



October 10, 2024

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**RE: 2400 – 2400 DUNDAS STREET WEST PROPOSED MIXED USE DEVELOPMENT, ZONING BY-LAW AMENDMENT  
RESUBMISSION, OCTOBER 2024**

Dear Anna,

BA Group has been retained by Fora Developments to provide transportation consulting services in support of a Zoning By-law Amendment (ZBA) application being made to the City of Toronto for the proposed redevelopment of 2400 - 2400 Dundas Street West (referred to herein as the “site”).

An original ZBA application was submitted to the City in March 2023. As part of the application, BA Group prepared a traffic impact study titled “*2400-2440 Dundas Street West Proposed Mixed-Use Development – Zoning By-Law Amendment Application*”, (“March 2023 Transportation Report”).

A ZBA resubmission was made in June 2024 which provided an update to the development programme. The proposed development also responded to comments made by the City of Toronto and other stakeholders. BA Group prepared an updated report entitled “*2400-2440 Dundas Street West Proposed Mixed-Use Development – Zoning By-Law Amendment Application*”, dated June 2024.

The City of Toronto provided an ECS memorandum dated July 19, 2024, found in **Appendix A**. No additional transportation Zoning By-law Amendment related comments were provided.

This letter provides a review of the updated development plan, recognizing minor changes have been made as part of the overall design development process, and a review of the transportation elements of the site plan.

## 1.0 DEVELOPMENT PROPOSAL

It is proposed to construct three (3) buildings, a single tower of thirty-seven (37) stories on the north (Block A) and two towers of twenty-five (25) and forty-two (42) storeys on the south (Block B). The development contains a total of 1,214 residential units, 2,836 m<sup>2</sup> of food store GFA, 230 m<sup>2</sup> of ancillary retail GFA, and 3,141 m<sup>2</sup> of commercial office space GFA. A total of 155 parking spaces (83 resident and 72 non-resident spaces), 2 car-share spaces, 1,394 bicycle parking spaces, and seven (7) loading spaces (2 Type 'G', 1 Type 'B' and 1 Type 'A' space, and 3 Type 'C' spaces) are provided to support the transportation related aspects of the proposed development. The development programme is summarized in **Table 1**.

Architectural Plans (Not to Scale) are provided in **Appendix A**.

**Table 1 Development Programme Summary (October 2024)**

| Use                     | Type                       | Building A  | Building B  | Total   |
|-------------------------|----------------------------|---|---|---|
| Resident                | Studio                     | 84 units  | 107 units   | 191 units   |
|                         | 1-Bedroom                  | 260 units   | 394 units   | 654 units   |
|                         | 2-Bedroom                  | 68 units  | 179 units   | 247 units   |
|                         | 3-Bedroom                  | 46 units  | 76 units  | 122 units   |
|                         | <b>Total</b>               | <b>458 units</b>  | <b>756 units</b>  | <b>1,214 units</b>  |
| Retail                  | <b>Total GFA</b>           | <b>229.7 m<sup>2</sup></b>  | <b>-</b>  | <b>229.7 m<sup>2</sup></b>  |
| Commercial Office (CEA) | <b>Total GFA</b>           | <b>121.6 m<sup>2</sup></b>  | <b>3,018.9 m<sup>2</sup></b>                                | <b>3,140.5 m<sup>2</sup></b>                                      |
| Grocery Store           | <b>Total GFA</b>           | <b>2,835.8 m<sup>2</sup></b>  | <b>-</b>  | <b>2,835.8 m<sup>2</sup></b>                                      |
| Vehicular Parking       | Resident                   | 83 vehicular parking spaces   |   |   |
|                         | Residential Visitor        | 72 vehicular parking spaces   |   |   |
|                         | Car Share                  | 2 car share spaces  |   |   |
|                         | <b>Total</b>               | <b>155 vehicular parking spaces + 2 car share spaces</b>                      |   |   |
| Bicycle Parking         | Residential Long-Term      | 1,094 bicycle parking spaces  |   |   |
|                         | Residential Short-Term     | 244 bicycle parking spaces  |   |   |
|                         | Non-Residential Long-Term  | 16 bicycle parking spaces   |   |   |
|                         | Non-Residential Short-Term | 40 bicycle parking spaces   |   |   |
|                         | <b>Total</b>               | <b>1,394 bicycle parking spaces</b>   |   |   |
| Loading                 |                            | 1 Type "G", 1 Type "A", and 1 Type "C" loading space                          | 1 Type "G", 1 Type "B" loading space, and 2 Type "C" spaces | 2 Type "G", 1 Type "B", 1 Type "A", and 3 Type "C" loading spaces |
| Vehicular Access        |                            | Signalized driveway connection from Dundas Street West to a private driveway. |   |   |

Notes:

- Based on site statistics provided by Giannone Petricone Associates, dated October 11, 2024.

## **1.1 Site Access Arrangements**

It is proposed to maintain the existing location of the site access driveway as part of this revised development proposal. This signalized site access driveway will provide vehicular access to the 2400-2440 Dundas Street development and continue to provide vehicular access to the existing Metrolinx Bloor GO Station Pick-Up / Drop-Off facility.

Detailed site design arrangements include that the signalized site driveway will provide vehicular access to a parking access ramp that will serve a consolidated below-grade parking facility. Access to the three (3) loading facilities (one for each of the three proposed buildings) will also be accessed from the private driveway network. Pick-Up / Drop-off will be located along the private driveway network to accommodate any anticipated front-door activity.

## **1.2 Pick-Up / Drop-Off**

The emergence and convenience of auto-based shared mobility services, including car-share, taxi, and ride-hailing services (e.g., Uber and Lyft), and general carpooling, have grown in recent years and are being used as an increasingly suitable alternative for private vehicle ownership or single-occupancy vehicle travel. These shared mobility services may be considered a contributing factor to the evident reduction in automobile reliance for everyday needs, based on the historical auto mode split changes observed for residents in the area. Furthermore, increased use in auto-based shared mobility services is often being observed in central, high-density, and intensified areas of urban cities, including City of Toronto (e.g., along several major intersections and corridors with frequent heavy traffic).

In consideration of these aspects, adequate space and width is provided along the private road network to enable vehicles to stop curbside along the private road network, providing space for this activity to occur on-site, without affecting the operations of the public road network.

The width of the east-west portion of the private road is 10.0m wide, which provides flexibility for the vehicular turn lanes at the intersection with Dundas Street West, as well as adequate width for the short-term stopping of vehicles in locations that respond to the residential lobbies of the buildings.

Layby spaces along the north-south portion of the private street provide additional spaces for vehicles to stop on the west side without interfering with two-way vehicular traffic.

## 2.0 TRANSPORTATION DEMAND MANAGEMENT

### 2.1 Mobility Choice Travel Plan

The location of the site, its context, and surrounding land-use mix greatly influences the success of a mobility plan. The purpose of the Mobility Choice Travel Plan is to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This plan intends to support the proposed development by outlining Transportation Demand Management (TDM) measures and the suite of strategies under consideration to promote the use of more active and sustainable transportation modes; respond to the mobility needs of residents, and to reduce the overall dependence on the private automobile.

A suite of transportation demand management measures is proposed as part of a Transportation Demand Management (TDM) Plan for the project that will attempt to influence the way people travel to and from the site through a comprehensive suite of TDM strategies.

Generally, this TDM Plan has three primary objectives:

1. Reduce car dependence and the need for everyday single-occupant vehicle (SOV) travel;
2. Make it easy and attractive for people to walk and cycle; and
3. Promote transit and low-carbon alternatives in comparison to car ownership and SOV travel.

Specifically, the primary goal is to reduce the overall reliance on SOV's while promoting the use of more active and sustainable modes of transportation.

### 2.2 Organizational Framework

The broader objectives can be organized within the following categories:

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

Within each of the six (6) categories, interventions considered for application may be further organized by the buildings of 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 the incorporated TDM strategies as a whole

## 2.3 TDM Strategies and Initiatives

The site context provides 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, ensuring the success of the TDM strategies is important. 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. Potential strategies are then framed in the context of the development and the strategies most appropriate for the application are proposed.

A summary of the mobility strategy is outlined below in **Table 2**. It is important to note that these TDM strategies will be continuously refined throughout the application process.

Table 2 Potential TDM Strategies

| Measure                              | Description  | Cost Estimate                             | Implementation Strategy   | Reduction in Single Occupancy Vehicle Trips |
|--------------------------------------|--|---|---|---|
| <b>Hard Measures</b>                 |  |   |   |   |
| Pedestrian/Cycling Connections       | Provide enhanced sidewalks along Dundas Street West and provide walkways along the east-west private driveway.                                       | Integrated into overall development cost. | Construct as part of development.   | - <sup>1</sup>                              |
| Bicycle Parking                      | Provide bicycle parking spaces in accordance with the City of Toronto Zoning By-law 569-2013 Zone 1 and the TGS Tier 1.                              | Integrated into overall development cost. | Construct as part of development.   | - <sup>1</sup>                              |
| Bicycle Repair Station               | Provide bicycle repair / maintenance station in the long-term bicycle parking area(s) in accordance with the City of Toronto Zoning By-law 569-2013. | Integrated into overall development cost. | Construct as part of development.   | - <sup>1</sup>                              |
| Access to Bicycle Parking Facilities | Direct access for cycling infrastructure areas through high quality bicycle stairs   | Integrated into overall development cost. | Construct as part of development.   | - <sup>1</sup>                              |
| Bike Share Station                   | Contribute to a new bike share station on the site or in proximity.  | \$85,000                                  | To be determined in consultation with the City of Toronto.  | - <sup>1</sup>                              |
| Car Share Station                    | Provision of two (2) on-site car-share spaces within the parking garage.   | Integrated into overall development cost. | To be determined in consultation with the City of Toronto.  | - <sup>1</sup>                              |
| Vehicle Parking                      | Provide an appropriate vehicle parking supply in accordance with City of Toronto Zoning By-law 569-2013, as amended.                                 | Integrated into overall development cost. | Construct as part of development.   | 40% - 55%                                   |
| <b>Soft Measures</b>                 |  |   |   |   |
| Travel Mode Information Packages     | Implement programs to inform new residents of available travel mode choices and existing mobile apps providing transit information.                  | To be determined.                         | Travel mode information packages will be distributed at the sales centre or property management office. | - <sup>1</sup>                              |

Notes:

1. Unable to reasonably quantify the impact on driver mode at this time.

## 3.0 VEHICLE PARKING CONSIDERATIONS

### 3.1 Zoning By-law Parking Requirements

#### 3.1.1 Zoning By-law 569-2013 (as amended) Parking Requirements

For context, this application will consider the parking standards included within Zoning By-law 569-2013 (as amended by Zoning By-law 89-2022 and 125-2022). Notably, the site is located in 'Parking Zone A' of Zoning By-law 569-2013 (as amended by Zoning By-law 89-2022 and 125-2022) and results in a minimum requirement of 14 visitor parking spaces and 21 accessible parking spaces.

Table 3 City of Toronto Zoning By-law 569-2013 As Amended (PZ A) Parking Requirements

| Use  | Units / Floor Area <sup>1</sup> |           | Minimum Rate              | Minimum Parking Space Req <sup>2</sup> | Maximum Rate  | Maximum Parking Space Req <sup>2</sup> | Effective Parking Rate <sup>3</sup> | Effective Parking Space Req <sup>2,3</sup> |
|--|---------------------------------|-----------|---------------------------|--|---|--|-------------------------------------|--|
| Resident   |                                 |           |                           |  |   |  |                                     |  |
| Resident   | Studio                          | 191 units | None                      | 0                                      | 0.30 sps / unit   | 57                                     | 0.30 sps/ unit                      | 55   |
|  | 1-BR                            | 654 units | None                      | 0                                      | 0.50 sps / unit   | 327                                    | 0.50 sps / unit                     | 327  |
|  | 2-BR                            | 247 units | None                      | 0                                      | 0.80 sps / unit   | 197                                    | 0.80 sps / unit                     | 197  |
|  | 3-BR                            | 122 units | None                      | 0                                      | 1.0 sps / unit  | 122                                    | 1.0 sps / unit                      | 122  |
| Resident Sub-Total   |                                 |           | -                         | 0                                      | -   | 703                                    | -                                   | 703  |
| Non-Resident   |                                 |           |                           |  |   |  |                                     |  |
| Visitor  | 1,214 units                     |           | 2 plus 0.01 spaces / unit | 14                                     | 1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units | 125                                    | 0.10 spaces / unit                  | 121  |
| Commercial Retail  | 230 m <sup>2</sup>              |           | None                      | 0                                      | 3.5 spaces / 100 m <sup>2</sup>   | 8                                      | 1.0 spaces / 100 m <sup>2</sup>     | 2  |
| Commercial Office  | 3,141 m <sup>2</sup>            |           | None                      | 0                                      | 0.8 spaces / 100 m <sup>2</sup>   | 25                                     | 0.4 spaces / 100 m <sup>2</sup>     | 12   |
| Grocery Store  | 2,836 m <sup>2</sup>            |           | None                      | 0                                      | 3.5 spaces / 100 m <sup>2</sup>   | 99                                     | 1.0 spaces / 100 m <sup>2</sup>     | 28   |
| Non-Resident Sub-Total                                     |                                 |           | -                         | 14                                     | -   | 257                                    | -                                   | 163  |
| TOTAL  |                                 |           | -                         | 14                                     | -   | 960                                    | -                                   | 866  |
| Accessible Parking Spaces <sup>4</sup> (included in TOTAL) |                                 |           |                           | 21 accessible spaces                   |   |  |                                     |  |

Notes:

- Based upon site statistics provided by Giannone Petricone Associates, dated October 11, 2024.
- If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
- Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
- Accessible parking spaces calculated per Section 200.15.10.10  
(C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

## 3.2 Proposed Parking Supply

A total of 155 parking spaces are proposed to be located within a one-level underground parking garage, comprised of 83 resident parking spaces and 72 non-resident parking spaces (shared visitor and commercial). Of the total parking supply, 21 accessible parking spaces are provided.

The provision equates to an overall resident parking supply of 0.07 spaces per unit. This supply falls within the minimum and maximum requirements based on the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022. Standard reflects current city policy and reduces the auto focused / encouraged behaviour attributed to minimum parking standards – not applicable to transit focused areas like this.

The visitor parking supply equates to a rate of 0.01 spaces per unit. This supply falls within the minimum and maximum requirements of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022.

The proposed parking supply is appropriate based on the requirements of the contemporary Zoning By-law 569-2013 (as amended).

### 3.2.1 Vehicle Parking Provisions as per Toronto Green Standard Version 4.0

All new developments are required to meet Toronto Green Standard Version 4.0. The site is subject to the Tier 1 performance measures, the only tier, within the “Mid to High Rise Residential and Non-Residential Version 4” standards.

#### 3.2.1.1 AQ 1.1 - SINGLE – OCCUPANT VEHICLE TRIPS

This standard requires that single-occupancy auto vehicle trips generated by the site be reduced by 25% through various multi-modal infrastructure strategies and Transportation Demand Management (TDM) measures. The minimal amount of proposed residential parking will limit the amount of auto trip generation. In fact, the proposed provision of 83 parking spaces indicates that approximately 40% - 55% of single-occupancy auto vehicle trips will be reduced based on comparable proxy residential trip generation.

In addition, a number of TDM measures are proposed on-site (as discussed in **Section 2.3**) to further reduce single occupancy vehicle trips and encourage other alternative, non-motorized travel through a number of strategies. As such, the set of TDM strategies proposed, coupled with the provision of limited parking, are to meet and exceed the minimum standard of 25% reduced single-occupancy auto vehicle trips collectively and appropriately.

#### 3.2.1.2 AQ 1.2 – ELECTRIC VEHICLE INFRASTRUCTURE

This standard requires parking spaces to be equipped with an energized outlet with Level 2 charging or higher (e.g., marked and identified for electric vehicle charging), in accordance with Zoning By-law 569-2013 and Zoning By-law 89-2022:

- All residential parking spaces, excluding visitor parking spaces; and
- 25 percent of residential visitor and non-residential parking spaces.

Of the proposed parking supply of 155 parking spaces, comprised of 83 residential parking spaces and 72 non-residential parking spaces, 100% of the residential parking spaces and 100% of non-residential parking spaces provided will be equipped with an energized outlet with Level 2 charging or higher.

## 4.0 BICYCLE PARKING CONSIDERATIONS

### 4.1 Zoning By-law Bicycle Parking Requirements

#### 4.1.1 Zoning By-law 569-2013 / 839-2022 Bicycle Parking Requirements

Application of the bicycle parking requirements outlined in City of Toronto Zoning By-law 569-2013 (Bicycle Zone 1) and Tier 1 of the Toronto Green Standards (TGS) Version 4, requires a minimum of 1,373 bicycle parking spaces, including 266 short-term spaces and 1,107 long-term spaces.

A detailed summary of these requirements is provided in **Table 4**.

**Table 4 City of Toronto Zoning By-law 569-2013 (Bicycle Zone 1) Minimum Bicycle Parking Requirements**

| Use                         | Units / Floor Area <sup>1</sup> | Minimum Rate |                                     | Minimum Requirement <sup>2</sup> |
|-----------------------------|---------------------------------|--------------|-------------------------------------|----------------------------------|
| Residential                 | 1,214 units                     | Short-Term   | 0.20 spaces / unit                  | 243 spaces                       |
|                             |                                 | Long-Term    | 0.90 spaces / unit                  | 1,093 spaces                     |
| Commercial Office (CEA)     | 3,141 sq. m.                    | Short-Term   | 3 + 0.2 spaces / 100 m <sup>2</sup> | 10 spaces                        |
|                             |                                 | Long-Term    | 0.2 spaces / 100 m <sup>2</sup>     | 7 spaces                         |
| Commercial Retail / Grocery | 3,066 sq. m.                    | Short-Term   | 3 + 0.3 spaces / 100 m <sup>2</sup> | 13 spaces                        |
|                             |                                 | Long-Term    | 0.2 spaces / 100 m <sup>2</sup>     | 7 spaces                         |
| <b>Total</b>                | <b>Short-Term</b>               |              |                                     | <b>266 spaces</b>                |
|                             | <b>Long-Term</b>                |              |                                     | <b>1,107 spaces</b>              |
|                             | <b>Total</b>                    |              |                                     | <b>1,373 spaces</b>              |

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated October 11, 2024.
2. In accordance with City of Toronto Zoning By-law 569-2013, bicycle parking calculations resulting in a fraction are rounded up to the nearest whole number.
3. As per Zoning By-law 569-2013 Section 230.5.10.1 (3), if bicycle parking spaces is required for uses on a lot, other than dwelling units, and the total interior floor area of all such uses on the lot is 2000 square metres or less, then no bicycle parking space is required.

## 4.2 Proposed Bicycle Parking Supply

A total of 1,394 bicycle parking spaces are proposed to serve the project, comprised of 284 short-term bicycle parking spaces and 1,110 long-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 164 bicycle parking spaces will include an energized outlet to serve the cycling needs of the project.

284 short-term bicycle parking spaces will be located on the ground floor and easily accessible from the street. The 1,110 long-term bicycle parking spaces will be largely located on ground level and mezzanine floor. Some long-term residential spaces will be located on the P1 level of the underground garage. High quality bicycle stairs will provide ease of access to bicycles located on the mezzanine level.

Additionally, a bicycle repair / maintenance station will be provided on the ground floor of both buildings, in accordance with the City of Toronto Zoning By-law 569-2013.

The proposed bicycle parking supply and facilities meets / exceeds the minimum requirements within the Toronto Green Standards Version 4 Tier 1 bicycle parking requirements.

### 4.2.1 Bicycle Parking Provisions as per Toronto Green Standard Version 4

#### 4.2.1.1 AQ 2.1 - 2.3 BICYCLE PARKING

These standards require bicycle parking to be provided as per Zoning By-law 569-2013. In addition, long-term bicycle spaces must be provided in a secure controlled-access bicycle facility or purpose-built bicycle locker on a near-surface level. Short-term bicycle spaces must be highly visible at-grade or on the first parking level below-grade.

Based on the above, the proposed bicycle parking supply currently meets the requirements as per Zoning By-law 569-2013 at a minimum. All long-term bicycle parking is located on the ground level, mezzanine level, and P1 level of the site within secure, weather-protected facilities. In addition, short-term parking will be provided on the ground level of the site.

#### 4.2.1.2 AQ 2.4 - ELECTRIC BICYCLE INFRASTRUCTURE

This standard requires at least 15 percent of residential long-term bicycle parking spaces to include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space. The Energized Outlet is to be located at a maximum distance of 1100 mm from the bike rack.

Based on the above, a total of 164 residential long-term bicycle parking spaces are required to have Energized Outlets. The proposed development will provide energized outlets for 180 residential long-term bike spaces located on the mezzanine Level of the proposed development, therefore, meeting the requirements outlined in the TGS Version 4.

#### 4.2.1.3 AQ 2.6 - PUBLICLY ACCESSIBLE BICYCLE PARKING

This standard requires that all uses within the proposed development located within 500 metres of a transit station entrance provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the site or within the public boulevard in addition to bicycle parking required under AQ 2.1.

The proposed development will be within 500 m of the Dundas West TTC subway station and will provide 10 publicly accessible, short-term bicycle parking spaces in addition to the requirements outlined as per Zoning By-law 569-2013.

## 5.0 LOADING CONSIDERATIONS

### 5.1 Zoning By-law Loading Requirements

#### 5.1.1 Zoning By-law 569-2013 Loading Requirements

The site is currently subject to loading standards, as outlined in the City of Toronto Zoning By-law 569-2013.

Application of Zoning By-law 569-2013 loading standards to the proposed development would require the provision of one (1) Type 'A' loading space, one (1!) Type 'B' loading space, one (1) Type 'C' loading space and one (1) Type 'G' loading space. A summary of the requirements is provided in **Table 5**.

