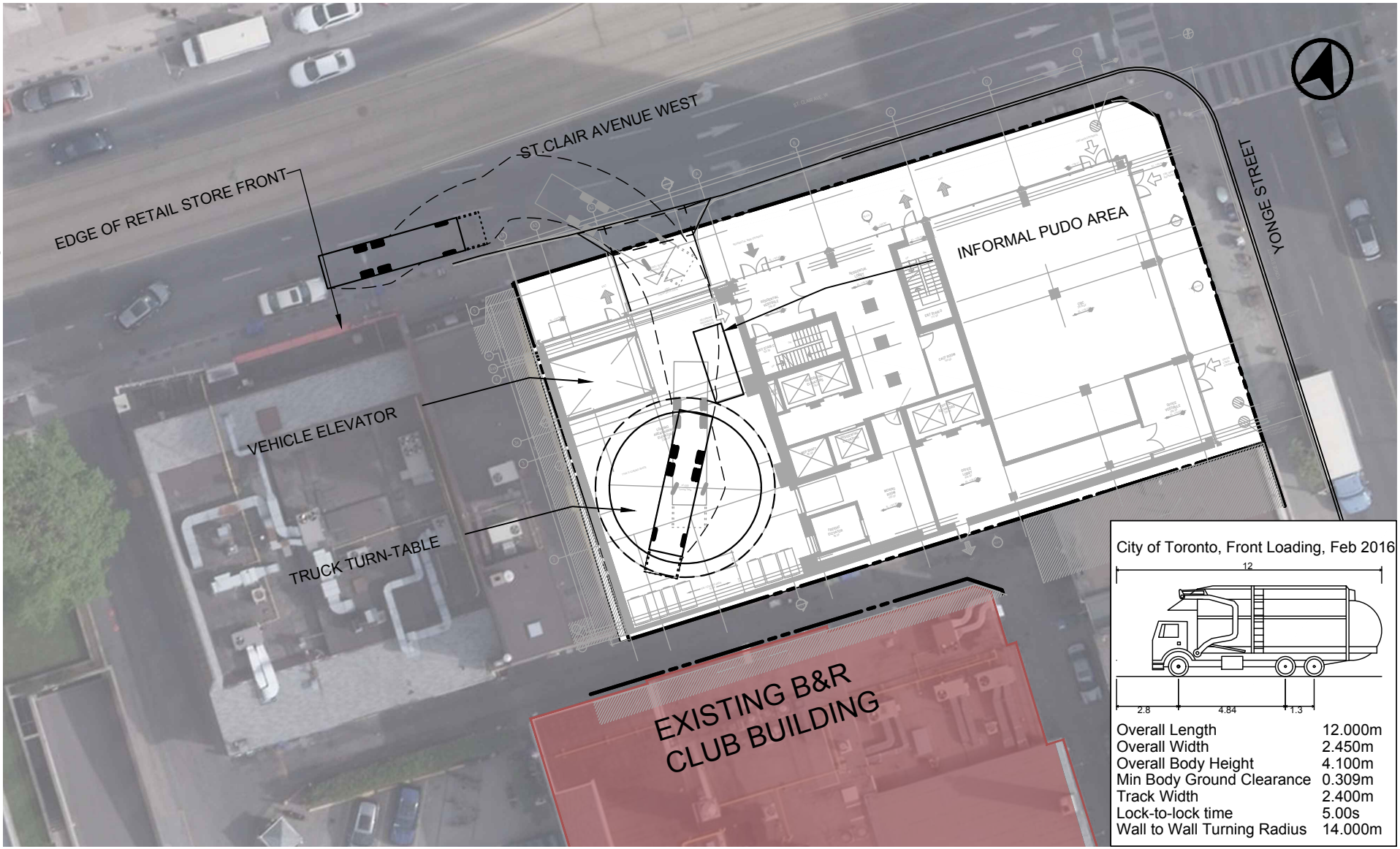
Date Plotted: November 29, 2021 Filename: J:\7905-03\BA\SPK13, Oct-29-2021\BA-1-ST-CLAIR-SPK01-7905-03-NOV-19-21.dwg

BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
OUTBOUND PASSENGER CAR

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD04



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Date Plotted: November 29, 2021 Filename: J:\7905-03\BA\SPK13, Oct-29-2021\BA-1-ST-CLAIR-SPK01-7905-03-NOV-19-21.dwg

BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
INBOUND LOADING City of Toronto Garbage Truck

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD05

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Date Plotted: November 29, 2021 Filename: J:\7905-03\BA\SPK13, Oct-29-2021\BA-1-ST-CLAIR-SPK01-7905-03-NOV-19-21.dwg

BA Group

1 ST. CLAIR AVENUE WEST
VEHICLE MANOEUVRE DIAGRAM
OUTBOUND LOADING City of Toronto Garbage Truck

Project:	1 ST.CLAIR W
Project No.	7905-03
Date:	NOVEMBER 29, 2021
Revised:	--
Drawing No.	VMD06