**Table 5 City of Toronto Zoning By-law 569-2013 Loading Requirements (Site Wide)**

| Use  | Units / GFA <sup>1</sup> | Range (Units/GFA)            | Type A Loading Spaces | Type B Loading Spaces | Type C Loading Spaces | Type G Loading Spaces | Total    |
|--|--------------------------|------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------|
| Residential  | 1,214 units              | 400+ units                   | -                     | -                     | 1                     | 1                     | 2        |
| Retail   | 230 m <sup>2</sup>       | 0 – 499 m <sup>2</sup>       | -                     | -                     | -                     | -                     | 0        |
| Office (CRE)   | 3,141 m <sup>2</sup>     | 2,000 – 3,999 m <sup>2</sup> | -                     | 1                     | 1                     | -                     | 2        |
| Grocery Store  | 2,836 m <sup>2</sup>     | 2,000 – 4,999 m <sup>2</sup> | 1                     | 1                     | -                     | -                     | 2        |
| <b>Total Requirement (before sharing)</b>            |                          |                              | <b>1</b>              | <b>2</b>              | <b>2</b>              | <b>1</b>              | <b>6</b> |
| <b>Total Requirement (after sharing)<sup>2</sup></b> |                          |                              | <b>1</b>              | <b>1</b>              | <b>2</b>              | <b>1</b>              | <b>5</b> |
| <b>Total Requirement (after sharing)<sup>3</sup></b> |                          |                              | <b>1</b>              | <b>1</b>              | <b>1</b>              | <b>1</b>              | <b>4</b> |

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated October 11, 2024.
2. Shared loading space calculations based upon Zoning By-law 569-2013 Section 40.10.90.1 (1): "In the CR zone, if a mixed-use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Shared loading space calculations based upon Zoning By-law 569-2013 Section 40.10.90.1 (2): "In the CR zone, if a mixed-use building has a minimum of 400 dwelling units, the requirement for a Type "C" loading space is satisfied by the provision of a Type "A" loading space" or Type "B" loading space".

## 5.2 Proposed Loading Supply and Facilities

### 5.2.1 Loading Supply / Servicing Arrangements

The architectural plans illustrate the provision of one (1) Type 'A', one (1) Type 'G', and one (1) Type 'C' loading space for Building A. One (1) Type 'G', one (1) Type 'B' and two (2) Type 'C' loading spaces are provided for Building B on the ground floor of the proposed development. Vehicular access to the loading spaces is provided via the site driveway of Dundas Street West.

Given the physical space constraints of the existing building, it is proposed to adopt the CR Zone loading space sharing provisions for mixed-use buildings as per Section 40.10.90.1(1) of Zoning By-law 569-2013. In this way, the proposed loading supply is considered appropriate.

### 5.2.2 Resident Garbage and Recycling Facilities

Residential refuse / recycling collection for the residential component of the building will occur within the proposed Type 'G' loading space. Appropriate bin staging provisions are provided adjacent to the Type 'G' loading space in accordance with the design provisions outlined in the *"City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments"*, dated March 2022.

Provision for a minimum total bin staging area of 121.4 m<sup>2</sup> and 59.6 m<sup>2</sup> has been provided adjacent to the Building A and Building B Type 'G' loading space, respectively to accommodate 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 m<sup>2</sup> for every 50 residential units for the site (minimum of 121.4 m<sup>2</sup> for 1,214 units).

### 5.2.3 Non-Residential Garbage and Recycling Facilities

There will be separate waste rooms for non-residential garbage and recycling facilities. A private waste collection agency will use the Type 'G' space to perform non-residential waste pick-up.

### 5.2.4 Height Clearances

The loading area and access to the loading area has been designed such that a minimum of 4.5 metres clearance is maintained throughout the entire loading area and route leading up to the loading area, meeting / exceeding the minimum Zoning By-law 569-2013 height clearance requirements (4.0 metres for a Type 'B' loading space, 4.4 metres for a Type 'A' loading space and 4.4 metres for a Type 'G' loading space). A minimum height clearance of 6.1 metres is provided above the Type 'G' loading space and bin staging area to enable compacted bulk lift bin collection, meeting the City of Toronto Zoning By-law 569-2013 standards.

### 5.2.5 Operations and Manoeuvring

Vehicle manoeuvring diagrams are provided in **Appendix B**, illustrating the manoeuvring needs of the selected design vehicle vehicles to manoeuvre into and out of the proposed loading areas. These design vehicles comprise of the following:

- City of Toronto garbage collection vehicle;
- Transportation Association of Canada (TAC) Single-Unit Vehicles (SU and HSU);
- TAC Passenger Car (P-Car); and,
- WB-12 Urban Semi-Trailer.

These diagrams confirm that the functional arrangements of the site's loading facility are appropriate and will meet the manoeuvring needs of the vehicles that are expected to service the proposed development.



## 6.0 TRAFFIC OPERATIONS

Traffic volume forecasts and operations analysis assessing the impacts of the construction of the proposed development were assessed in detail as part of the Zoning By-law Amendment application made to the City of Toronto in June 2024.

BA Group's report entitled "*2400 – 2440 Dundas Street West Proposed Mixed Use Development*" dated June 2024 contained a review of traffic operations and related impacts of the development plan of 395 units. The review from a traffic operations perspective included the following:

Traffic operations analyses have been undertaken during the weekday morning, weekday afternoon, and Saturday mid-day peak hours under the following conditions:

- basis for analysis (including analysis scenarios, study area, analysis assumptions, and signalized intersection methodology);
- traffic volume forecasts (including existing, area growth, site traffic, and 5-year future total traffic volumes); and
- traffic operations analyses undertaken on the area street system.

The proposed development has generally remained consistent with the June 2024 development programme. A summary of the trip generation assumptions outlined in BA Group's June 2024 report is provided in **Table 6**.

The development as proposed is anticipated to generate a net new total of approximately 5, 0 and 5 two-way vehicular trips during the weekday morning, weekday afternoon, and Saturday mid-day peak hours respectively. This is generally consistent with what was previously analysed as part of the June 2024 traffic analysis.

Given that the change in weekday traffic activity forecasts have remained the same as the June 2024 Zoning-Bylaw Amendment Application, it is considered that site related traffic activity based on the current plan is acceptable. The findings and conclusions outlined in our June 2024 report, with respect to the traffic impacts on the area road system for the proposed development, given the above, are valid and appropriate for the current development plan.

Table 6 Updated Site Trip Generation

|  | AM Peak Hour |               |               | PM Peak Hour |              |               | SAT Peak Hour |               |               |
|--|--------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|
|  | In           | Out           | 2-Way         | In           | Out          | 2-Way         | In            | Out           | 2-Way         |
| Total Existing Site Traffic  | 80           | 75            | 155           | 140          | 125          | 265           | 115           | 110           | 225           |
| Existing Site Removed  | - 55         | - 50          | - 105         | - 120        | - 100        | - 220         | - 110         | - 105         | - 215         |
| Maintained PUDO Trips  | 25           | 25            | 50            | 20           | 25           | 45            | 5             | 5             | 10            |
| <b>Existing to Remain Trips</b>  | <b>25</b>    | <b>25</b>     | <b>50</b>     | <b>20</b>    | <b>25</b>    | <b>45</b>     | <b>5</b>      | <b>5</b>      | <b>10</b>     |
| <b>June 2024 Trip Generation Summary</b>   |              |               |               |              |              |               |               |               |               |
| Residential Site Vehicle Trips<br>(Vehicle Trips per Unit)<br>1,214 units                              | 35<br>(0.04) | 120<br>(0.14) | 155<br>(0.18) | 95<br>(0.10) | 75<br>(0.06) | 170<br>(0.16) | 110<br>(0.08) | 120<br>(0.09) | 230<br>(0.17) |
| CEA Site Vehicle Trips<br>(Vehicle Trips per 100m <sup>2</sup> )<br>2,345 sq. metres                   | 10<br>(0.43) | 0<br>(0.00)   | 10<br>(0.43)  | 0<br>(0.00)  | 5<br>(0.21)  | 5<br>(0.21)   | 5<br>(0.21)   | 5<br>(0.21)   | 10<br>(0.43)  |
| Grocery Store Site Vehicle Trips<br>(Vehicle Trips per 100m <sup>2</sup> Leasable)<br>2,318 sq. metres | 20<br>(0.83) | 20<br>(0.83)  | 40<br>(1.93)  | 60<br>(2.49) | 65<br>(2.76) | 125<br>(5.25) | 90<br>(3.87)  | 90<br>(3.87)  | 180<br>(7.46) |
| <b>Net New Site Trips (June 2024)</b>  | <b>65</b>    | <b>140</b>    | <b>205</b>    | <b>155</b>   | <b>145</b>   | <b>300</b>    | <b>205</b>    | <b>215</b>    | <b>420</b>    |
| <b>Total Site Trips (June 2024)</b>  | <b>90</b>    | <b>165</b>    | <b>255</b>    | <b>175</b>   | <b>170</b>   | <b>345</b>    | <b>210</b>    | <b>220</b>    | <b>430</b>    |
| <b>October 2024 Trip Generation Summary</b>  |              |               |               |              |              |               |               |               |               |
| Residential Site Vehicle Trips<br>(Vehicle Trips per Unit)<br>1,214 units                              | 35<br>(0.04) | 120<br>(0.14) | 155<br>(0.18) | 95<br>(0.10) | 75<br>(0.06) | 170<br>(0.16) | 110<br>(0.08) | 120<br>(0.09) | 230<br>(0.17) |
| CEA Site Vehicle Trips<br>(Vehicle Trips per 100m <sup>2</sup> )<br>3,141 sq. metres                   | 15<br>(0.43) | 0<br>(0.00)   | 15<br>(0.43)  | 0<br>(0.00)  | 5<br>(0.21)  | 5<br>(0.21)   | 5<br>(0.21)   | 10<br>(0.21)  | 15<br>(0.43)  |
| Grocery Store Site Vehicle Trips<br>(Vehicle Trips per 100m <sup>2</sup> Leasable)<br>2,318 sq. metres | 20<br>(0.83) | 20<br>(0.83)  | 40<br>(1.93)  | 60<br>(2.49) | 65<br>(2.76) | 125<br>(5.25) | 90<br>(3.87)  | 90<br>(3.87)  | 180<br>(7.46) |
| <b>Net New Site Trips</b>  | <b>70</b>    | <b>140</b>    | <b>210</b>    | <b>155</b>   | <b>145</b>   | <b>300</b>    | <b>205</b>    | <b>220</b>    | <b>425</b>    |
| <b>Total Site Trips</b>  | <b>95</b>    | <b>170</b>    | <b>260</b>    | <b>175</b>   | <b>170</b>   | <b>345</b>    | <b>210</b>    | <b>220</b>    | <b>435</b>    |
| <b>Net Difference</b>  | <b>+5</b>    | <b>0</b>      | <b>+5</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>      | <b>0</b>      | <b>+5</b>     | <b>+5</b>     |

Notes:

1. Reflects auto occupancy for auto driver and auto passenger modes.
2. Vehicular trip volumes are rounded to the nearest five (5) trips.

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Based on the foregoing, it is of BA Group's opinion that the proposed development is acceptable.

**BA Consulting Group Ltd.**

A handwritten signature in black ink, appearing to read 'Nigel Z. Fung', is written over a light blue rectangular background.

Nigel Z. Fung

**Appendix A:**  
**July 19, 2024 Engineering and Construction Services Memorandum**



# Memorandum

**Hamid Mazaheri, M.Sc., P.Eng., PMP**  
Manager, Development Engineering  
Engineering & Construction Services

**Metro Hall**  
55 John Street, 16<sup>th</sup> Floor  
Toronto, Ontario M5V 3C6

**Tel:** 416.397.5117  
**Fax:** 416.392.4426  
**Email:** hamid.mazaheri@toronto.ca

**Reply to:** Charlotte Patterson, P. Eng.  
**Tel:** 416.392.6257  
**Email:** Charlotte.Patterson@toronto.ca

**TO:** Dan Nicholson, Manager, Community Planning  
Toronto & East York District  
**Attention:** Melanie Schneider

**FROM:** Hamid Mazaheri, M.Sc., P.Eng., PMP, Manager, Development Engineering  
Toronto & East York South District  
**Attention:** Charlotte Patterson, P. Eng.

**DATE:** July 19, 2024

**SUBJECT: Zoning By-Law Amendment Application No.: 23 124848 STE 04 OZ**  
Planning Circulation Date: June 14, 2024  
Applicant: Fora Developments Inc.  
Owner: Dundas Li Properties Inc.  
Location: 2440 Dundas Street West

Ward: 4

This is in reference to the Zoning By-Law Amendment application made by Fora Developments Inc., on behalf of the owner, Dundas Li Properties Inc., for the development at the above noted site. The proposed development includes a 42-storey tower and a 25-storey tower situated on a shared podium as well as a 37-story tower. In total, the mixed-use development will provide 1,214 residential condominium units, 3,070 square metres of retail, and 3,196 square metres of office space. At grade, the development will feature a public park and an access road via easement to the Metrolinx station pick-up/drop-off. The proposed buildings will share one level of underground, providing 172 parking spaces.

Comments and conditions respecting the Zoning By-Law Amendment application were previously provided in the memorandum dated May 15, 2023.

The applicant has submitted plans and documents to address matters related to the Zoning By-Law Amendment application. The comments and conditions outlined in this memorandum are based on the following plans and reports received electronically by Engineering & Construction Services staff on June 14, 2024:

- Cover Letter, prepared by Bousfields Inc., dated June 10, 2024.
- Applicant Comment Response Matrix, dated June 23, 2023.

- Civil Response to City Comment, prepared by Arcadis Professional Services (Canada) Inc., dated June 7, 2024.
- Response to Geotechnical Related Comment, prepared by Groundwater Environmental Management Services Inc., dated June 7, 2024.
- Architectural Plans – Drawing Nos.: A0.00 to A0.06, A1.00, A1.02 to A1.11, A2.01 to A2.04, A3.01 to A3.03, A4.01, and A4.02, prepared by Giannone Petricone Associates Inc., dated June 7, 2024.
- Landscaping Plans – Drawing Nos.: L-0 to L-5, TP1, TP1.1, and TP1.2, prepared by North Design Office Inc., dated May 31, 2024.
- Public Utilities Plan – Drawing No.: PUP-01, prepared by Arcadis Professional Services (Canada) Inc., dated June 7, 2024.
- Functional Servicing and Stormwater Management Report, prepared by Arcadis Professional Services (Canada) Inc., dated June 7, 2024.
  - Servicing Report Groundwater Summary, prepared by Arcadis Professional Services (Canada) Inc., dated June, 2024. *(Included as an Appendix to the Functional Servicing and Stormwater Management Report)*
- Hydrogeological Report, prepared by Groundwater Environmental Management Services Inc., dated June 6, 2024.
- Hydrological Review Summary, prepared by Groundwater Environmental Management Services Inc., dated June 6, 2024.
- Foundation Drainage Exemption, prepared by Groundwater Environmental Management Services Inc., dated June 6, 2024.
- Toronto Green Standards Checklist.
- Transportation Report, prepared by BA Group, dated June 2024.

The comments and conditions are also based on the following documents which were provided in previous submissions of this Zoning By-Law Amendment application:

- Civil Exhibits – Drawing Nos.: SG-01 “Site Grading Exhibit”, and SS-01 “Site Servicing Exhibit”, prepared by IBI Group Professional Services (Canada) Inc., dated March 10, 2023.
- Plan of Survey, prepared by KRCMAR Surveyors Ltd., dated May 12, 2022.

The comments in this memorandum are in addition to those provided to date. The conditions supersede those in the memorandum dated May 15, 2023, for all Zoning By-Law Amendment conditions.

**Please advise me if any modifications are required to the conditions identified in this memorandum.**

**A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES, AND DRAWINGS**

**The Owner is required to amend the Studies and/or Drawings to address the following comments and submit/resubmit for review and acceptance by the Executive Director of Engineering & Construction Services, prior to approval of the Zoning By-law Amendment application.**

With the next submission, the Applicant shall provide a **Response Summary Letter** (or Table). The letter shall:

- Include each comment from Section A of this memo.
- Use the same headings and numbering as Section A of this memo.
- Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers.
- For any comments not addressed, provide a detailed explanation of why this was not done.

The Applicant shall also provide a **Revision Summary Letter** (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.

The Applicant may combine the two letters above into a single document.

**The Applicant shall note that Engineering & Construction Services will not be able to start reviewing the next submission or circulate it to our commenting partners until the above have been submitted. Failure to provide this information, organized in the manner indicated above, may result in delays to comments and approvals.**

**1. Transportation Services**

Nil.

**2. Solid Waste Management Services**

2.1. Revise all applicable plans to indicate and annotate the following:

- a) A garbage storage room for Tower A with a minimum floor area of 131.08 square metres.
- b) A garbage storage room for Tower B1 with a minimum floor area of 140.96 square metres. Currently when measured under scale only 87.19 square metres is provided.
- c) An oversized storage area of minimum floor area of at least 10 square metres for each Tower. It is encouraged that the oversized storage area be located within or with direct access to the loading area. Revised drawings must show the bulk storage room for Tower B2 as an enclosed room, separate from the staging pad.

- d) An additional 4.96 square metre, at a minimum, for the storage of household hazardous waste for Tower B1.

### **3. Engineering & Construction Services**

- 3.1. Revise the Functional Servicing and Stormwater Management Report as per the comments in Attachment 1.
- 3.2. Revise the Servicing Report Groundwater Summary form as per the comments in Attachment 2.
- 3.3. Revise the Hydrogeological Report as follows:
  - a) Date on the cover page is June 6, 2023, whereas throughout the rest of the report, the date is listed as June 6, 2024. Date of the report is to be consistent.
  - b) The groundwater sample is outdated. The sample taken must be within 9 months of the date of the report.
- 3.4. As of January 1, 2022, the Foundation Drainage Policy and Guidelines apply to all new development applications received by the City of Toronto under the Ontario Planning Act.

It is understood that the site is requesting an exemption to this policy. Please submit a completed Foundation Drainage Summary form as per the template provided as Attachment 3, as well as a supporting Foundation Drainage Technical Brief including exemption rationale. The Foundation Drainage Exemption letter prepared by Groundwater Environmental Management Services Inc., has been circulated to Toronto Water staff for review and comments will be provided under separate cover. However, a Foundation Drainage Summary form will be required by Toronto Water staff.

- 3.5. Submit a revised Hydrological Review Summary form as per the comments provided in Attachment 4.

### **B. PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS**

**The Owner is required, as (preliminary) condition of approval of the Zoning By-Law Amendment Application to:**

#### **1. Transportation Services**

- 1.1. Provide and maintain vehicular parking spaces in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law No. 89-2022, for Parking Zone A.
- 1.2. Provide and maintain accessible parking spaces in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law Nos. 1048-2022 and 579-2017.



- 1.3. Provide and maintain bicycle parking spaces and facilities in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law No. 839-2022.
- 1.4. Provide and maintain electric vehicle infrastructure in accordance with the requirements of Zoning By-law No. 569-2013, Chapter 200.5.1.10(14).
- 1.5. Include the following definitions in the Site Specific By-law for this project:
  - a) *Car-share* or *car-sharing* means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car sharing organization, including the payment of a membership fee that may or may not be refundable.
  - b) *Car-share parking* means a parking space that is reserved and actively used for car-sharing.
- 1.6. Provide and maintain loading spaces in accordance with the following minimums:
  - a) Phase 1:
    - One (1) Type A space
    - One (1) Type G space
    - One (1) Type C space
  - b) Phase 2:
    - One (1) Type G space
    - One (1) Type B space
    - Two (2) Type C spaces

## **2. Engineering & Construction Services**

- 2.1. Pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report, to be resubmitted for review and acceptance by the Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development.

## **C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS**

**The Owner is advised that the future Site plan Application is to address the following:**

### **1. Transportation Services**

- 1.1. The Owner be advised:
  - a) That following City Council approval of the Zoning By-law Amendment application a separate report may be submitted regarding the potential

exclusion of residents and visitors of the subject site from eligibility for on-street parking permits.

- b) All traffic signal design and installation will be the responsibility of the developer. The developer is required to submit acceptable signal drawings that are approved by the City prior to installation. Traffic signal device(s) must include the supply and installation of all signal components (pole bases, hand wells, conduit, etc.), all electrical work (including the arrangements and payment for disconnect inspection by the Electrical Safety Authority and connection by Toronto Hydro) and all traffic equipment (poles, traffic arms, accessible pedestrian signal units, vehicle and pedestrian heads, etc.) In the event that the traffic signal device(s) requires any interconnect to adjacent signals, it shall be the responsibility to have all underground civil and electrical work included. The developer will be responsible for the programming of the traffic controller cabinet and for the full traffic controller cabinet and programming costs. All work must be performed by one of the City of Toronto-approved Contractors. Any proposed work impacting the traffic plants/signals must be approved and coordinated (time and duration) through Traffic Systems Planning, Design and Capital Coordination. It is the responsibility of the applicant to have the required permits and approvals.
- c) The applicant may be required to prepare all documents to convey a Pedestrian Clearway Easement to the City to secure a 2.1 metre wide pedestrian clearway along Dundas Street West, such lands to be free and clear of all other physical obstructions and encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor.
- d) The applicant will be required to submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee and trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement Section, including payment of the necessary fees.
- e) That a separate application must be made to the General Manager, Transportation Services for permits to carry out any works involving construction in, or occupancy of the abutting rights-of-way.
- f) Approval from Transportation Services is required for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The Owner must contact Street Furniture Management to co-ordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are third-party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If

clarification is required on how the above standards will apply to this site, the Owner can contact Street Furniture Management at [streetfurniture@toronto.ca](mailto:streetfurniture@toronto.ca). For all other works within the public right-of-way, the Owner can contact Right-of-Way Management, Toronto & East York District, Construction Activities, at 416.392.7877.

- g) To submit costs for the installation of the any proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of \$433.92/unit, including HST. The certified cheque must be made payable to the Treasurer, City of Toronto & forwarded to the attention of:

Rohan Majmudar  
Transportation Services, Public Realm  
Street Furniture Management  
433 Eastern Avenue  
2nd Floor, Block B  
Toronto, ON M4M 1B7  
Tel: 416.338.5406  
[Rohan.Majmudar@toronto.ca](mailto:Rohan.Majmudar@toronto.ca)

- h) Prior to site plan approval, the applicant will be required to secure the shared/mutual access agreement for the proposed shared driveway configuration between the subject site and the Metrolinx lands to the south (including the existing pick-up/drop-off area).
- i) Prior to site plan approval, the applicant will be required to submit detailed signal drawings and a letter of credit (amount to be determined) for the installation of Accessible Pedestrian Signals (APS) and any other required signal-related infrastructure modifications/installations at the intersection of the existing site driveway and Dundas Street West, to the satisfaction of the General Manager, Transportation Services.
- j) Prior to site plan approval, the applicant must submit an acceptable functional plan and payment in the form of a certified cheque (amount to be determined later) for any pavement marking and signage additions and modifications required along Dundas Street West and at the site driveway, to the satisfaction of the General Manager, Transportation Services.
- k) Prior to site plan approval, the applicant must submit acceptable documentation detailing whether a car-share provider has been secured for the proposed two (2) car-share parking spaces, what arrangements, if any, have been made as to whether the future residents of the project will be given exclusivity over the use of the car-share vehicles.

1.2. In conjunction with the future Site Plan Control application for this project, it will be necessary to:

- a) Label/provide tactile walking surface indicator (TWSI) plates at all four corners of Dundas Street West and the site driveway, aligned with the pedestrian crossings.
- b) Illustrate the locations (and any required relocations) of all street furniture and utility items along the Dundas Street West, including hydro poles, light standards, fire hydrants, and other streetscape features, to ensure an unobstructed minimum 2.1 metre wide pedestrian clearway.

- 1.3. Additional comments with respect to site circulation and layout, access to the proposed parking and loading facilities, streetscape/landscape and site access arrangements will be provided as part of the site plan review process.

## **2. Solid Waste Management Services**

- 2.1. Additional comments and/or conditions from Solid Waste Management Services will be provided as part of the future Site Plan Control review process for this development.
- 2.2. In conjunction with the future Site Plan Control application, it will be necessary to:
  - a) Revise applicable plans to indicate and annotate two collection vehicle movement diagrams. The first is a front-end load collection vehicle that has a length of 10 metres and a width of 2.4 metres. The second is a rear-pack collection vehicle that has a length of 12 metres and a width of 2.4 metres. Both trucks must have a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site, and entering/exiting the type G loading space. These collection vehicles must be shown entering/exiting the site in a forward motion with no more than a three-point turn on site to turn around. 10m VMD is missing.
  - b) The planned movement of the collection vehicle drives over the pedestrian connection to the proposed sidewalk. Revise applicable plans to indicate a warning system to caution pedestrian and motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs. Revised drawings must show the location of the warning system.
  - c) Revise applicable plans to indicate and annotate that the staging pads are level (+/-2%) and are constructed of a minimum of 200 mm reinforced concrete. This is to be demonstrated for all Towers.
- 2.3. As a condition of Site Plan Approval, the Owner will be required to provide a letter certified by a professional engineer that states in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:
  - a) Design Code - Ontario Building Code
  - b) Design Load - City bulk lift vehicle in addition Building Code requirements
  - c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds

## **3. Fire Services**

- 3.1. Comments and/or conditions from Fire Services will be provided as part of the future Site Plan Control review process for this development.
- 3.2. Further details for the fire access route to tower B1 may be required as part of the future Site Plan Control review process.

#### 4. Engineering & Construction Services

- 4.1. Additional comments regarding grading, servicing, and stormwater management will be provided as part of the future Site Plan Control review process for this development.
- 4.2. All revisions must comply with the following documentation:
  - a) City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website:  
<https://www.toronto.ca/wp-content/uploads/2021/01/8cbc-ecs-specs-dcm-design-criteria-sewers-watermains-Jan22-2021.pdf>
  - b) City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website:  
<https://www.toronto.ca/wp-content/uploads/2017/11/9191-wwfm-guidelines-2006-AODA.pdf>
  - c) City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website:  
[https://www.toronto.ca/wp-content/uploads/2017/11/98e1-ecs-specs-wmm-water\\_meter\\_manual\\_binder\\_April\\_16\\_2012.pdf](https://www.toronto.ca/wp-content/uploads/2017/11/98e1-ecs-specs-wmm-water_meter_manual_binder_April_16_2012.pdf)
- 4.3. As part of the future Site Plan Control application, revise the drawings and reports to address the following comments:
  - a) Landscape Plans to address the following:
    - i. Limits of the soil cells are to be shown on the plans. There must be minimum 1 m horizontal separation distance between soil cells and existing/proposed services to allow for future repairs or replacements.
    - ii. Cross sections of municipal boulevards are required to indicate and annotate the property line, pedestrian clearway, soil cells, and separation distances to municipal services/utilities. Ensure existing and proposed services within the boulevard are shown on the cross sections. Ensure compliance with the City's Design Criteria for Sewers and Watermains (vertical and horizontal separation distances outlined in Appendix D) and City's Municipal Consent Requirements (vertical and horizontal separation distances outlined in Appendix O).
    - iii. Show and label a proposed continuous construction joint along the entire property line for the subject site. Also, include the construction joint on all applicable detailed cross-sections.
    - iv. Reference applicable City of Toronto standards as required for proposed municipal curb/sidewalk/driveways/etc.
    - v. Provide two (2) structural engineers' stamps, signed and dated, on the Landscape Plans that relate to suspended concrete over soil systems to confirm that the design of the sidewalk, together with the underlying soil cell system and soils, are able to withstand vehicular loading

pursuant to the current version of the Canadian Highway Bridge Code. Note that this includes any City standard depicting the suspended soil system. The two (2) stamps must be accompanied by the following notation:

"The design of the sidewalk, together with the underlying soil cell system and soils, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Code."

- b) The stormwater management report, site servicing, grading and drainage plans must be submitted with the future Site Plan application for the development to address the following:
  - i. Clarify how the water balance volume will be reused within 72 hours as required by Wet Weather Flow Management Guidelines. Please note that dog / bike / amenity / walkway washing / use for cooling towers, etc. are not considered as part of meeting the water balance requirements.
  - ii. Include schematics and details of the proposed underground storage tanks. The schematic should include details showing location, profile and dimensions of the tank, inlet and outlet pipes and their inverts, active and passive water levels and maximum water level, emergency overflow mechanisms, orifices to control the release rate, etc.
  - iii. Existing municipal fire hydrant along Dundas St W boulevard is in conflict with the required pedestrian clearway.
  - iv. As the buildings are proposing to share one SWM facility, each tower/podium is to have its own stormwater collection pipe system and each collection pipe system to have its own monitoring system installed. Show on the site servicing drawing the location of all stormwater collection pipe monitoring systems, to the satisfaction of the Executive Director, Engineering & Construction Services in consultation with the General Manager, Toronto Water.
  - v. As manufactured treatment devices will be needed, a Manufactured Treatment Device Summary Form for each device is to be completed and included as an appendix in the stormwater management report at Site Plan Control. The summary form template can be found online here: <https://www.toronto.ca/wp-content/uploads/2023/01/84d5-SubReq-MTD-Summary-Form-19Jan23.pdf>
- c) Site Servicing Plan to include the following notes:
  - i. "The building storm and sanitary systems shall be designed to be able to operate under municipal sewer surcharge conditions."
  - ii. "The method of installation for the proposed service connections will be at the discretion of Toronto Water."

- iii. "Existing connections no longer in use shall be disconnected by Toronto Water at the Owner's cost."
  - iv. "The location of the water meter shall be to Toronto Water's satisfaction."
  - v. "The Owner is required to install and maintain a premise isolation device for all applicable water services in accordance with Toronto Municipal Code, Chapter 851 Water Supply, the building code, and CSA B64 series standards."
  - vi. "The limits of construction within the City's right-of-way are at the discretion of the City inspector."
  - vii. "Prior to commencing any work within the municipal right-of-way the contractor, developer, or consultant will obtain all necessary road occupancy permits from the City's Right-of-Way Management Unit."
  - viii. "Be advised that should any party, including the applicant or any subsequent Owner, apply for more than one Condominium Corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."
- 4.4. As a condition of site plan approval, the Owner may be required to enter into a Municipal Infrastructure Agreement (MIA) for the proposed municipal servicing work related to the potential laneway catchbasin redirections from the combined sewer the to storm sewer.
- 4.5. Prior to the issuance of a construction permit for work within the public rights-of-way (as part of a separate Streetscaping Application), the Owner must submit an Irrevocable Letter of Credit in an amount to be determined to guarantee the work to be undertaken and a certified cheque in an amount to be determined, made payable to Treasurer, City of Toronto, to cover the cost of engineering and inspection fees related to same.
- 4.6. Submit an application to Toronto Water (Environmental Monitoring & Protection Unit) for any permanent dewatering system that is required for the building, and enter into an agreement and/or permit to discharge groundwater as required by the General Manager, Toronto Water.
- 4.7. The Owner will be required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right-of-way after acceptance of the Stormwater Management Report, Site Grading Plan and Site Servicing Plan.

- 4.8. The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment, Conservation, and Parks, all wet taps performed on City watermain must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at:  
[https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecs-specs-pipespecs-Wet\\_Tap\\_Procedure\\_Notice\\_Jun2017.pdf](https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecs-specs-pipespecs-Wet_Tap_Procedure_Notice_Jun2017.pdf).
- 4.9. The applicant is required to contact municipal numbering staff at [municipaladdress@toronto.ca](mailto:municipaladdress@toronto.ca) to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see the following link for details:  
<https://www.toronto.ca/city-government/planning-development/municipal-numbering-of-a-property>

The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and/or water service connection (as applicable).

## **5. Others**

- 5.1. Toronto Hydro Approval  
The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416.542.8000 or [utility.relocations@torontohydro.com](mailto:utility.relocations@torontohydro.com) for comments and cost estimates for required fieldwork.
- 5.2. Utilities  
The Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.

## **D. BACKGROUND**

### **TRANSPORTATION SERVICES**

#### Roadways and Laneways

There is no additional land required for Dundas Street West, as the requirement of a 20 metre wide right-of-way has been satisfied. Likewise, no additional land is required for Dundas Street West, as it is not identified in the Official Plan as a road to be widened. There are no public lanes abutting this property.



### Driveway Access and Site Circulation

Vehicular access to the site will use the current site driveway on Dundas Street West at the existing traffic signal controls. This driveway will continue to extend through the site via a private road network. As such, the site driveway will provide access to the on-site underground parking garage and loading areas. In addition, a connection to the existing pick-up/drop-off (PUDO) loop for the Bloor GO Station and UP Express in the southeast corner of the site will be maintained.

As per the settlement between the applicant and Metrolinx, a surface easement (Instrument No. AT3576186) will be granted through the site, in favour of Metrolinx, for access to and from the railway corridor, station, and associated facilities, including access to the PUDO. As previously noted, these rights will be formalized as part of the Site Plan Control review and subsequent Site Plan Agreement.

As per the submitted site and landscape plans, the existing driveway is to be reconstructed to connect with the traffic signal controls on Dundas Street West as part of a standard signalized intersection design. This includes the provision of tactile walking surface indicator (TWSI) plates on the east side of Dundas Street West. Given the proposed scale of the development and reduced parking, Transportation Services requires the following be installed by the applicant at the existing signalized intersection to bring it into AODA compliance:

- The installation of TWSI plates on the west side of Dundas Street West for the north and south leg pedestrian crossings;
- The installation of zebra pedestrian crossing markings on the east leg of the intersection at Dundas Street West; and
- The installation of Audible Pedestrian Signals (APS) in accordance with the current minimum standards for signalized intersections.

It is noted that a functional plan (with pavement marking and signage) will be required, along with a payment (in an amount to be determined) for the installation of any new/modified pavement marking/signage.

For the required traffic signal work, a detailed signal drawing will be required to be submitted to the Traffic Signal Planning, Design, and Capital Coordination (TSPDCC) unit, which identifies the installations/modifications required at the existing signal. This could include a replacement of the traffic controller cabinet (depending on the space in the cabinet) and will likely require an upgrade to the detection system to “overhead detection” for the site driveway. Further comments will be provided based on the submission of the required signal plans.

Additional comments related to site access arrangement, site circulation and layout and the design of the proposed site entrance driveways will be provided through the site plan review process.

### Traffic Impact Assessment

In support of the proposal, the applicant’s transportation consultant, BA Group, previously submitted a Transportation Impact Study, dated March 2023. In this study the consultant estimated that the proposed development will generate approximately 210, 265 and 325 two-way vehicular trips during the AM, PM and Saturday peak hours, respectively. This

includes the net change between the existing and proposed uses and considers the new trips generated by the proposed residential, employment, and grocery store uses, along with the maintained PUDO area to the south of the site.

As part of the revised proposal, BA Group submitted an updated study, dated June 2024, which documented the changes to the proposal, including its overall increase in residential units (from 873 to 1,214 dwelling units) and relatively stable proposed parking supply. As noted in Tables 12 to 17 of the updated report, the projected trip generation is based on Transportation Tomorrow Survey (TTS) data and proxy site data collected at similar sites. The proposed development is now projected to generate 255, 345, and 430 two-way vehicle trips during the AM, PM, and Saturday peak hours, respectively.

Of this total, approximately 155-230 trips are associated with the residential uses, 40-180 trips are associated with the grocery store use, and 5-10 trips are associated with the proposed employment uses on-site. It is noted that approximately 10-50 peak hour trips are projected for the maintained PUDO area connected to the site, based on a review of observed operations at the current facility.

For the future traffic analyses, the report documents the various model calibrations undertaken to assess current and future road conditions accurately, and to comply with City's TIS and Synchro Guidelines. As summarized in Tables 23-25, the adjacent area intersections are projected to operate with acceptable levels of service (LOS). As such, the consultant concludes that the projected development traffic can be acceptably accommodated on the adjacent road network.

It is noted that since the time of the original study, there have been changes to the area background developments. However, Transportation Services can accept that these potential changes to future vehicular trip generation will not materially change the overall results of the traffic analyses. In all, based on the study methodology and the results of the future traffic analyses within the site context, Transportation Services accepts the conclusions of the submitted report with regards to vehicular traffic impacts.

#### Toronto Green Standard

The Toronto Green Standard (TGS) Version 4.0 applies to the site since the application for the development proposal was received by the City of Toronto on or after May 1, 2022. Tier 1 of the TGS is mandatory, while Tier 2 is voluntary.

#### *AQ 1.1 Single-Occupant Auto Vehicle Trips*

Reduce single-occupancy auto vehicle trips generated by the proposed development by 25 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. The applicant must demonstrate compliance with this requirement by completing the following:

1. Revise the site plan drawings to explicitly identify all applicable physical site infrastructure that is proposed in order to achieve the above objective; and
2. Provide acceptable documentation that describes and quantifies all site-specific measures that will be adopted to achieve the above objective and demonstrates compliance with the required single auto vehicle trip reduction requirement by providing certified estimates in this regard for each measure.

As part of the original transportation study, the consultant documented potential transportation demand management (TDM) strategies while noting the reduced parking supply within the existing transportation context of the proposal. Transportation Services has identified the required TDM items for the revised proposal. However, in all, this requirement has been satisfied by the proposal and study.

#### *AQ 1.2 Electric Vehicle Infrastructure*

Parking spaces must be equipped with an energized outlet, which is clearly marked and identified for electric vehicle charging, in accordance with Zoning By-law No. 569-2013, as amended. Tier 1 requirements for 100 percent resident parking spaces and 25 percent non-resident spaces to be EV-ready.

**Table 3: Minimum EV Space Requirements – By-law No. 569-2013**

| <b>Use</b>              | <b>Parking Spaces Proposed</b> | <b>Percent Required</b> | <b>EV Spaces Required</b> | <b>EV Spaces Provided</b> |
|-------------------------|--------------------------------|-------------------------|---------------------------|---------------------------|
| Residential             | 100                            | 100%                    | 100                       | 100                       |
| Visitor/Non-Residential | 72                             | 25%                     | 18                        | 72                        |
| <b>Total</b>            |                                |                         | <b>118</b>                | <b>172</b>                |

Based on the above, 118 EV spaces are required. Based on the site plan submitted, 172 EV spaces are provided. Therefore, this requirement has been satisfied in the current drawings.

#### *AQ 2.1 Bicycle Parking Rates*

Provide bicycle parking rates, spaces and shower and change facilities in accordance with the Bicycle Parking Space Regulations, Chapter 230 of the City-wide Zoning By-law. Refer to the City of Toronto's Guidelines for the Design and Management of Bicycle Parking Facilities for best practice design.

Long-term (occupant) bicycle parking spaces are bicycle parking spaces for use by the occupants or tenants of a building. Short-term (visitor) bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

A total of 1,373 bicycle parking spaces are provided, including 1,107 long-term spaces and 266 short-term spaces. As such, in principle, the proposed bicycle parking on-site meets the above-noted minimum requirement.

#### *AQ 2.2 Long-term Bicycle Parking Location*

Long-term bicycle parking must be provided in a secure controlled-access bicycle parking facility or purpose-built bicycle locker on the first or second storey of the building or on levels below ground commencing with the first level below ground.

Long-term bicycle parking may be provided on levels below ground, starting on the first level below grade and moving down, in one-level increments, when at least 50 percent of the area of that level is occupied by bicycle parking spaces until all required bicycle parking spaces have been provided. Calculate 50 percent of the net area of the parking

level (deduct required areas such as elevator shafts, drive aisles and mechanical rooms).

From the submitted plans, the proposed bicycle parking rooms are provided at-grade or the mezzanine/first floor of the proposed site. In principle, this satisfies this requirement.

#### *AQ 2.3 Short-term Bicycle Parking Location*

Locate short-term bicycle parking in a highly visible and publicly accessible location at grade or on the first parking level of the building below grade.

A short-term bicycle parking space must be no more than 30m from a pedestrian entrance to the principal building on the lot. Where bicycle parking is located on or below the second parking level of the building below-ground, provide at least one elevator accessible to bicycles with direct access to each level where bicycle parking is located. The location and dimensions of the elevator must facilitate easy access for bicycles.

From the submitted plans, the proposed bicycle parking rooms are provided at-grade or the mezzanine/first floor of the proposed site. In principle, this satisfies this requirement.

#### *AQ 2.4 Electric Bicycle Infrastructure*

At least 15 percent of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120V) adjacent to the bicycle rack or parking space.

The number of electric bicycle parking spaces is included as part of the total required bicycle parking rate. Locate the Energized outlet at a maximum distance of 1100 mm from the bike rack to accommodate the typical manufacturer-supplied power cord. Label the required long-term bicycle parking spaces and electric bicycle charging spaces clearly for users.

Since 1,107 long-term bicycle parking spaces are provided, a minimum of 166 EV-equipped bicycle parking spaces are required. Based on the submitted plans, 167 EV bicycle spaces are provided, which meets the minimum requirement.

#### *AQ 2.5 Shower and Change Facilities*

Provide shower and change facilities consistent with the rate identified in Chapter 230 of the City-wide Zoning By-law. Given the minimum non-resident long-term bicycle parking requirements, the overall site requires a minimum of one (1) shower/change facility.

The revised plans illustrate shower and change facilities, consistent with the rate identified in Chapter 230 of the City-wide Zoning By-law. In principle, this satisfies the minimum requirement and is acceptable to Transportation Services.

#### *AQ 2.6 Publicly Accessible Bicycle Parking*

For all uses within 500 metres of the transit station entrance, provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at grade on the site or within the public boulevard in addition to bicycle parking required under AQ 2.1. Bicycle parking should be weather-protected and secure.

As noted on the plans, a total of 10 additional parking spaces are maintained within the public boulevard of Dundas Street West, which meets the minimum requirement. While no further obligation for public bicycle parking in the right-of-way is required, Transportation Services notes the length of the site frontage and requests the applicant review opportunities to provide additional bicycle spaces.

### *AQ 3.2 Sidewalk Space*

Provide a context-sensitive pedestrian clearway that is a minimum of 2.1 metre wide, to accommodate the pedestrian flow safely and comfortably.

The provided landscape plans indicate a typical pedestrian clearway of 2.1 metres along Dundas Street West. However, this clearway does not appear consistent and unobstructed throughout the entire site frontage. As such, additional revisions will be required as part of the Site Plan Control application.

### Transportation Demand Management (TDM) Plan

In accordance with the policies in the City's Official Plan, Toronto Green Standard (TGS) – Version 4, and Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate travel demand management programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development.

Be advised, that TDM measures exclude parking management strategies, the City's policy/zoning by-law/TGS Tier 1 requirements and promotional/educational strategies.

To promote alternate modes of transportation on the site, the applicant will be required to submit financial contributions in the form of certified cheques and/or provide additional documentation for the implementation of this plan. Based on the Transportation Impact Study by BA Group, dated June 2024, the proposed TDM measures include:

- (a) Car-share Spaces and Vehicles – A minimum of two (2) car-share spaces and vehicles on-site. At this time, Transportation Services requests that the applicant review if additional car-share spaces can be provided on-site; and
- (b) Bike-share Station – Provide a financial contribution for installation of an electric Bike Share station (\$85,000 each) on-site or in the surrounding area.

To enhance the above TDM plan, additional measures should be considered, as listed below:

- (a) Car-share Membership – Provide a one-year pre-paid car-share membership to each unit owner;
- (b) Bike-share Membership – Provide a one-year pre-paid bike-share membership to each unit owner;
- (c) Preloaded Transit Pass – Provide one pre-paid PRESTO card per unit, preloaded with the value of a monthly pass;
- (d) Bike Repair Station – Provide a minimum of one (1) bicycle repair station per residential building/tower, plus one (1) additional bicycle repair station in a publicly accessible location. The number, locations and dimensions will need to be specified on the plans; and

- (e) Real-time Transportation Screen – Provide a transit screen displayed in the lobby of each building. It provides real-time information on transit schedules, walking and cycling routes amongst other items.

The above TDM measures will be secured through the Site Plan Agreement, as noted in the Conditions above. TDM provisions are subject to change as the development review process continues. The applicant is advised that the Transportation Planning Section of the City Planning Division may provide separate comments related to the matters under their jurisdiction.

### Encroachments

The submitted site and landscape plans do not appear to show any structural encroachments in the public rights-of-way along Dundas Street West. As noted, however, additional review will be required to secure the appropriate unobstructed pedestrian clearway, which will likely have to encroach onto private property in order to secure and provide the minimum 2.1 metre width.

This will be reviewed further as part of a future Site Plan Control application, with additional comments related to any proposed encroachments illustrated on the plan or section drawings to be provided at that time.

### Vehicular Parking

The proposed development includes an overall parking supply of 174 spaces, consisting of 100 spaces for residents, 72 spaces for non-residential (shared visitors and commercial use), and two (2) spaces for car-share. Included within this parking supply would be 21 accessible parking spaces, distributed proportionally between the different uses. These parking spaces would be located within a one-level underground garage for each phase of the development as follows:

#### *Phase 1 (Tower A):*

- Resident Parking = Zero (0) spaces;
- Shared Visitor & Commercial Parking = 72 spaces (including four [4] accessible spaces);
- Car-Share Parking = Two (2) spaces;

#### *Phase 2 (Tower B1 & B2):*

- Resident Parking = 100 spaces (including 17 accessible spaces); and
- Shared Visitor & Commercial Parking = Zero (0) spaces.

The parking space requirements for this site are governed by City of Toronto Zoning By-law 569-2013, as amended by By-law 89-2022, for Parking Zone A. As such, the development is subject to the parking requirements outlined in the table below.

**Table 1: Vehicular Parking Requirements – Zoning By-law 569-2013 (PZ A)**

| Land Use                                   | Units/GFA  | Minimum/Maximum/Effective Rates  | Minimum Spaces <sup>1</sup> | Maximum Spaces <sup>1</sup> | Effective Spaces <sup>1</sup> |
|--|--|--|-----------------------------|-----------------------------|-------------------------------|
| <b>Residential</b>                         |  |  |                             |                             |                               |
| Bachelor                                   | 185 units  | 0 / 0.3 / 0.3 per unit   | 0                           | 55                          | 55                            |
| 1-Bedroom                                  | 656 units  | 0 / 0.5 / 0.5 per unit   | 0                           | 328                         | 328                           |
| 2-Bedroom                                  | 251 units  | 0 / 0.8 / 0.8 per unit   | 0                           | 200                         | 200                           |
| 3-Bedroom                                  | 122 units  | 0 / 1.0 / 1.0 per unit   | 0                           | 122                         | 122                           |
| <b>Subtotal (Residential)</b>              |  |  | 0                           | 705                         | 705                           |
| <b>Non-Residential</b>                     |  |  |                             |                             |                               |
| Residential Visitor                        | 1,214 units  | 2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit <sup>2</sup> / 0.1 per unit | 14                          | 125                         | 121                           |
| Commercial Office                          | 2,409 sq. m  | 0 / 0.8 / 0.4 per 100 sq. m  | 0                           | 19                          | 9                             |
| Grocery Store and Commercial Retail        | 3,868 sq. m  | 0 / 3.5 / 1.0 per 100 sq. m  | 0                           | 135                         | 38                            |
| <b>Subtotal (Non-Residential)</b>          |  |  | 14                          | 279                         | 168                           |
| <b>Total Minimum Spaces</b>                |  |  | <b>14</b>                   |                             |                               |
| <b>Total Maximum Spaces</b>                |  |  |                             | <b>984</b>                  |                               |
| <b>Total Effective Spaces</b>              |  |  |                             |                             | 873                           |
| <b>Minimum Number of Accessible Spaces</b> | For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required. |  |                             |                             | <b>21</b>                     |

1. Where a parking requirement results in a number containing a fraction, Zoning By-law 569-2013 requires that it be rounded down to the nearest whole number (except when less than one space).

2. Condensed for brevity – maximum visitor parking rate is 1.0 per unit for the first five (5) units and 0.1 per unit for the sixth and subsequent units.

Based on the application of Zoning By-law 569-2013 (Parking Zone A), the development requires a minimum of 14 residential visitor spaces and 21 accessible spaces and is permitted a maximum of 705 residential parking spaces and 279 non-residential spaces.

Therefore, the proposed supply of 174 parking spaces, including 100 resident spaces, 72 non-residential spaces (shared visitor and retail spaces), and two (2) car-share spaces satisfies the by-law requirements. The proposed 21 accessible parking spaces meet the Zoning By-law 569-2013 requirements. As such, the proposed parking supply is acceptable in principle.

In general, the design of the parking garage, as depicted in the provided plans, appears to be acceptable to Transportation Services. All parking spaces and drive aisles appear to comply with the dimensional requirements of Zoning By-law 569-2013. As part of the Site Plan Control review, additional provisions (e.g. physical separation between resident/non-resident parking, convex mirrors, and on-site pavement marking/signage) will be required to be provided/labelled on the plans.

Additional comments related to the parking supply layout, access to the parking spaces and other site design matters related to the parking will be provided through the site plan review process.

### Bicycle Parking

The bicycle parking requirements for this site are governed by City of Toronto Zoning By-law 569-2013, Bicycle Zone 1, as outlined below.

**Table 2: Bicycle Parking Requirements – Zoning By-law 569-2013**

| Land Use        | Units/GFA   | Minimum Rate             |                   | No. of Spaces Required <sup>1</sup> |              |
|-----------------|-------------|--------------------------|-------------------|-------------------------------------|--------------|
|                 |             | Short-term               | Long-term         | Short-term                          | Long-term    |
| Residential     | 1,214 units | 0.2 per unit             | 0.9 per unit      | 243                                 | 1,093        |
| Office          | 2,409 sq. m | 3 plus 0.2 per 100 sq. m | 0.2 per 100 sq. m | 8                                   | 5            |
| Retail          | 1,005 sq. m | 3 plus 0.3 per 100 sq. m | 0.2 per 100 sq. m | 7                                   | 3            |
| (Other Uses)    | 2,863 sq. m | none                     | none              | 0                                   | 0            |
| <b>Subtotal</b> |             |                          |                   | <b>258</b>                          | <b>1,101</b> |
| <b>Total</b>    |             |                          |                   | <b>1,359</b>                        |              |

1. If the calculation of the minimum bicycle parking spaces for all uses results in a fraction of a bicycle parking space being required, the number of required bicycle parking spaces must be rounded up to the next whole number.

A total of 1,373 bicycle parking spaces are proposed, including 1,107 long-term spaces and 266 short-term spaces, which meets the above-noted minimum requirement. All long-term bicycle parking is situated on the ground and first (mezzanine) level. Additionally, short-term parking will be available on the ground level of the site. In principle, Transportation Services accepts the proposed parking supply and layout.

As noted, Chapter 230.5.1.10(12) requires a minimum of four (4) bicycle repair station to be provided on-site. Based on the plans, four (4) bicycle repairs stations are provided. The location and dimensions of the bicycle repair station must be clearly labelled on the plans.

### Loading

A total of seven (7) loading spaces are required (with sharing), comprising one (1) Type A, two (2) Type B, three (3) Type C, and one (1) Type G loading space, as per Zoning By-law No. 569-2013. The proposed development includes the following loading supply for each phase:

#### *Phase 1 (Tower A):*

- One (1) Type A loading space;
- One (1) Type C loading space;
- One (1) Type G loading space;



*Phase 2 (Tower B1 & B2):*

- One (1) Type B loading space;
- Two (2) Type C loading space; and
- One (1) Type G loading space.

The site is subject to the loading requirements of Zoning By-law No. 569-2013, as summarized below in Tables 3 and 4 for Phase 1 and 2 of the overall proposal.

**Table 3: Loading Space Requirements (Building A/Phase 1) – Zoning By-law 569-2013**

| Land Use                                 | Units/GFA   | Loading Spaces Required |        |          |          |          |
|--|-------------|-------------------------|--------|----------|----------|----------|
|  |             | Type A                  | Type B | Type C   | Type G   | Total    |
| Residential                              | 458 units   | -                       | -      | 1        | 1        | 2        |
| Retail                                   | 456 sq. m   | -                       | -      | -        | -        | 0        |
| Grocery                                  | 2,863 sq. m | 1                       | 1      | -        | -        | 2        |
| Total (Without Sharing)                  |             | 1                       | 1      | 1        | 1        | 4        |
| <b>Total (With Sharing) <sup>1</sup></b> |             | <b>1</b>                |        | <b>1</b> | <b>1</b> | <b>3</b> |

1. As per Zoning By-law 569-2013 clauses 220.5.10.1(9)(A), 40.10.90.1(1), and 40.10.90.1(2) for a CR zone in Policy Area 1.

As shown on the plans and given the above requirements for Tower A, the proposed loading supply of one (1) Type A, one (1) Type G, and one (1) Type C loading spaces meets the by-law requirement.

Vehicle maneuvering diagrams (VMDs) have been provided, illustrating the forward motion of a truck entering and exiting the site and using the proposed loading spaces. As such, the configuration of the loading spaces is acceptable.

**Table 4: Loading Space Requirements (Building B1 & B2/Phase 2) – Zoning By-law 569-2013**

| Land Use                                | Units/GFA   | Loading Spaces Required |          |          |          |          |
|---|-------------|-------------------------|----------|----------|----------|----------|
|   |             | Type A                  | Type B   | Type C   | Type G   | Total    |
| Residential                             | 756 units   | -                       | -        | 1        | 1        | 2        |
| Office                                  | 2,409 sq. m | -                       | 1        | 2        | -        | 3        |
| Retail                                  | 549 sq. m   | -                       | 1        | -        | -        | 1        |
| Total (Without Sharing)                 |             | -                       | 2        | 3        | 1        | 6        |
| <b>Total (With Sharing)<sup>1</sup></b> |             |                         | <b>1</b> | <b>2</b> | <b>1</b> | <b>4</b> |

1. As per Zoning By-law 569-2013 clauses 220.5.10.1(9)(A), 40.10.90.1(1), and 40.10.90.1(2) for a CR zone in Policy Area 1.

As shown on the plans and given the above requirements for shared loading space for Tower B1 and Tower B2, the proposed loading supply of one (1) Type G, one (1) Type B, and two (2) Type C loading spaces meets the by-law requirement.

In all, vehicle maneuvering diagrams (VMDs) have been provided, illustrating the forward motion of a truck entering and exiting the site and using the proposed loading spaces. In principle, Transportation Services accepts the proposed loading supply and configuration.

To improve vehicular and pedestrian safety in the immediate area, vehicular warning systems will be required that informs drivers exiting the underground parking garage that trucks are turning at the top of the primary access ramp and within the internal driveway when the signals are flashing. Documentation may be required on the type of warning system used and how it will be activated. A notation will be required to be provided on the plans for these provisions.

As well, trained building maintenance people will be required to assist large vehicle operators with turning manoeuvres to and from the loading spaces by controlling pedestrians, cyclists, and other vehicular activity in the immediate area. A notation will be required to be provided on the plans for this provision.

The applicant is advised that in order for the loading spaces to serve both the proposed residential and non-residential uses within the project, appropriate internal service corridors/connections and easements will be required as a condition of site plan approval.

The applicant is advised that the proposed loading space arrangement and swept path is subject to the approval of Solid Waste Management Services.

Additional comments and/or requirements pertaining to the location and layout of the proposed loading space supply, and access thereto, will be provided through the site plan review process.

#### Work Within the Public Right-Of-Way

The site plan and landscape drawings must be designed to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines, which stipulate among other things, the following:

- A 0.2 metre wide curb;
- A minimum 0.6 metre wide buffer strip along the curb edge;
- A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.5 metres required for tree planting).
- A minimum 2.1 metre wide Pedestrian Clearway along Dundas Street West
- Additional setback area for a marketing zone, if desired.

For Dundas Street West, the submitted landscape plans illustrate a typical minimum 2.1 metre wide unobstructed pedestrian clearway. However, as per the submitted site and landscape plans, this 2.1 metre clearway appears to be deficient and/or pinched at various locations along the site frontage. Along the southern section of the site, due to various existing obstructions and the location of the property line, the pedestrian clearway of 2.1 metres does not appear to be provided. In addition, the pedestrian storage/landing space at the corners of the site driveway signalized intersection does not appear to be clearly delineated as public concrete sidewalk.

As such, the applicant will be responsible for all costs associated with the relocation (or removal) of obstructions within the required minimum pedestrian clearway. This includes street furniture and utility items (e.g. light standards, hydro poles, signal infrastructure, fire hydrants, etc.). As part of the Site Plan Control application, these relocations and/or removals must be clarified and a consistent/unobstructed 2.1 metre wide pedestrian

clearway must be labelled/provided on the plans. This public sidewalk must be clearly delineated by concrete sidewalk.

For any portions of the 2.1 metre wide pedestrian clearway that cannot be provided within the existing public right-of-way width along Dundas Street West, a Pedestrian Clearway Easement will be required to secure this total width on private land. These areas must be identified on the site and landscape plans, and an acceptable R-plan identifying these parts will be required to be submitted.

The Owner will be financially responsible for all proposed work within the municipal boulevard, as identified on the approved drawings, including but not limited to the reconstruction of the site frontages along Dundas Street West, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

## **SOLID WASTE MANAGEMENT SERVICES**

### Residential Component Service Eligibility – Tower A

Based upon the information available, Solid Waste Management will provide front-end compacted garbage, recycling, and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

### Residential Component Service Eligibility – Tower B1/B2

Based upon the information available, Solid Waste Management will provide front-end compacted garbage, recycling, and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

### Non-Residential Component Service Eligibility – All Buildings (Retail, Commercial, and Work portion of the Live/Work units)

Based on the information provided, the non-residential component of the development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.

### Toronto Green Standard

Solid Waste TGS Tier 1: SW 1.1, 1.3, and 1.4 have been satisfied. SW 1.2 and 1.5 have not been satisfied.

## **ENGINEERING & CONSTRUCTION SERVICES**

### Construction Dewatering, Private Water Drainage System, Groundwater Discharge

Please be advised the Foundation Drainage Policy and Guidelines will apply to all new development applications received by the City of Toronto under the Ontario Planning Act, including all new Official Plan Amendments, Zoning By-Law Amendments, Plan of Subdivision applications, as well as new Site Plan Control applications, except for Committee of Adjustment applications, starting January 1, 2022. Please refer to the City website for the policy, guidelines and other information: <https://www.toronto.ca/services-payments/water-environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/>

Discharge of Private Water (including but not limited to groundwater, construction wastewater, etc.) directly or indirectly into City's sewage works is prohibited under Toronto Municipal Code (MCC) Chapter 681 – Sewers, unless the subject property has obtained discharge approval in the form of a Discharge Agreement under MCC 681-6 from Toronto Water, Environmental Monitoring and Protection Unit.

If the Owner wishes to discharge groundwater to the City's sewers, the Owner must apply and obtain short-term discharge approval from Toronto Water, Environmental Monitoring and Protection Unit.

In the absence of a short-term discharge approval, the Owner must ensure any private water (including but not limited to groundwater, construction wastewater, etc.) collected from the subject property is hauled away using a Ministry of the Environment, Conservation and Parks (MECP) approved hauler to ensure that no private water is discharged directly or indirectly into the City's sewage works and thereby comply with Municipal Code Chapter 681 – Sewers.

Prepared by:

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Engineering & Construction Services

Signed by:

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Manager, Development Engineering  
Engineering & Construction Services

Attachments:

- 1) Functional Servicing and Stormwater Management Report – Comments
- 2) Servicing Report Groundwater Summary – Comments
- 3) Foundation Drainage Summary Form - Template
- 4) Hydrological Review Summary – Comments

## **Appendix B:**

### **Architectural Plans (Not to Scale)**



| FLOOR<br>LVL   | GROSS CONST AREA |           | GFA DEDUCTIONS |          | AMNT DEDUCTIONS |         | TOTAL GFA |          | RESIDENTIAL GFA |          | NON-RES GFA |         | UNIT   |     |       |     |     |       |         | TOTAL ROOF AREA | PRIV TERRACE &<br>TOWER PLATE >750SM |       | OUTDR AMNT |         | APPL ROOF |         | GREEN ROOF |         | FLR<br>LVL |    |
|----------------|------------------|-----------|----------------|----------|-----------------|---------|-----------|----------|-----------------|----------|-------------|---------|--------|-----|-------|-----|-----|-------|---------|-----------------|--------------------------------------|-------|------------|---------|-----------|---------|------------|---------|------------|----|
|                | m²               | sf        | m²             | sf       | m²              | sf      | m²        | sf       | m²              | sf       | m²          | sf      | ST     | 1BD | 1BD+D | 2BD | 3BD | TOTAL | m²      |                 | sf                                   | m²    | sf         | m²      | sf        | m²      | sf         | m²      |            | sf |
| PODIUM         | 1                | 5,957.4   | 64,125         | 1,995.2  | 21,476          | -       | -         | 3,962.1  | 42,648          | 2,505.8  | 26,972      | 1,456.4 | 15,676 | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 1          |    |
|                | MEZZ             | 1,937.1   | 20,851         | 1,729.9  | 18,621          | -       | -         | 207.2    | 2,230           | -        | -           | -       | -      | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | MEZZ    |            |    |
|                | 2                | 5,625.7   | 60,555         | 338.1    | 3,640           | 445.5   | 4,795     | 4,842.1  | 52,120          | 92.5     | 996         | 4,749.6 | 51,124 | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | 2       |            |    |
|                | 3                | 2,444.6   | 26,314         | 212.4    | 2,287           | 1,984.6 | 21,362    | 247.6    | 2,665           | 247.6    | 2,665       | -       | -      | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | 3       |            |    |
| TOWERS A-B1+B2 | 4                | 2,272.5   | 24,461         | 184.0    | 1,980           | -       | -         | 2,088.5  | 22,480          | 2,088.5  | 22,480      | -       | -      | 5   | 15    | 6   | 3   | 3     | 37      | 2,854.4         | 30,725                               | -     | -          | 2,428.0 | 26,135    | 588.5   | 6,335      | -       | 4          |    |
|                | 5                | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | 303.0           | 3,262                                | -     | -          | -       | -         | 303.0   | 3,262      | 280.4   | 3,018      | 5  |
|                | 6                | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 6          |    |
|                | 7                | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 7          |    |
|                | 8                | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 8          |    |
|                | 9                | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 9          |    |
|                | 10               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 10         |    |
|                | 11               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 11         |    |
|                | 12               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 12         |    |
|                | 13               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 13         |    |
|                | 14               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 14         |    |
|                | 15               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 15         |    |
|                | 16               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 16         |    |
|                | 17               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 17         |    |
|                | 18               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 18         |    |
|                | 19               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 19         |    |
|                | 20               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 20         |    |
|                | 21               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 7   | 13    | 8   | 8   | 3     | 39      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 21         |    |
|                | 22               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 6   | 13    | 8   | 8   | 4     | 38      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 22         |    |
|                | 23               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 6   | 13    | 8   | 7   | 4     | 38      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 23         |    |
|                | 24               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 5   | 13    | 7   | 7   | 5     | 37      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 24         |    |
|                | 25               | 2,350.0   | 25,295         | 180.9    | 1,947           | -       | -         | 2,169.1  | 23,348          | 2,169.1  | 23,348      | -       | -      | 5   | 13    | 7   | 7   | 5     | 37      | 75.9            | 817                                  | 75.9  | 817        | -       | -         | -       | -          | -       | 25         |    |
|                | 26               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 4   | 10    | 4   | 7   | 3     | 26      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 26         |    |
|                | 27               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 4   | 10    | 4   | 5   | 3     | 26      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 27         |    |
|                | 28               | 1,522.5   | 16,388         | 126.4    | 1,361           | -       | -         | 1,396.1  | 15,027          | 1,396.1  | 15,027      | -       | -      | 3   | 12    | 3   | 5   | 2     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 28         |    |
|                | 29               | 1,522.5   | 16,388         | 126.4    | 1,361           | -       | -         | 1,396.1  | 15,027          | 1,396.1  | 15,027      | -       | -      | 3   | 12    | 3   | 5   | 2     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 29         |    |
|                | 30               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 4   | 10    | 4   | 5   | 3     | 26      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 30         |    |
|                | 31               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 4   | 10    | 4   | 5   | 3     | 26      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 31         |    |
|                | 32               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 3   | 9     | 4   | 5   | 4     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 32         |    |
|                | 33               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 3   | 9     | 4   | 5   | 4     | 25      | 89.1            | 959                                  | 89.1  | 959        | -       | -         | -       | -          | -       | 33         |    |
|                | 34               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 3   | 9     | 4   | 5   | 4     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 34         |    |
|                | 35               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 3   | 9     | 4   | 5   | 4     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 35         |    |
|                | 36               | 1,600.0   | 17,222         | 126.4    | 1,361           | -       | -         | 1,473.6  | 15,862          | 1,473.6  | 15,862      | -       | -      | 3   | 9     | 4   | 5   | 4     | 25      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 36         |    |
|                | 37               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 5   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 37         |    |
|                | 38               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 3   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 38         |    |
|                | 39               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 3   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 39         |    |
|                | 40               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 3   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 40         |    |
|                | 41               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 3   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 41         |    |
|                | 42               | 800.0     | 8,611          | 66.2     | 712             | -       | -         | 733.8    | 7,899           | 733.8    | 7,899       | -       | -      | 1   | 4     | 2   | 3   | 2     | 12      | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | 42         |    |
|                | MECH ROOF        | 2,350.0   | 25,295         | 2,350.0  | 25,295          | -       | -         | -        | -               | -        | -           | 166.4   | 1,791  | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | -       | MECH ROOF  |    |
| ABV GR         | 92,982.2         | 1,000,852 | 12,455.9       | 134,074  | 2,430.1         | 26,157  | 78,096.2  | 840,621  | 71,890.3        | 773,820  | 6,206.0     | 66,800  | 191    | 426 | 228   | 247 | 122 | 1,214 | 6,219.8 | 66,950          | 915.0                                | 9,849 | 2,428.0    | 26,135  | 3,038.9   | 32,711  | 1,823.4    | 19,627  |            |    |
| U/G            | 9,390.3          | 101,076   | 9,096.9        | 97,918   | -               | -       | 293.4     | 3,158    | 127.0           | 1,367    | 166.4       | 1,791   | -      | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          | U/G     |            |    |
| BLW GR         | 9,390.3          | 101,076   | 9,096.9        | 97,918   | -               | -       | 293.4     | 3,158    | 127.0           | 1,367    | 166.4       | 1,791   | -      | -   | -     | -   | -   | -     | -       | -               | -                                    | -     | -          | -       | -         | -       | -          |         |            |    |
| SUBTOTAL       |                  | 102,372.5 | 1,101,928      | 21,552.8 | 231,992         | 2,430.1 | 26,157    | 78,389.6 | 843,779         | 72,017.3 | 775,187     | 6,372.4 | 68,591 | 191 | 426   | 228 | 247 | 122   | 1,214   | 6,219.8         | 66,950                               | 915.0 | 9,849      | 2,428.0 | 26,135    | 3,038.9 | 32,711     | 1,823.4 | 19,627     |    |

|       |  |  |  |  |  |  |  |  |  |          |  |         |  |       |       |       |       |       |       |  |  |  |  |
|-------|--|--|--|--|--|--|--|--|--|----------|--|---------|--|-------|-------|-------|-------|-------|-------|--|--|--|--|
|       |  |  |  |  |  |  |  |  |  | UNIT MIX |  |         |  |       | 15.7% | 35.1% | 18.8% | 20.3% | 10.0% |  |  |  |  |
| TOTAL |  |  |  |  |  |  |  |  |  | 78,389.6 |  | 843,779 |  | TOTAL |       |       |       |       | 1,214 |  |  |  |  |

- GFA deductions include parking, loading and bicycle parking, storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms below grade, shower and change facilities as required for bicycle parking, amenity space, elevator shafts, garbage shafts, mechanical penthouse, and exit stairwells as per the City of Toronto by-law 569-2013.

|                         |             |
|-------------------------|-------------|
| DENSITY                 |             |
| GFA                     | 78,389.6 m² |
| TOTAL SITE              | 11,143.0 m² |
| 2400 Dundas Street West |             |
|                         | 11,143.0 m² |
| FSI                     | 7.0         |

\*SASP requires a min. 8% of total GFA to be employment GFA, within which a min. 51% shall include Core Employment Area (CEA) uses (e.g. office, artist studio, lab, r&d facilities, light manufacturing, media, information and technology facilities, cultural industry spaces, incubator and/or co-work space). Min. 1,850 SM of the employment GFA must be used to replace existing grocery store.

| BUILDING USE [BY-LAW 569-2013] |             |                 |  |
|--------------------------------|-------------|-----------------|--|
|                                | Percentage  | Required        |  |
| RES                            | 72,017.3 m² | 82%             |  |
| NON-RES                        | 6,372.4 m²  | 8%              |  |
| Food store                     | 2,943.3 m²  | 46% (of Non-res |  |
| Retail                         | 229.7 m²    | 4% GFA)         |  |
| CEA                            | 3,199.4 m²  | 50%             |  |
| TOTAL                          | 78,389.6 m² |                 |  |

| BICYCLE STORAGE PROVIDED |                   |                    |                 |                |          |                     |                                |
|--------------------------|-------------------|--------------------|-----------------|----------------|----------|---------------------|--------------------------------|
|                          | Non-res Long term | Non-res Short term | Res. Short Term | Res. Long Term | Subtotal | Net floor area (m²) | Percentage (GCA of each floor) |
| BUILDING A               |                   |                    |                 |                |          |                     |                                |
| MEZZ                     | 0                 | 0                  | 0               | 286            | 286      | 411.3               | 57.5%                          |
| L1                       | 8                 | 20                 | 92              | 103            | 223      | 357                 | 11.4%                          |
| U/G                      | 0                 | 0                  | 0               | 25             | 25       |                     |                                |
|                          | 8                 | 20                 | 92              | 414            | 634      |                     |                                |
| BUILDING B               |                   |                    |                 |                |          |                     |                                |
| MEZZ                     | 0                 | 0                  | 0               | 680            | 680      | 927                 | 75.88%                         |
| L1                       | 8                 | 20                 | 152             | 0              | 180      | 319.9               | 11.33%                         |
| U/G                      | 0                 | 0                  | 0               | 0              | 0        |                     |                                |
|                          | 8                 | 20                 | 152             | 680            | 860      |                     | </                             |



BUILDING A  
PROJECT STATISTICS [BY-LAW 569-2013]

| FLR<br>LVL   | GROSS CONST AREA |          | GFA DEDUCTIONS |         | AMNT DEDUCTIONS |       | TOTAL GFA |          | RESIDENTIAL GFA |          | NON-RES GFA |         | UNIT   |     |       |     |     |       |     | TOTAL ROOF AREA | PRIV TERRACE &<br>TOWER PLATE >750SM | OUTDR AMNT | APPL ROOF | GREEN ROOF | FLR<br>LVL |         |        |         |        |              |
|--------------|------------------|----------|----------------|---------|-----------------|-------|-----------|----------|-----------------|----------|-------------|---------|--------|-----|-------|-----|-----|-------|-----|-----------------|--------------------------------------|------------|-----------|------------|------------|---------|--------|---------|--------|--------------|
|              | m²               | sf       | m²             | sf      | m²              | sf    | m²        | sf       | m²              | sf       | m²          | sf      | ST     | 1BD | 1BD+D | 2BD | 3BD | TOTAL |     | m²              | sf                                   | m²         | sf        | m²         |            | sf      | m²     | sf      |        |              |
| PODIUM       | 1                | 3,135.4  | 33,749         | 1,159.8 | 12,484          | -     | -         | 1,975.6  | 21,265          | 1,206.2  | 12,983      | 769.4   | 8,292  | -   | -     | -   | -   | -     | -   | -               | -                                    | -          | -         | -          | -          | -       | 1      |         |        |              |
|              | MEZZ             | 715.4    | 7,700          | 552.7   | 5,949           | -     | -         | 162.7    | 1,751           | 162.7    | 1,751       | -       | -      | -   | -     | -   | -   | -     | -   | -               | -                                    | -          | -         | -          | -          | -       | MEZZ   |         |        |              |
|              | 2                | 2,607.6  | 28,068         | 184.8   | 1,989           | -     | -         | 2,422.8  | 26,079          | 5.1      | 55          | 2,417.7 | 26,024 | -   | -     | -   | -   | -     | -   | 547.4           | 5,892                                | -          | -         | 547.4      | 5,892      | 298.1   | 3,208  | 2       |        |              |
| TOWER A      | 3                | 1,098.8  | 11,827         | 83.5    | 899             | 918.1 | 9,882     | 97.2     | 1,046           | 97.2     | 1,046       | -       | -      | -   | -     | -   | -   | -     | -   | 1,504.5         | 16,195                               | -          | -         | 916.0      | 9,860      | 588.5   | 6,335  | -       | 3      |              |
|              | 4                | 722.5    | 7,776          | 60.2    | 648             | -     | -         | 662.2    | 7,128           | 662.2    | 7,128       | -       | -      | 1   | 7     | 1   | 2   | 1     | 12  | 303.0           | 3,262                                | -          | -         | -          | -          | 303.0   | 3,262  | 280.4   | 3,018  | 4            |
|              | 5                | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 5      |              |
|              | 6                | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 6      |              |
|              | 7                | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 7      |              |
|              | 8                | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 8      |              |
|              | 9                | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 9      |              |
|              | 10               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 10     |              |
|              | 11               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 11     |              |
|              | 12               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 12     |              |
|              | 13               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 13     |              |
|              | 14               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 14     |              |
|              | 15               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 15     |              |
|              | 16               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 16     |              |
|              | 17               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 17     |              |
|              | 18               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 18     |              |
|              | 19               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 19     |              |
|              | 20               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 20     |              |
|              | 21               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 21     |              |
|              | 22               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 22     |              |
|              | 23               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 3   | 5     | 3   | 2   | 1     | 14  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 23     |              |
|              | 24               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 24     |              |
|              | 25               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 25     |              |
|              | 26               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 26     |              |
|              | 27               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 27     |              |
|              | 28               | 722.5    | 7,776          | 60.2    | 648             | -     | -         | 662.2    | 7,128           | 662.2    | 7,128       | -       | -      | 1   | 7     | 1   | 2   | 1     | 12  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 28     |              |
|              | 29               | 722.5    | 7,776          | 60.2    | 648             | -     | -         | 662.2    | 7,128           | 662.2    | 7,128       | -       | -      | 1   | 7     | 1   | 2   | 1     | 12  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 29     |              |
|              | 30               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 30     |              |
|              | 31               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 31     |              |
|              | 32               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 32     |              |
|              | 33               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 33     |              |
|              | 34               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 34     |              |
|              | 35               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 35     |              |
|              | 36               | 800.0    | 8,611          | 60.2    | 648             | -     | -         | 739.8    | 7,963           | 739.8    | 7,963       | -       | -      | 2   | 5     | 2   | 2   | 2     | 13  | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | 36     |              |
| 37           | 800.0            | 8,611    | 60.2           | 648     | -               | -     | 739.8     | 7,963    | 739.8           | 7,963    | -           | -       | 2      | 5   | 2     | 2   | 2   | 13    | -   | -               | -                                    | -          | -         | -          | -          | -       | -      | 36      |        |              |
| MECH<br>ROOF |                  | 800.0    | 8,611          | 800.0   | 8,611           | -     | -         | -        | -               | -        | -           | -       | -      | -   | -     | -   | -   | -     | -   | 800.0           | 8,611                                | -          | -         | -          | -          | 800.0   | 8,611  | 765.0   | 8,234  | MECH<br>ROOF |
| ABV GR       |                  | 35,324.5 | 380,229        | 4,829.1 | 51,980          | 918.1 | 9,882     | 29,577.3 | 318,367         | 26,390.2 | 284,061     | 3,187.1 | 34,306 | 84  | 176   | 84  | 68  | 46    | 458 | 3,154.9         | 33,959                               | -          | -         | 916.0      | 9,860      | 2,238.9 | 24,100 | 1,343.4 | 14,460 |              |
| U/G          |                  | 4,115.8  | 44,302         | 3,970.3 | 42,736          | -     | -         | 145.5    | 1,566           | -        | 409         | 107.5   | 1,157  | -   | -     | -   | -   | -     | -   | -               | -                                    | -          | -         | -          | -          | -       | -      | -       | U/G    |              |
| BLW GR       |                  | 4,115.8  | 44,302         | 3,970.3 | 42,736          | -     | -         | 145.5    | 1,566           | 38.0     | 409         | 107.5   | 1,157  | -   | -     | -   | -   | -     | -   | -               | -                                    | -          | -         | -          | -          | -       | -      | -       |        |              |
| SUBTOTAL     |                  | 39,440.2 | 424,531        | 8,799.4 | 94,716          | 918.1 | 9,882     | 29,722.8 | 319,933         | 26,428.2 | 284,470     | 3,294.6 | 35,463 | 84  | 176   | 84  | 68  | 46    | 458 | 3,154.9         | 33,959                               | -          | -         | 916.0      | 9,860      | 2,238.9 | 24,100 | 1,343.4 | 14,460 |              |

|                        |             |             |             |             |             |
|------------------------|-------------|-------------|-------------|-------------|-------------|
| UNIT MIX               | 18.3%       | 38.4%       | 18.3%       | 14.8%       | 10.0%       |
| AVERAGE UNIT SIZE (SM) | 33.2        | 44.2        | 51.1        | 60.6        | 78.0        |
| UNIT SIZE RANGE (SM)   | (32.8-34.9) | (42.0-51.5) | (48.6-53.9) | (56.8-65.4) | (70.5-94.9) |

|       |          |         |
|-------|----------|---------|
| TOTAL | 29,722.8 | 319,933 |
|-------|----------|---------|

- GFA deductions include parking, loading and bicycle parking, storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms below grade, shower and change facilities as required for bicycle parking, amenity space, elevator shafts, garbage shafts, mechanical penthouse, and exit stairwells as per the City of Toronto bylaw 569-2013.

|                       |                        |       |
|-----------------------|------------------------|-------|
| GARBAGE & RECYCLING   |                        | m²    |
| Garbage Room Required |                        |       |
| First 50 Units        | 25m²                   | 25.0  |
| Remaining Units       | 13m² / additional 50 U | 108.1 |
| Bulk Storage Required | 10m²                   | 10.0  |
| TOTAL REQUIRED        |                        | 141.1 |

|                       |  |       |
|-----------------------|--|-------|
| Garbage Room Provided |  | 133.4 |
| Bulk Storage Provided |  | 14.2  |
| TOTAL PROVIDED        |  | 147.6 |

|                    |                           |       |
|--------------------|---------------------------|-------|
| STAGING AREA       |                           | m²    |
| Staging Area Req.  | 5m² / additional 50 Units | 45.8  |
| Staging Area Prov. |                           | 121.4 |

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RevisionDate

NOT FOR  
CONSTRUCTION

|   |                   |          |
|---|-------------------|----------|
| 3 | RE-ISSUED FOR ZBA | 24-10-11 |
| 2 | ISSUED FOR ZBA    | 24-06-07 |
| 1 | ISSUED FOR ZBA    | 23-03-10 |

RevisionDate



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petricone  
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2400-2440 DUNDAS STREET WEST  
TORONTO, ONTARIO, CANADA

SHEET TITLE

BUILDING A STATISTICS

|                     |          |
|---------------------|----------|
| DRAWN BY:           | GPAIA    |
| CHECKED BY:         | GPAIA    |
| PROJECT START DATE: | 22-04-06 |
| PROJECT NO.:        | 21115    |
| SHEET NUMBER        |          |

A0.03



BUILDING B (B1+B2) + U/G PARKING LEVEL  
PROJECT STATISTICS [BY-LAW 569-2013]

| PODIUM   | FLR LVL      | GROSS CONST AREA |          | GFA DEDUCTIONS |         | AMNT DEDUCTIONS |          | TOTAL GFA |          | RESIDENTIAL GFA |         | NON-RES GFA |        | UNIT |     |       |     |     |         |        | TOTAL ROOF AREA | PRIV TERRACE & TOWER PLATE >750SM | OUTDR AMNT |        | APPL ROOF |       | GREEN ROOF |           | FLR LVL |
|----------|--------------|------------------|----------|----------------|---------|-----------------|----------|-----------|----------|-----------------|---------|-------------|--------|------|-----|-------|-----|-----|---------|--------|-----------------|-----------------------------------|------------|--------|-----------|-------|------------|-----------|---------|
|          |              | m²               | sf       | m²             | sf      | m²              | sf       | m²        | sf       | m²              | sf      | m²          | sf     | ST   | 1BD | 1BD+D | 2BD | 3BD | TOTAL   | m²     |                 |                                   | sf         | m²     | sf        | m²    | sf         | m²        |         |
|          | 1            | 2,822.0          | 30,376   | 835.4          | 8,992   | 41.9            | 451      | 1,944.7   | 20,932   | 1,257.7         | 13,536  | 687.0       | 7,394  | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | 1         |         |
|          | MEZZ         | 1,221.7          | 13,150   | 1,177.2        | 12,672  | -               | -        | 44.5      | 479      | 44.5            | 479     | -           | -      | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | MEZZ      |         |
|          | 2            | 3,018.2          | 32,487   | 153.4          | 1,651   | 445.5           | 4,795    | 2,419.3   | 26,041   | 87.4            | 941     | 2,331.9     | 25,100 | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | 2         |         |
|          | TOWERS BY+2Z | 3                | 1,345.9  | 14,487         | 128.9   | 1,388           | 1,066.5  | 11,480    | 150.4    | 1,619           | 150.4   | 1,619       | -      | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | -         | 3       |
| 4        |              | 1,550.0          | 16,684   | 123.7          | 1,332   | -               | -        | 1,426.3   | 15,352   | 1,426.3         | 15,352  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 4         |         |
| 5        |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 5         |         |
| 6        |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 6         |         |
| 7        |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 7         |         |
| 8        |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 8         |         |
| 9        |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 9         |         |
| 10       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 10        |         |
| 11       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 11        |         |
| 12       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 12        |         |
| 13       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 13        |         |
| 14       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 14        |         |
| 15       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 15        |         |
| 16       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 16        |         |
| 17       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 17        |         |
| 18       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 18        |         |
| 19       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 19        |         |
| 20       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 20        |         |
| 21       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 4    | 8   | 5     | 6   | 2   | 25      | -      | -               | -                                 | -          | -      | -         | -     | -          | 21        |         |
| 22       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 3    | 8   | 5     | 5   | 3   | 24      | -      | -               | -                                 | -          | -      | -         | -     | -          | 22        |         |
| 23       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 3    | 8   | 5     | 5   | 3   | 24      | -      | -               | -                                 | -          | -      | -         | -     | -          | 23        |         |
| 24       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 3    | 8   | 5     | 5   | 3   | 24      | -      | -               | -                                 | -          | -      | -         | -     | -          | 24        |         |
| 25       |              | 1,550.0          | 16,684   | 120.6          | 1,299   | -               | -        | 1,429.4   | 15,386   | 1,429.4         | 15,386  | -           | -      | 3    | 8   | 5     | 5   | 3   | 24      | 75.9   | 817             | 75.9                              | 817        | 0      | 0         | -     | -          | 25        |         |
| 26       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 26        |         |
| 27       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 27        |         |
| 28       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 28        |         |
| 29       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 29        |         |
| 30       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 30        |         |
| 31       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 2    | 5   | 2     | 3   | 1   | 13      | -      | -               | -                                 | -          | -      | -         | -     | -          | 31        |         |
| 32       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 32        |         |
| 33       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 33        |         |
| 34       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 34        |         |
| 35       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 35        |         |
| 36       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 36        |         |
| 37       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 37        |         |
| 38       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 38        |         |
| 39       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 39        |         |
| 40       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 40        |         |
| 41       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 41        |         |
| 42       |              | 800.0            | 8,611    | 66.2           | 712     | -               | -        | 733.8     | 7,899    | 733.8           | 7,899   | -           | -      | 1    | 4   | 2     | 3   | 2   | 12      | -      | -               | -                                 | -          | -      | -         | -     | -          | 42        |         |
|          |              | MECH ROOF        | 1,550.0  | 16,684         | 1,550.0 | 16,684          | -        | -         | -        | -               | -       | -           | -      | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | MECH ROOF |         |
|          |              |                  |          |                |         |                 |          |           |          |                 |         |             |        |      |     |       |     |     |         |        |                 |                                   |            |        |           |       |            |           |         |
| ABV GR   | 57,657.7     | 620,623          | 7,626.8  | 82,094         | 1,553.9 | 16,726          | 48,477.0 | 521,803   | 45,458.2 | 489,308         | 3,018.9 | 32,495      | 107    | 250  | 144 | 179   | 76  | 756 | 3,064.9 | 32,990 | 915.0           | 9,849                             | 1,512.0    | 16,275 | 800.0     | 8,611 | 480.0      | 5,167     |         |
| U/G      | 5,274.5      | 56,775           | 5,126.6  | 55,183         | -       | -               | 147.9    | 1,592     | 89.0     | 958             | 58.9    | 634         | -      | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          | U/G       |         |
| BLW GR   | 5,274.5      | 56,775           | 5,126.6  | 55,183         | -       | -               | 147.9    | 1,592     | 89.0     | 958             | 58.9    | 634         | -      | -    | -   | -     | -   | -   | -       | -      | -               | -                                 | -          | -      | -         | -     | -          |           |         |
| SUBTOTAL | 62,932.2     | 677,397          | 12,753.4 | 137,276        | 1,553.9 | 16,726          | 48,624.9 | 523,395   | 45,547.2 | 490,266         | 3,077.8 | 33,129      | 107    | 250  | 144 | 179   | 76  | 756 | 3,064.9 | 32,990 | 915.0           | 9,849                             | 1,512.0    | 16,275 | 800.0     | 8,611 | 480.0      | 5,167     |         |

|       |          |         |
|-------|----------|---------|
| TOTAL | 48,624.9 | 523,395 |
|-------|----------|---------|

- GFA deductions include parking, loading and bicycle parking, storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms below grade, shower and change facilities as required for bicycle parking, amenity space, elevator shafts, garbage shafts, mechanical penthouse, and exit stairwells as per the City of Toronto by-law 569-2013.

|                        |   |       |       |       |       |
|------------------------|---|-------|-------|-------|-------|
| UNIT MIX               | 14.2%   | 33.1% | 19.0% | 23.7% | 10.1% |
| AVERAGE UNIT SIZE (SM) | 37.24   | 44.39 | 51.01 | 62.17 | 88.37 |
| UNIT SIZE RANGE (SM)   | [34.2-38.6] (40.6-51.2) (47.2-57.1) (57.0-66.1) (65.4-92.6) |       |       |       |       |

|             |     |
|-------------|-----|
| TOTAL       | 756 |
| Building B1 | 496 |
| Building B2 | 260 |

|                       |                        |       |
|-----------------------|------------------------|-------|
| GARBAGE & RECYCLING   |                        | m²    |
| Garbage Room Required |                        |       |
| First 50 Units        | 25m²                   | 25.0  |
| Remaining Units       | 13m² / additional 50 U | 183.6 |
| Bulk Storage Required | 10m²                   | 10.0  |
| TOTAL REQUIRED        |                        | 218.6 |
| Garbage Room Provided |                        |       |
| Bulk Storage Provided |                        | 10.0  |
| TOTAL PROVIDED        |                        | 10.0  |

|                    |                           |       |
|--------------------|---------------------------|-------|
| STAGING AREA       |                           | m²    |
| Staging Area Req.  | 5m² / additional 50 Units | 75.6  |
| Staging Area Prov. |                           | 114.2 |

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Revision Date

NOT FOR  
CONSTRUCTION

|   |                   |          |
|---|-------------------|----------|
| 3 | RE-ISSUED FOR ZBA | 24-10-11 |
| 2 | ISSUED FOR ZBA    | 24-06-07 |
| 1 | ISSUED FOR ZBA    | 23-03-10 |

Revision Date



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TORONTO, ONTARIO, CANADA

SHEET TITLE

BUILDING B STATISTICS

|                     |          |
|---------------------|----------|
| DRAWN BY:           | GPAIA    |
| CHECKED BY:         | GPAIA    |
| PROJECT START DATE: | 22-04-06 |
| PROJECT NO.:        | 21115    |
| SHEET NUMBER        |          |

A0.04





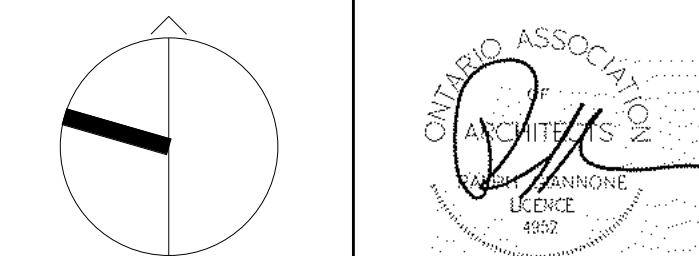
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Revision Date

**NOT FOR  
CONSTRUCTION**

3 RE-ISSUED FOR ZBA 24-10-11  
2 ISSUED FOR ZBA 24-06-07  
1 ISSUED FOR ZBA 23-03-10

Revision Date



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SHEET TITLE

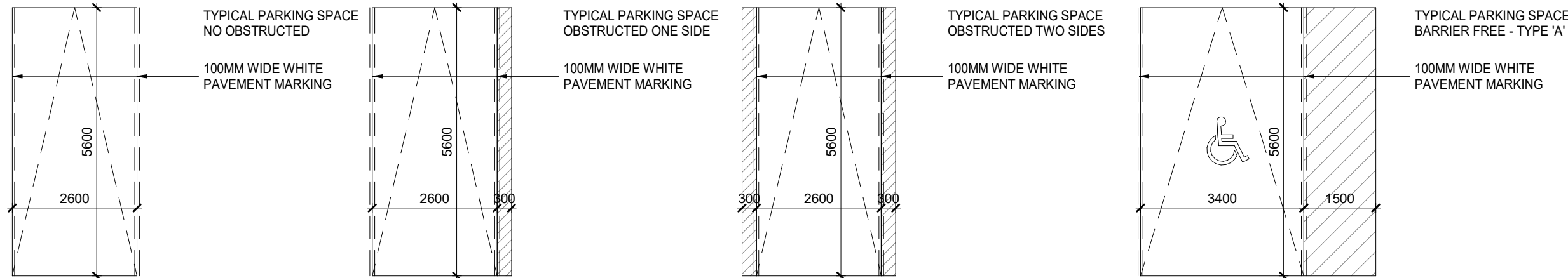
**SITE PLAN**

DRAWN BY: GPAIA  
CHECKED BY: GPAIA  
PROJECT START DATE: 22-04-06  
PROJECT NO.: 21115  
SHEET NUMBER

**A1.00**



PARKING LEGEND



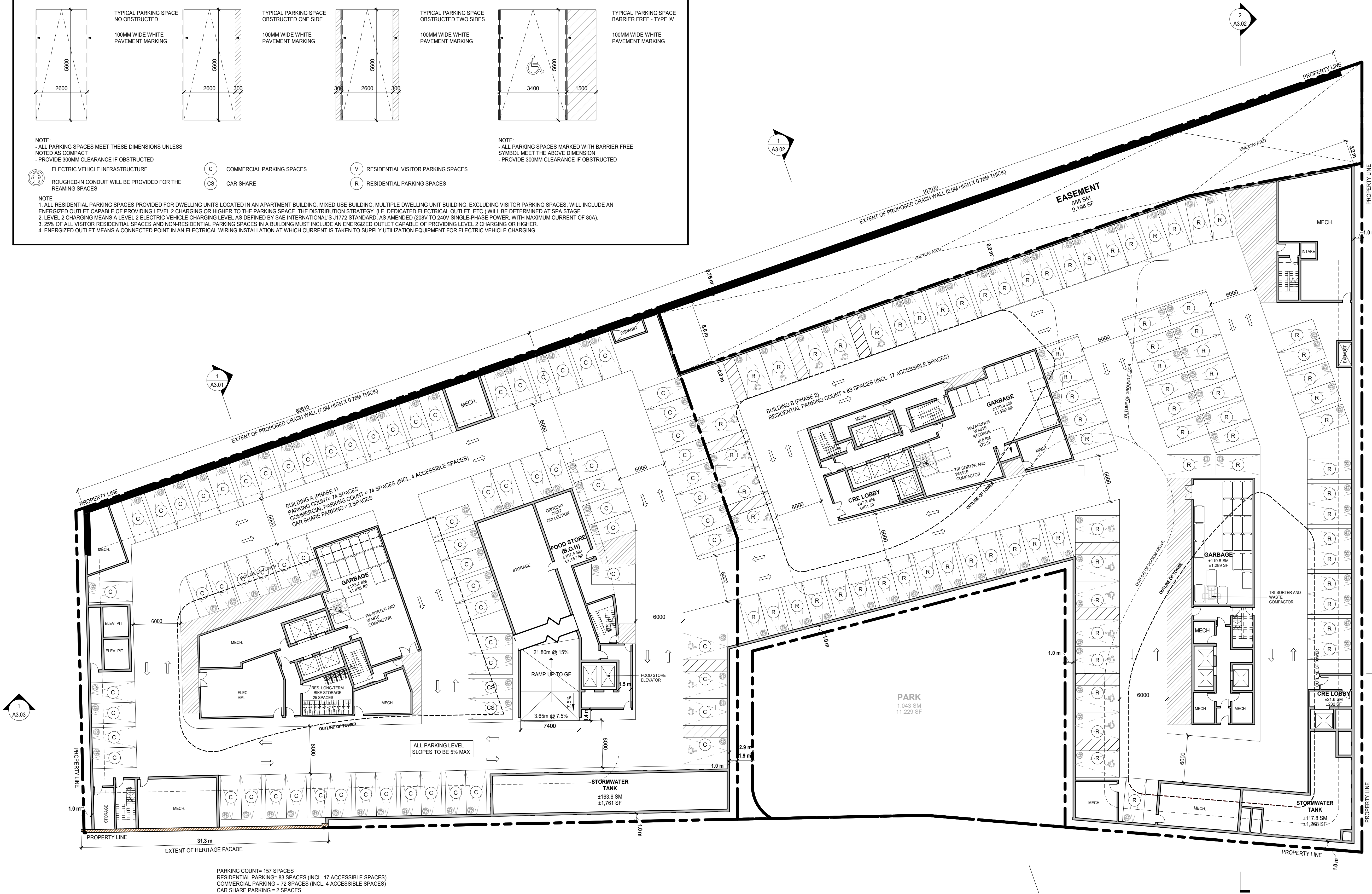
NOTE:  
- ALL PARKING SPACES MEET THESE DIMENSIONS UNLESS NOTED AS COMPACT  
- PROVIDE 300MM CLEARANCE IF OBSTRUCTED

ELECTRIC VEHICLE INFRASTRUCTURE  
ROUGHED-IN CONDUIT WILL BE PROVIDED FOR THE REMAINING SPACES

COMMERCIAL PARKING SPACES  
 CAR SHARE

RESIDENTIAL VISITOR PARKING SPACES  
 RESIDENTIAL PARKING SPACES

NOTE:  
1. ALL RESIDENTIAL PARKING SPACES PROVIDED FOR DWELLING UNITS LOCATED IN AN APARTMENT BUILDING, MIXED USE BUILDING, MULTIPLE DWELLING UNIT BUILDING, EXCLUDING VISITOR PARKING SPACES, WILL INCLUDE AN ENERGIZED OUTLET CAPABLE OF PROVIDING LEVEL 2 CHARGING OR HIGHER TO THE PARKING SPACE. THE DISTRIBUTION STRATEGY (I.E. DEDICATED ELECTRICAL OUTLET, ETC.) WILL BE DETERMINED AT SPA STAGE.  
2. LEVEL 2 CHARGING MEANS A LEVEL 2 ELECTRIC VEHICLE CHARGING LEVEL AS DEFINED BY SAE INTERNATIONAL'S J1772 STANDARD, AS AMENDED (208V TO 240V SINGLE-PHASE POWER, WITH MAXIMUM CURRENT OF 80A).  
3. 25% OF ALL VISITOR RESIDENTIAL SPACES AND NON-RESIDENTIAL PARKING SPACES IN A BUILDING MUST INCLUDE AN ENERGIZED OUTLET CAPABLE OF PROVIDING LEVEL 2 CHARGING OR HIGHER.  
4. ENERGIZED OUTLET MEANS A CONNECTED POINT IN AN ELECTRICAL WIRING INSTALLATION AT WHICH CURRENT IS TAKEN TO SUPPLY UTILIZATION EQUIPMENT FOR ELECTRIC VEHICLE CHARGING.



PARKING COUNT= 157 SPACES  
RESIDENTIAL PARKING= 83 SPACES (INCL. 17 ACCESSIBLE SPACES)  
COMMERCIAL PARKING = 72 SPACES (INCL. 4 ACCESSIBLE SPACES)  
CAR SHARE PARKING = 2 SPACES

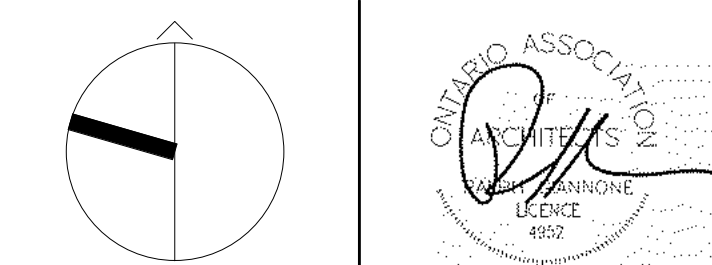
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Revision Date

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3 RE-ISSUED FOR ZBA 24-10-11  
2 ISSUED FOR ZBA 24-06-07  
1 ISSUED FOR ZBA 23-03-10

Revision Date



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SHEET TITLE

PARKING LEVEL 1 PLAN

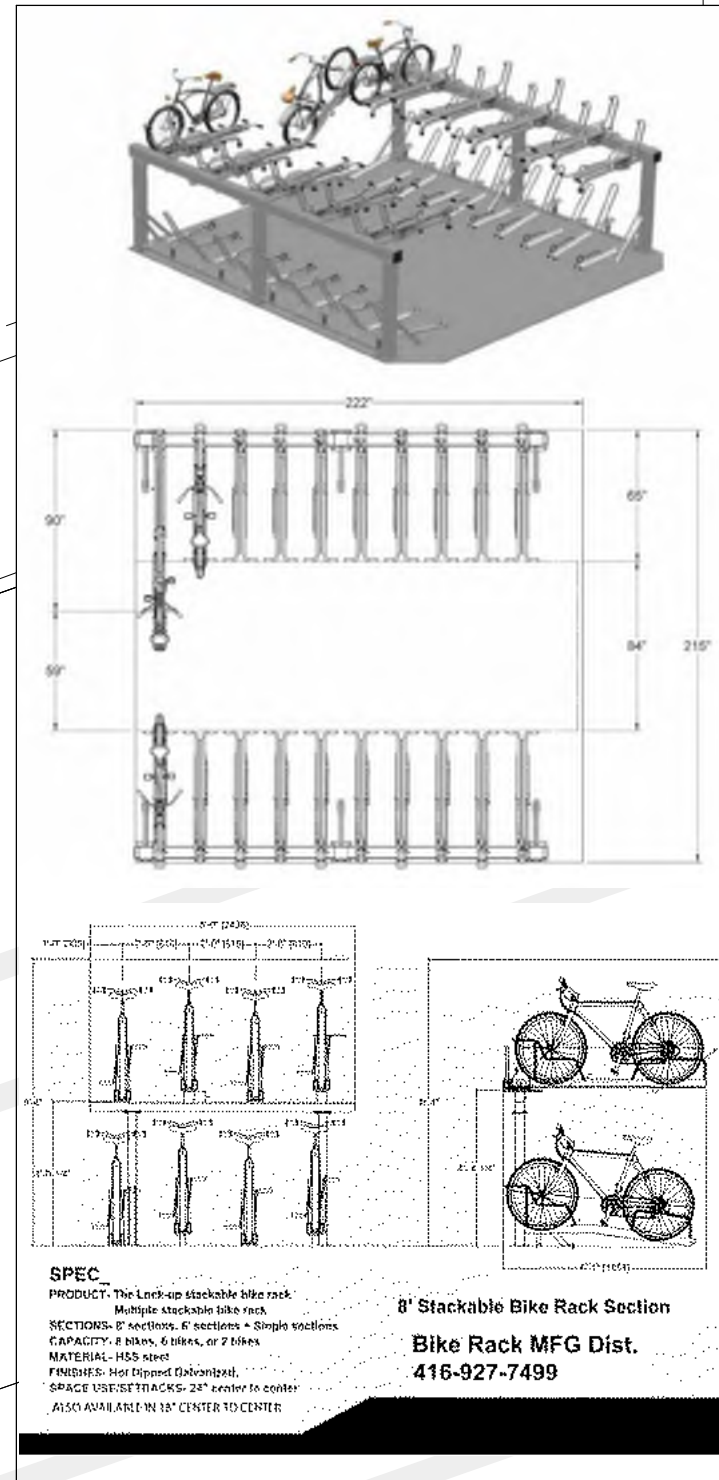
DRAWN BY: GPAIA  
CHECKED BY: GPAIA  
PROJECT START DATE: 22-04-06  
PROJECT NO.: 21115  
SHEET NUMBER

A1.02

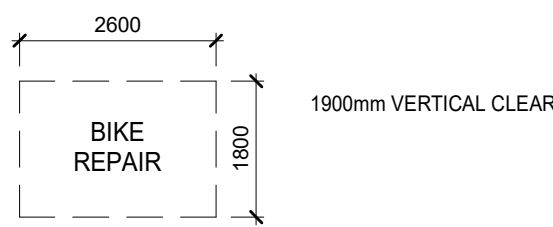


# WASTE COLLECTION AND LOADING NOTES:

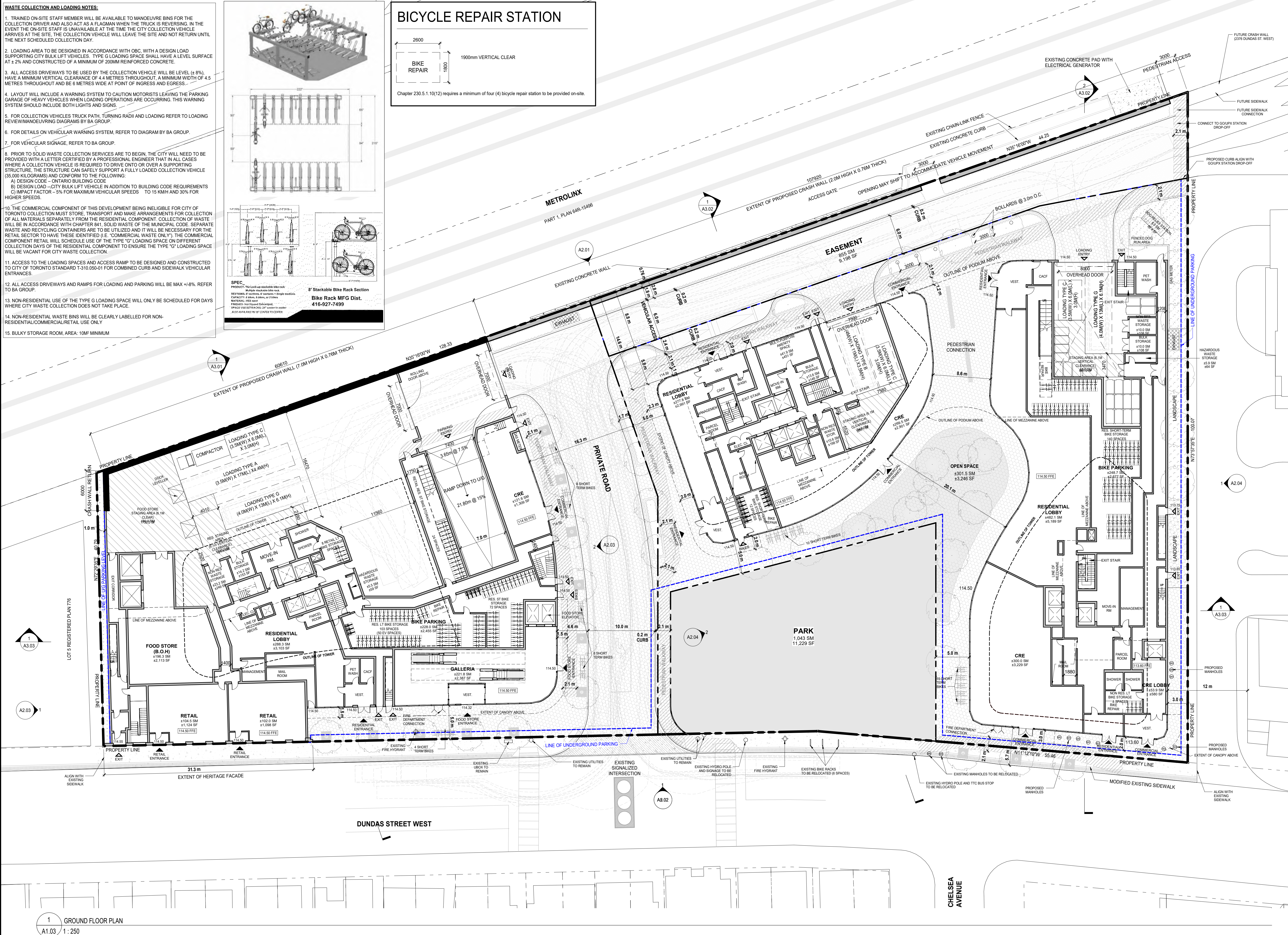
1. TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANOEUVRE BINS FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
2. LOADING AREA TO BE DESIGNED IN ACCORDANCE WITH OBC, WITH A DESIGN LOAD SUPPORTING CITY BULK LIFT VEHICLES. TYPE G LOADING SPACE SHALL HAVE A LEVEL SURFACE AT  $\pm 2\%$  AND CONSTRUCTED OF A MINIMUM OF 200MM REINFORCED CONCRETE.
3. ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL BE LEVEL ( $\pm 8\%$ ), HAVE A MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT, A MINIMUM WIDTH OF 4.5 METRES THROUGHOUT AND BE 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
4. LAYOUT WILL INCLUDE A WARNING SYSTEM TO CAUTION MOTORISTS LEAVING THE GARAGE OF HEAVY VEHICLES WHEN LOADING OPERATIONS ARE OCCURRING. THIS WARNING SYSTEM SHOULD INCLUDE BOTH LIGHTS AND SIGNS.
5. FOR COLLECTION VEHICLES TRUCK PATH, TURNING RADI AND LOADING REFER TO LOADING REVIEW/MANOEUVRING DIAGRAMS BY BA GROUP.
6. FOR DETAILS ON VEHICULAR WARNING SYSTEM, REFER TO DIAGRAM BY BA GROUP.
7. FOR VEHICULAR SIGNAGE, REFER TO BA GROUP.
8. PRIOR TO SOLID WASTE COLLECTION SERVICES ARE TO BEGIN, THE CITY WILL NEED TO BE PROVIDED WITH A LETTER CERTIFIED BY A PROFESSIONAL ENGINEER THAT IN ALL CASES WHERE A COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTING STRUCTURE, THE STRUCTURE CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE (35,000 KILOGRAMS) AND CONFORM TO THE FOLLOWING:
  - A) DESIGN CODE - ONTARIO BUILDING CODE
  - B) DESIGN LOAD - CITY BULK LIFT VEHICLE IN ADDITION TO BUILDING CODE REQUIREMENTS
  - C) IMPACT FACTOR - 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15 KM/H AND 30% FOR HIGHER SPEEDS.
9. THE COMMERCIAL COMPONENT OF THIS DEVELOPMENT BEING INELIGIBLE FOR CITY OF TORONTO COLLECTION MUST STORE, TRANSPORT AND MAKE ARRANGEMENTS FOR COLLECTION OF ALL MATERIALS SEPARATELY FROM THE RESIDENTIAL COMPONENT. COLLECTION OF WASTE WILL BE IN ACCORDANCE WITH CHAPTER 841, SOLID WASTE OF THE MUNICIPAL CODE. SEPARATE WASTE AND RECYCLING CONTAINERS ARE TO BE UTILIZED AND IT WILL BE NECESSARY FOR THE RETAIL SECTOR TO HAVE THESE IDENTIFIED (I.E. "COMMERCIAL WASTE ONLY"). THE COMMERCIAL COMPONENT RETAIL WILL SCHEDULE USE OF THE TYPE "G" LOADING SPACE ON DIFFERENT COLLECTION DAYS OF THE RESIDENTIAL COMPONENT TO ENSURE THE TYPE "G" LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION.
10. ACCESS TO THE LOADING SPACES AND ACCESS RAMP TO BE DESIGNED AND CONSTRUCTED TO CITY OF TORONTO STANDARD T-310.050-01 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
11. ALL ACCESS DRIVEWAYS AND RAMPS FOR LOADING AND PARKING WILL BE MAX  $\pm 4\%$ . REFER TO BA GROUP.
12. NON-RESIDENTIAL USE OF THE TYPE G LOADING SPACE WILL ONLY BE SCHEDULED FOR DAYS WHERE CITY WASTE COLLECTION DOES NOT TAKE PLACE.
13. NON-RESIDENTIAL WASTE BINS WILL BE CLEARLY LABELLED FOR NON-RESIDENTIAL/COMMERCIAL/RETAIL USE ONLY.
14. NON-RESIDENTIAL WASTE BINS WILL BE CLEARLY LABELLED FOR NON-RESIDENTIAL/COMMERCIAL/RETAIL USE ONLY.
15. BULKY STORAGE ROOM, AREA: 10M<sup>2</sup> MINIMUM



## BICYCLE REPAIR STATION



Chapter 230.5.1.10(12) requires a minimum of four (4) bicycle repair station to be provided on-site.



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Revision

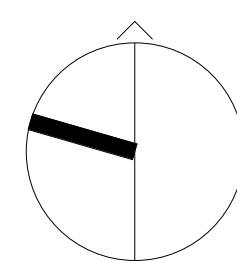
Date

**NOT FOR  
CONSTRUCTION**

|   |                   |          |
|---|-------------------|----------|
| 3 | RE-ISSUED FOR ZBA | 24-10-11 |
| 2 | ISSUED FOR ZBA    | 24-06-07 |
| 1 | ISSUED FOR ZBA    | 23-03-10 |

Revision

Date



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**2400-2440 DUNDAS STREET WEST**  
TORONTO, ONTARIO, CANADA

SHEET TITLE

GROUND FLOOR PLAN

|                     |          |
|---------------------|----------|
| DRAWN BY:           | GAIA     |
| CHECKED BY:         | GAIA     |
| PROJECT START DATE: | 22-04-06 |
| PROJECT NO.:        | 21115    |
| SHEET NUMBER        |          |

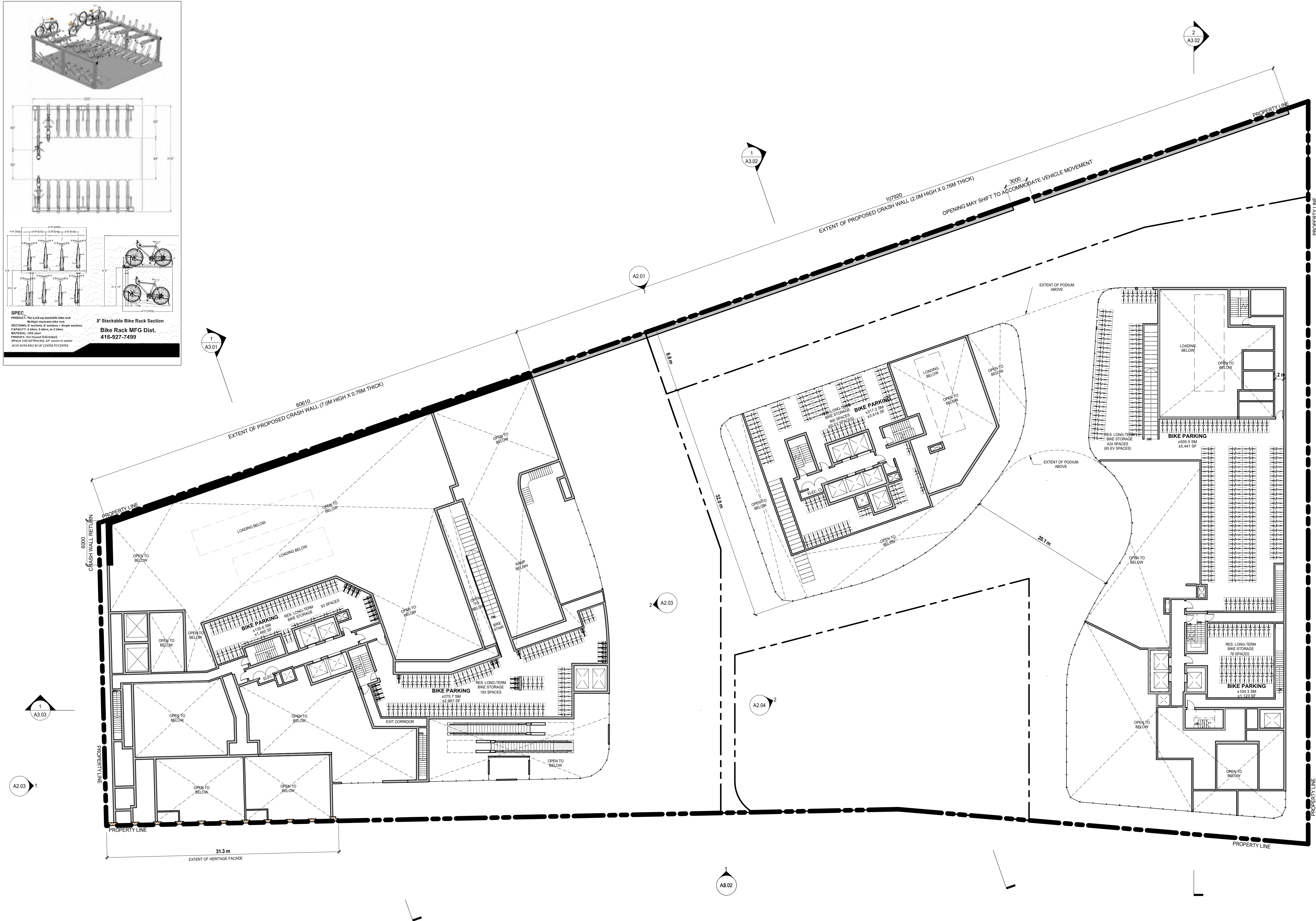
**A1.03**



3D rendering of the bike rack system and detailed technical drawings showing dimensions and specifications.

**SPEC:** The Lock-up stackable bike rack.  
SECTION: 8' Stackable bike rack.  
CAPACITY: 8 bikes, 4 bikes, or 2 bikes.  
MATERIAL: 100% steel.  
FINISH: Hot Dip Galvanized.  
SPACE: 100" between racks, 30" between racks.  
ADDITIONAL: 10" center to center.

**8' Stackable Bike Rack Section**  
Bike Rack MFG Dist.  
416-927-7499



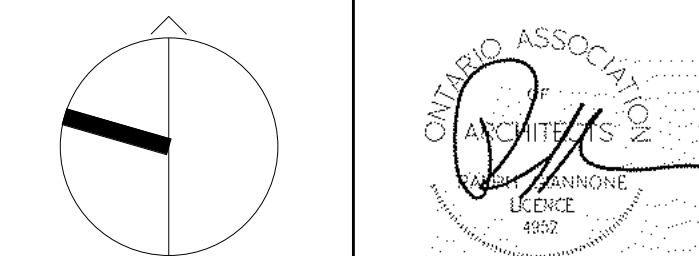
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Revision Date

**NOT FOR CONSTRUCTION**

3 RE-ISSUED FOR ZBA 24-10-11  
2 ISSUED FOR ZBA 24-06-07  
1 ISSUED FOR ZBA 23-03-10

Revision Date



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**2400-2440 DUNDAS STREET WEST**  
TORONTO, ONTARIO, CANADA

SHEET TITLE

MEZZANINE FLOOR PLAN

DRAWN BY: GPAIA  
CHECKED BY: GPAIA  
PROJECT START DATE: 22-04-06  
PROJECT NO.: 21115  
SHEET NUMBER

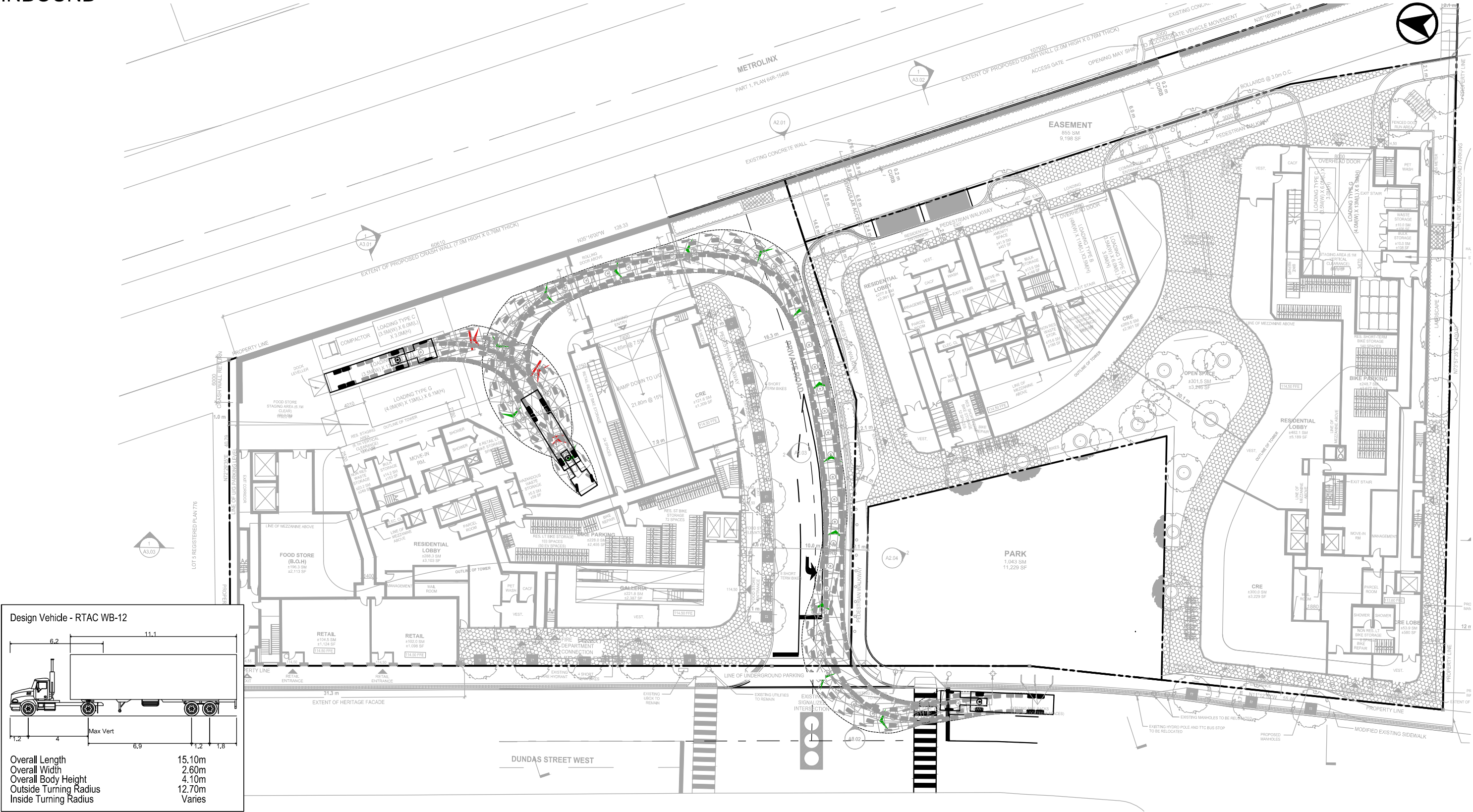
**A1.04**


## **Appendix C:**

### **Vehicular Manoeuvring Diagrams**



INBOUND





2400 DUNDAS STREET WEST

VEHICLE MANOEUVRING DIAGRAM

WB-12 TRAILER - INBOUND

TOWER A

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: October 10, 2024

Revised: -

Scale

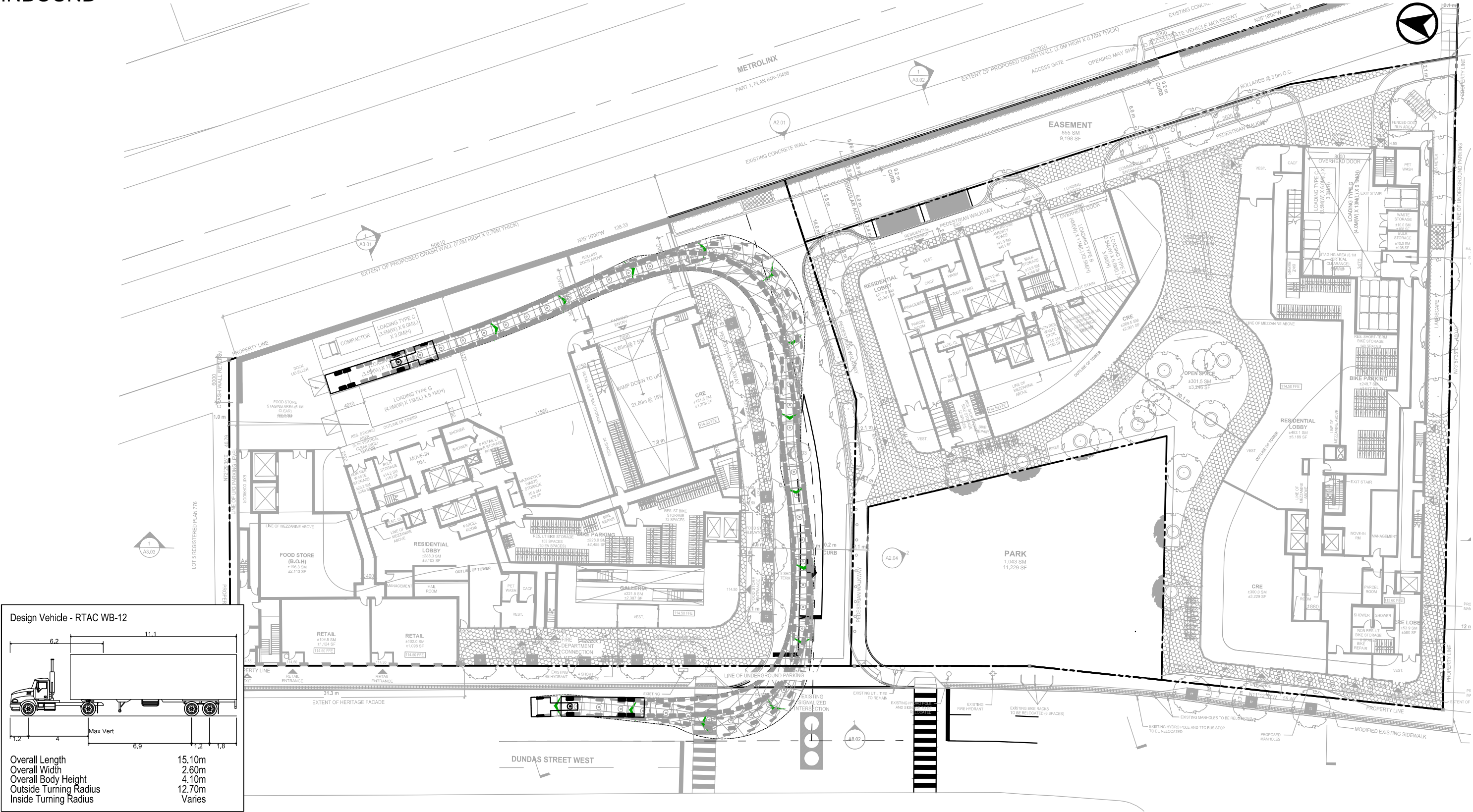
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Drawing No. VMD-01



INBOUND





2400 DUNDAS STREET WEST

VEHICLE MANOEUVRING DIAGRAM

WB-12 TRAILER - OUTBOUND

TOWER A

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: October 10, 2024

Revised: -

Scale

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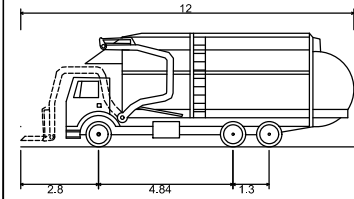
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Drawing No. VMD-02



INBOUND

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



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

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

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



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
CITY OF TORONTO FRONT LOADING WASTE COLLECTION - INBOUND  
TOWER A

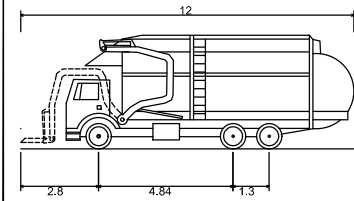
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Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 0 5 10 15 20m  
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Drawing No. VMD-03



INBOUND

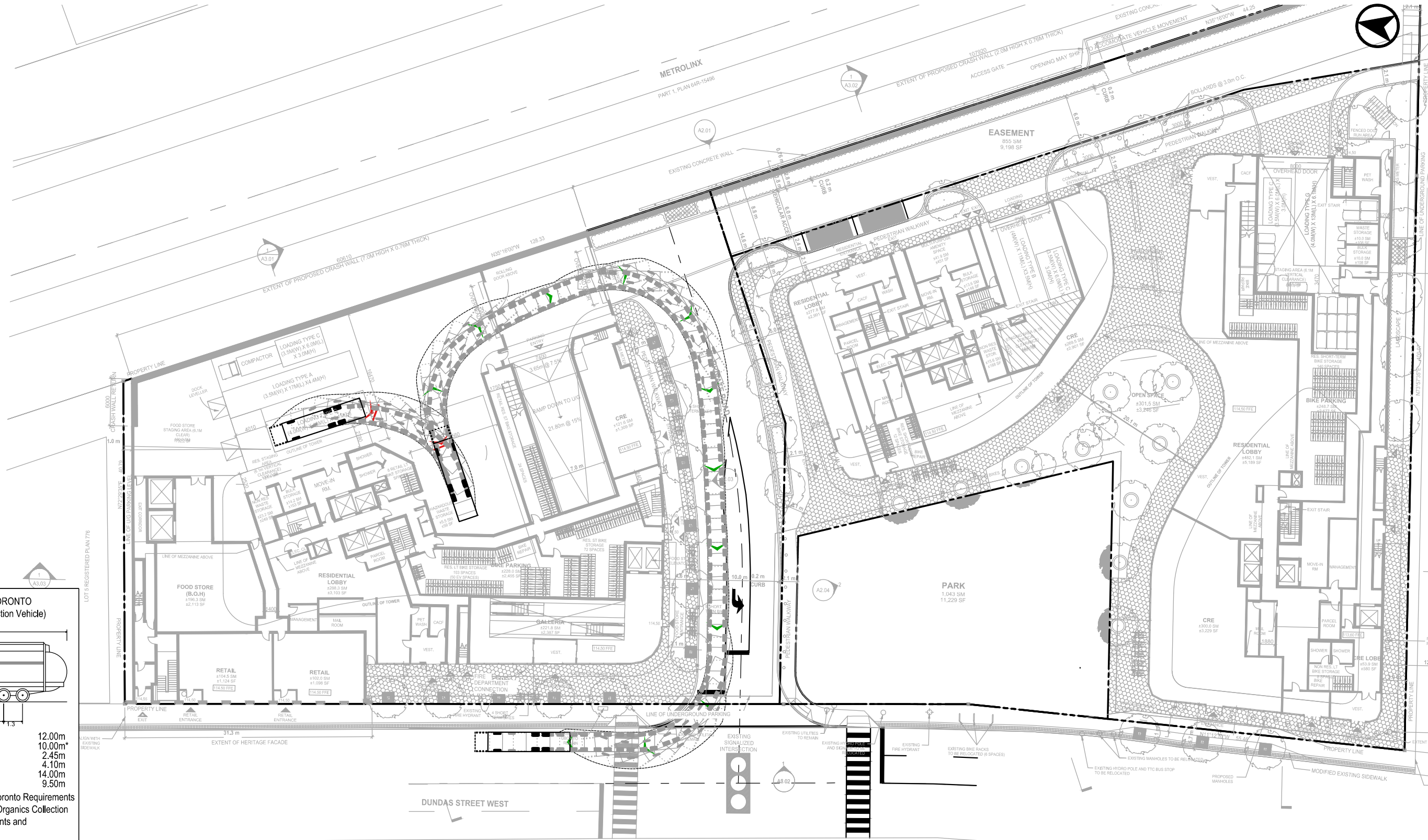
Design Vehicle - CITY OF TORONTO  
(Front Loading Refuse Collection Vehicle)



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

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

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



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
CITY OF TORONTO FRONT LOADING WASTE COLLECTION - INBOUND  
TOWER A

Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 0 5 10 15 20m  
1:500  
Drawing No. VMD-04



INBOUND



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
TAC SINGLE UNIT TRUCK - INBOUND  
TOWER A

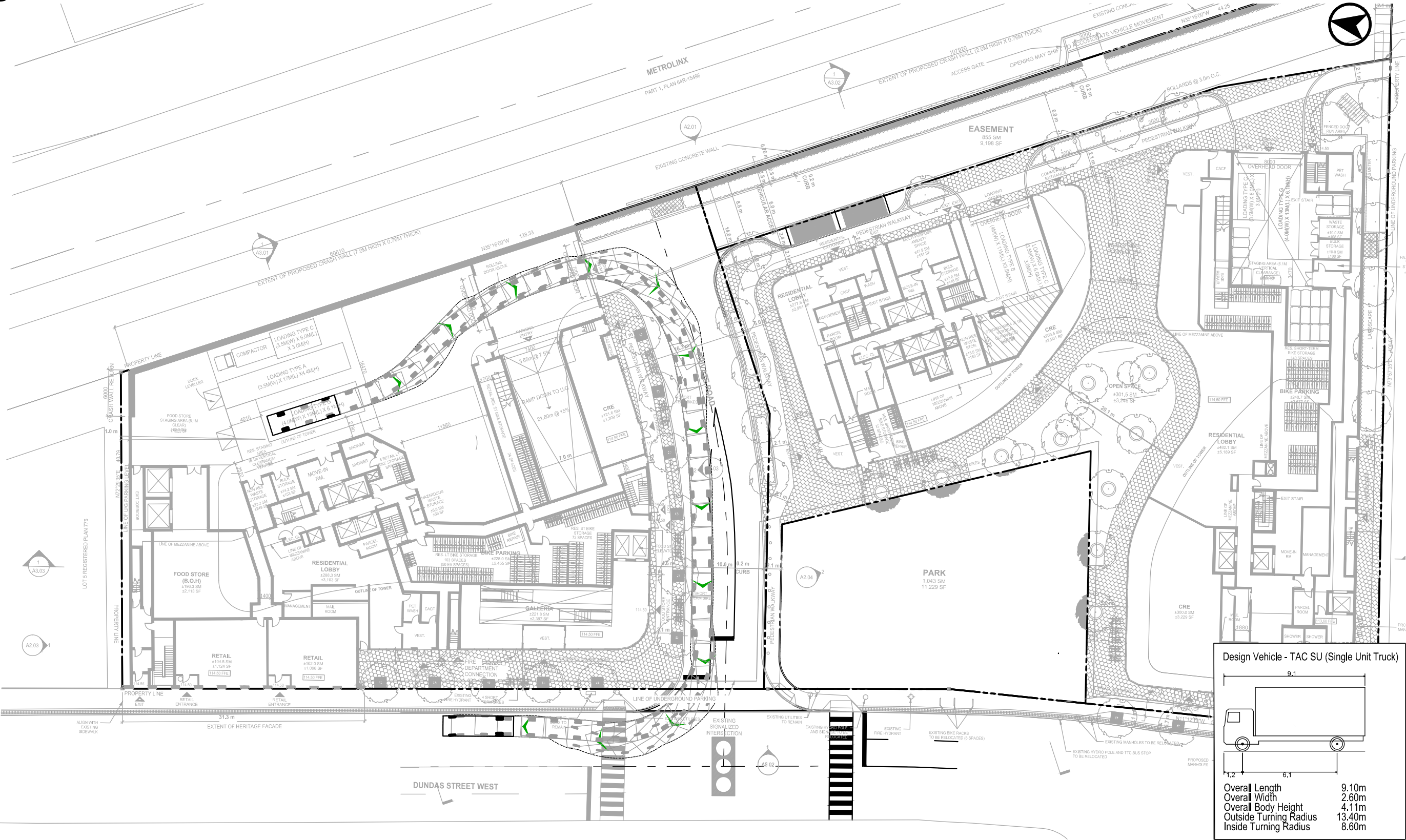
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Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 1:500

Drawing No. VMD-05



OUTBOUND





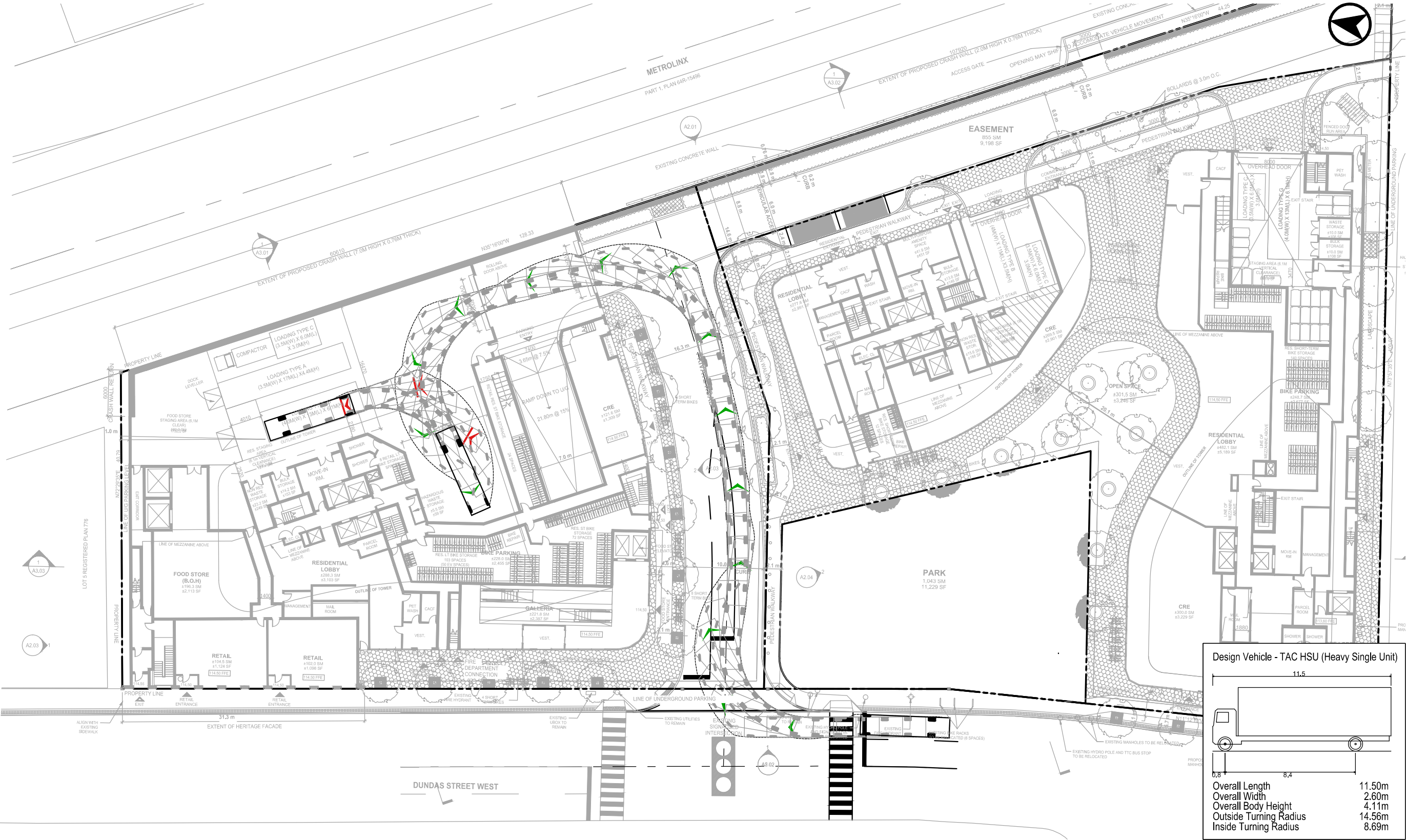
**2400 DUNDAS STREET WEST**  
VEHICLE MANOEUVRING DIAGRAM  
TAC SINGLE UNIT TRUCK - OUTBOUND  
TOWER A

Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale: 1:500

Drawing No. **VMD-06**







### 2400 DUNDAS STREET WEST

#### VEHICLE MANOEUVRING DIAGRAM

#### TAC HEAVY SINGLE UNIT TRUCK - INBOUND

#### TOWER A

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: October 10, 2024

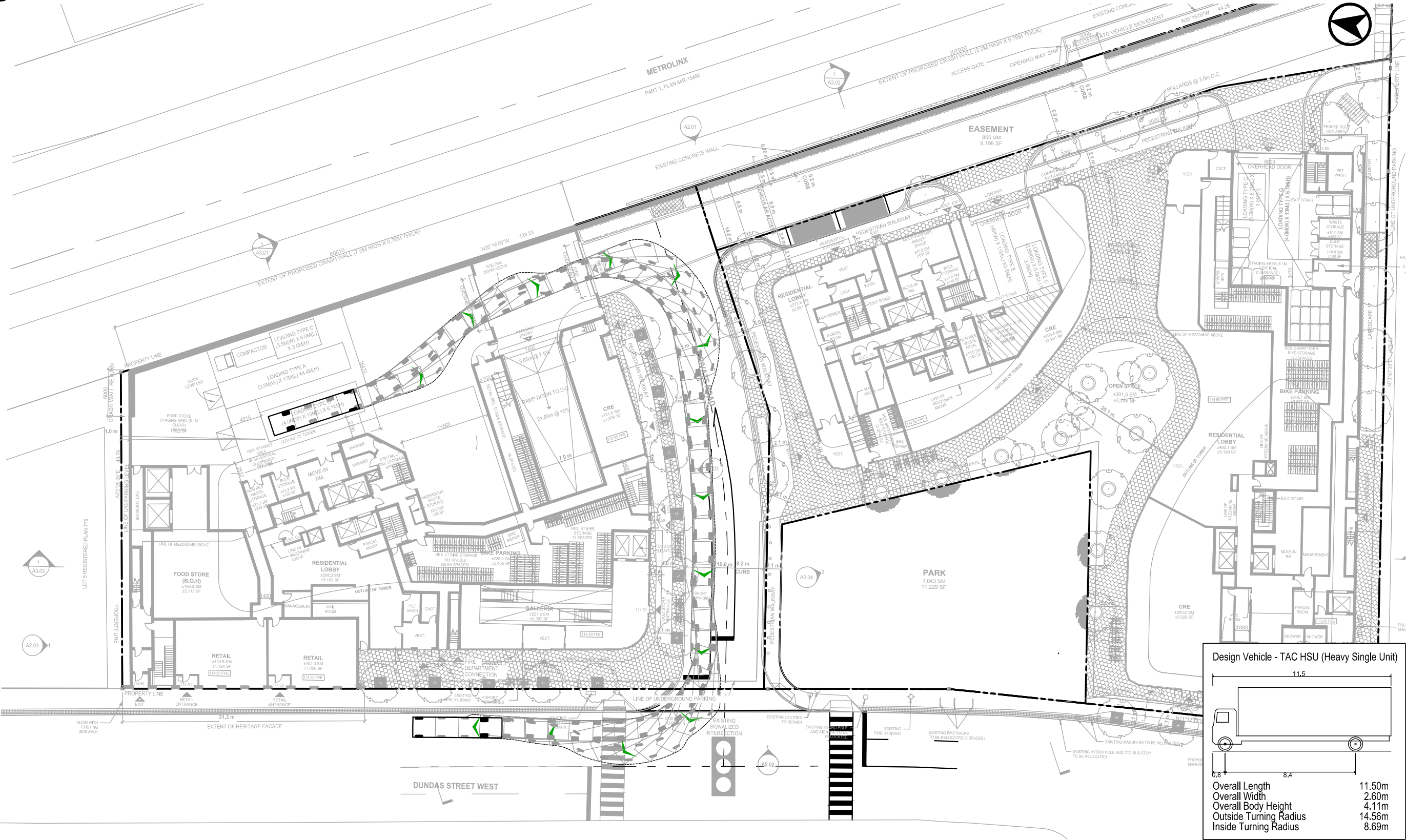
Revised: -

Scale 1:500

Drawing No. VMD-07



OUTBOUND



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
TAC HEAVY SINGLE UNIT TRUCK - OUTBOUND  
TOWER A

Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 1:500  
Drawing No. VMD-08



INBOUND

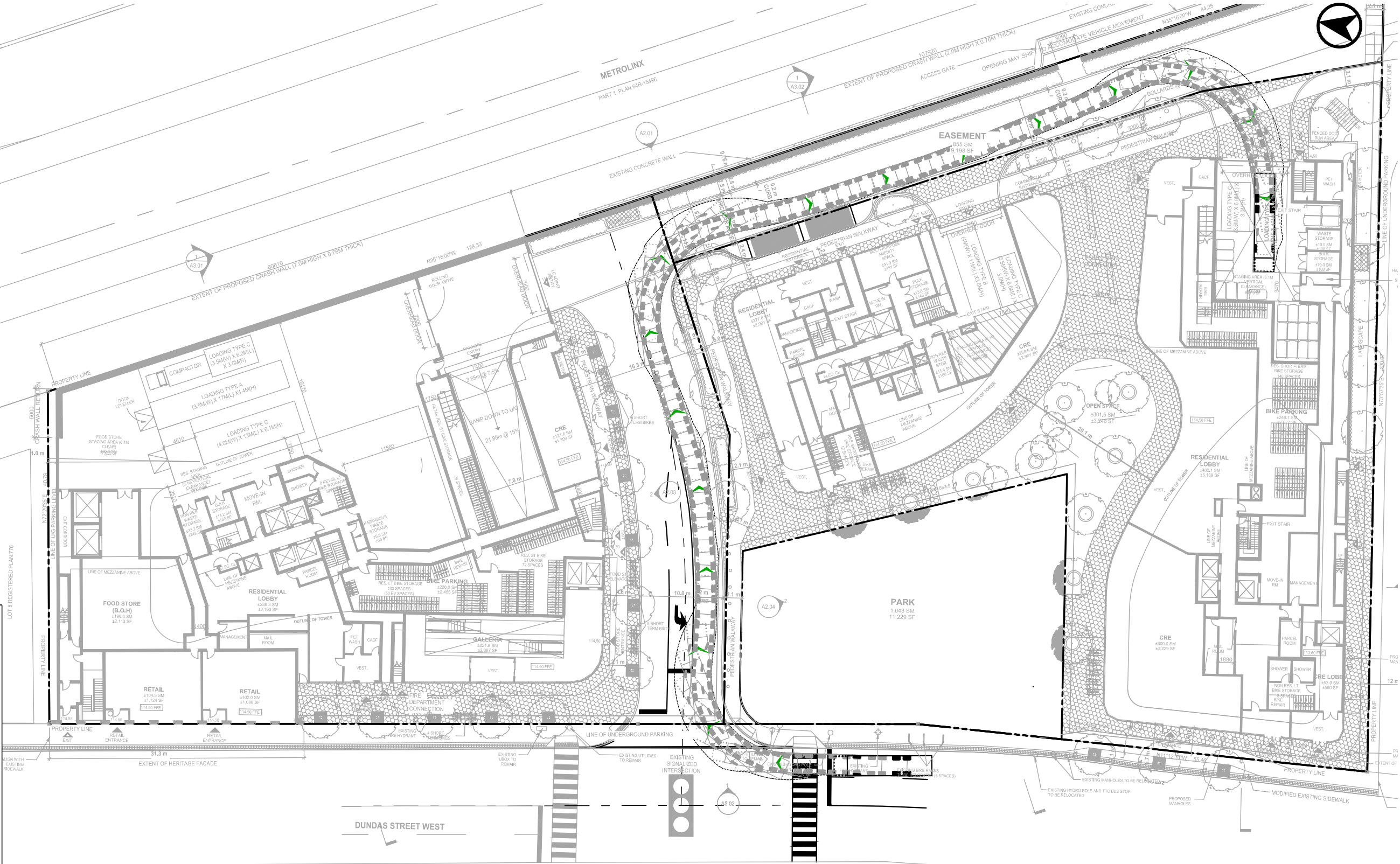
Date Plotted: October 10, 2024    Filename: J:\8159-06\BA\Site Plan Review\2024\15\_Oct10-24\BA-2400DundasWest-SPR-8159-06-Oct10-2024.dwg

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

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

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

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



|  |  |                           |                      |
|--|--|---------------------------|----------------------|
|  | <b>2400 DUNDAS STREET WEST</b><br>VEHICLE MANOEUVRING DIAGRAM<br>CITY OF TORONTO FRONT LOADING WASTE COLLECTION - INBOUND<br>TOWER B | Project: 2400 DUNDAS ST W | Scale: 0 5 10 15 20m |
|  |  | Project No. 8159-06       | 1:500                |
|  |  | Date: October 10, 2024    | Drawing No. VMD-09   |
|  |  | Revised: -                |                      |



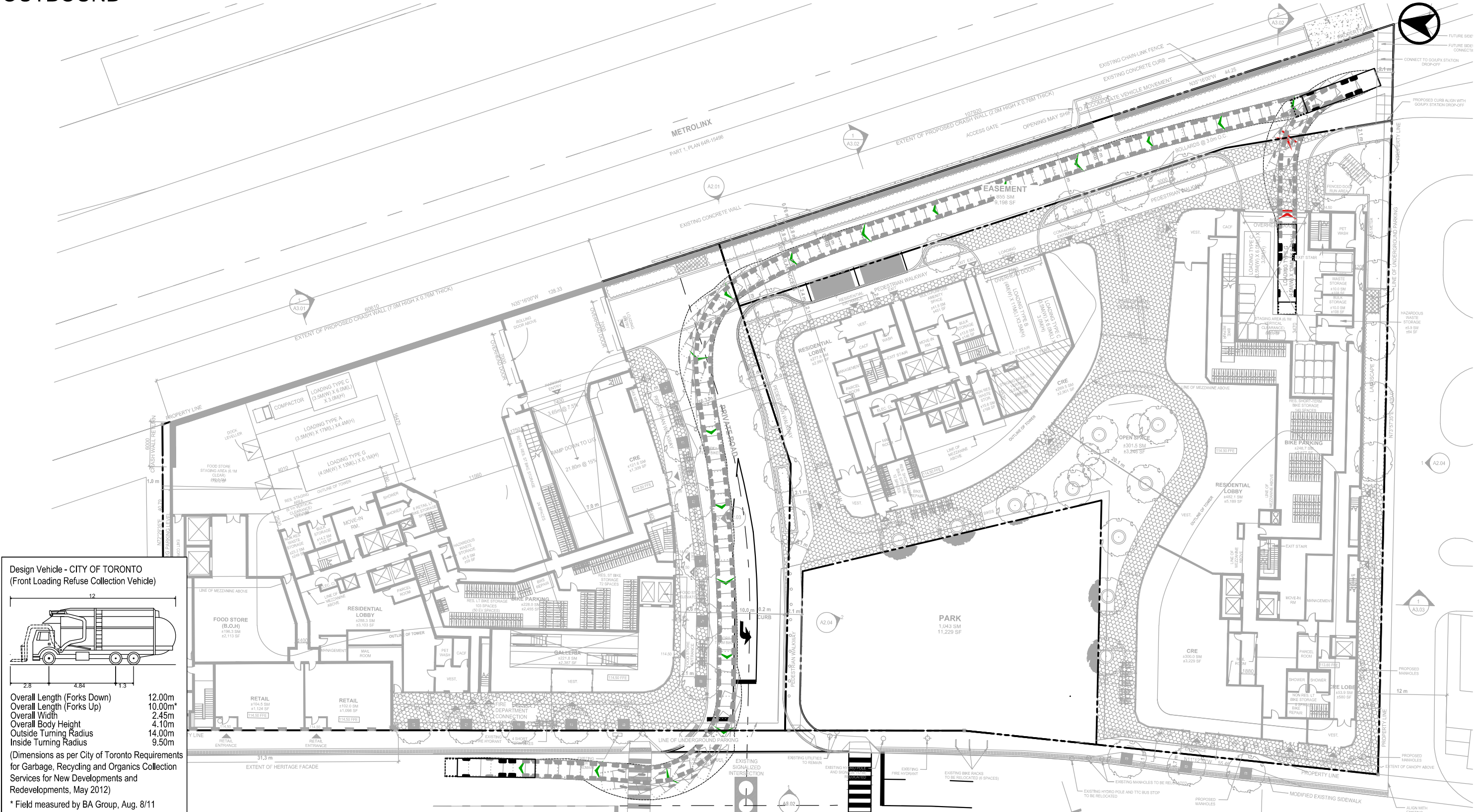
OUTBOUND

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

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

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

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



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
CITY OF TORONTO FRONT LOADING WASTE COLLECTION - OUTBOUND  
TOWER B

Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 1:500  
0 5 10 15 20m  
Drawing No. VMD-10



INBOUND



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
TAC SINGLE UNIT TRUCK - INBOUND  
TOWER B

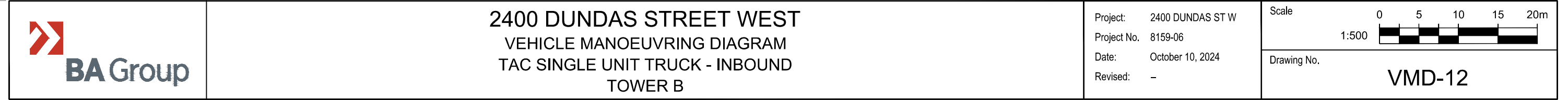


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Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale 1:500  
Drawing No. VMD-11

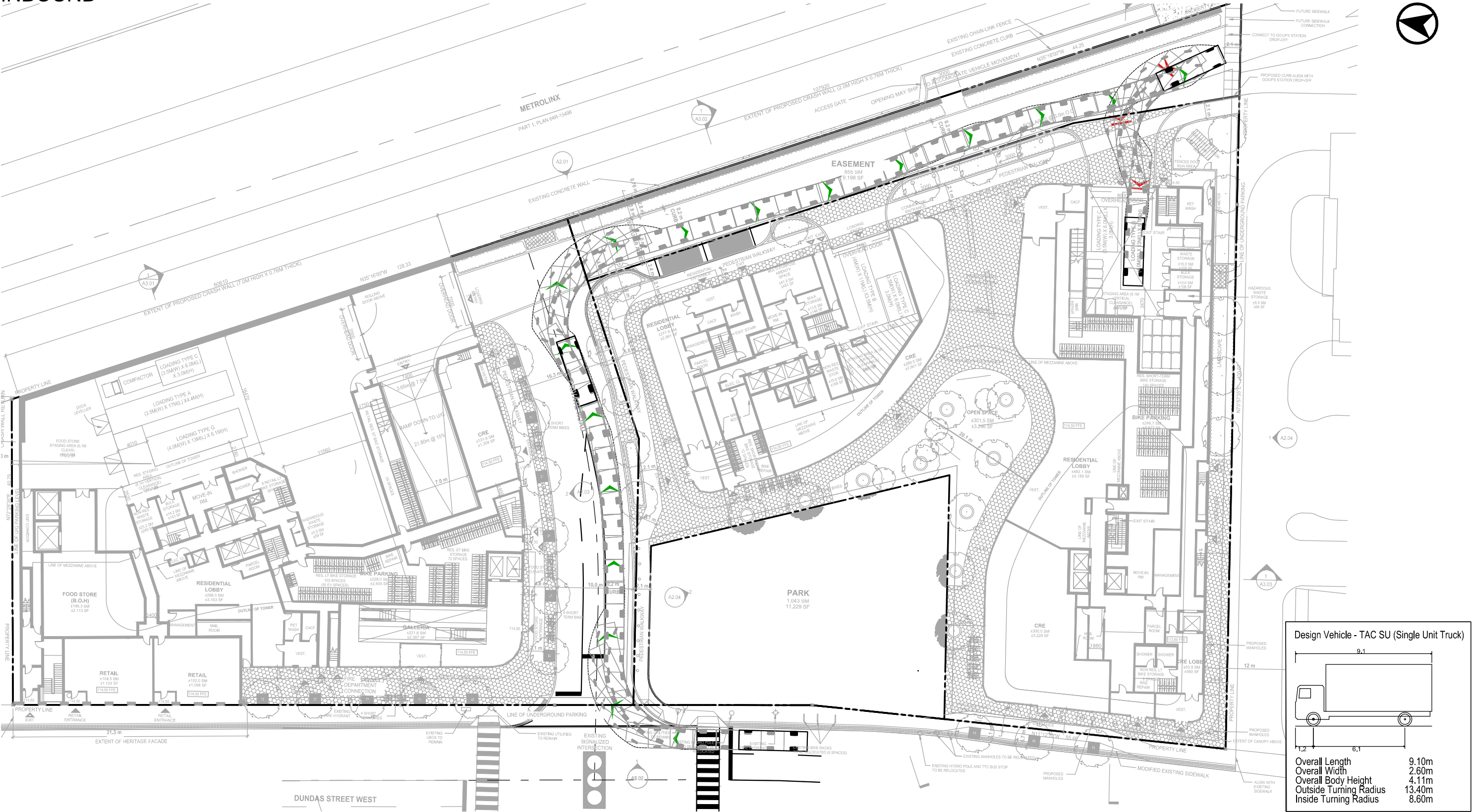



Date Plotted: October 10, 2024  
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INBOUND





### 2400 DUNDAS STREET WEST

#### VEHICLE MANOEUVRING DIAGRAM

#### TAC SINGLE UNIT TRUCK - INBOUND

#### TOWER B

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: October 10, 2024

Revised: -

Scale

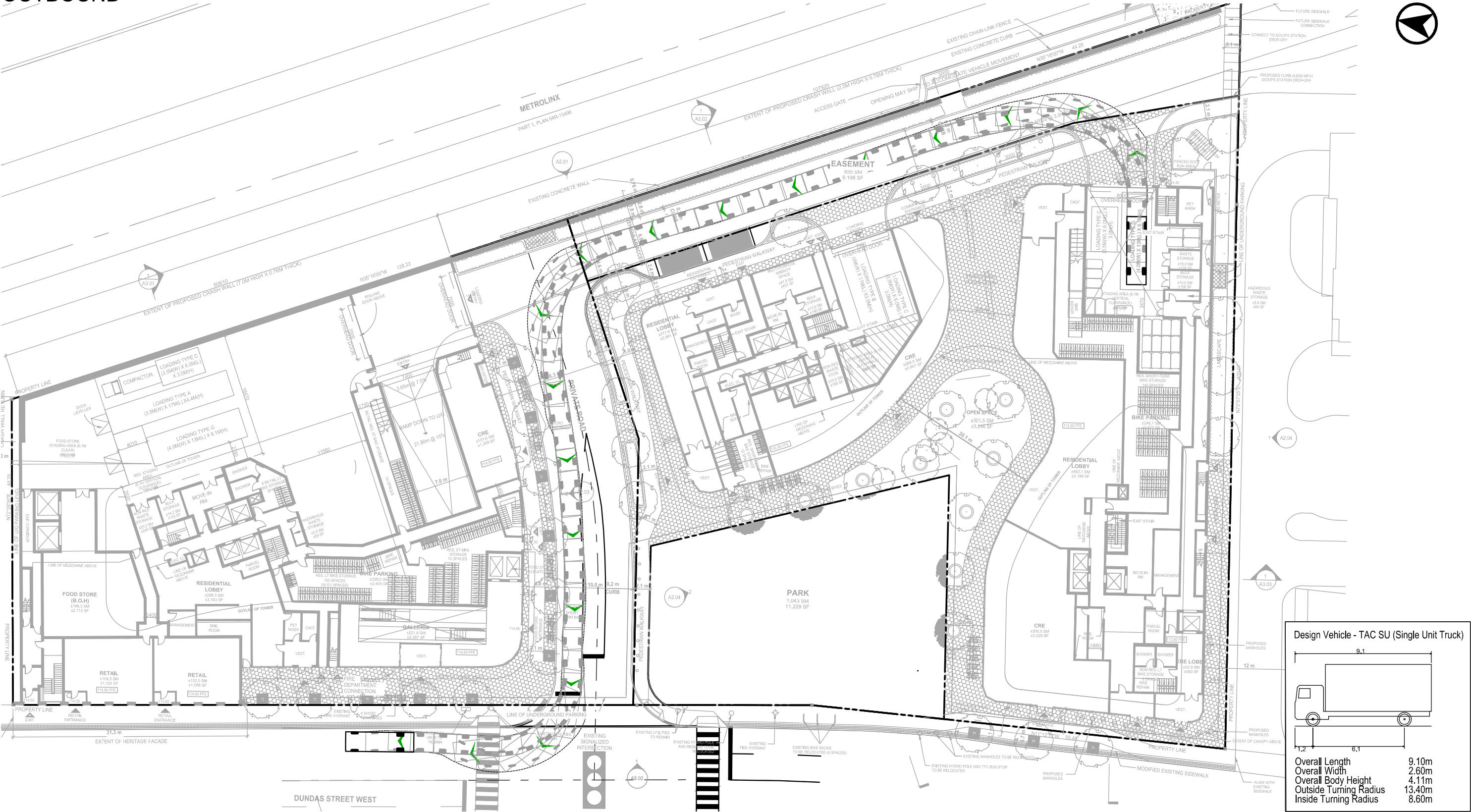
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Drawing No. VMD-13



OUTBOUND

Filename: J:\8159-06\BA\Site Plan Review\2024\15\_Oct10-24\BA-2400DundasWest-SPR-8159-06-Oct10-2024.dwg  
Date Plotted: October 10, 2024



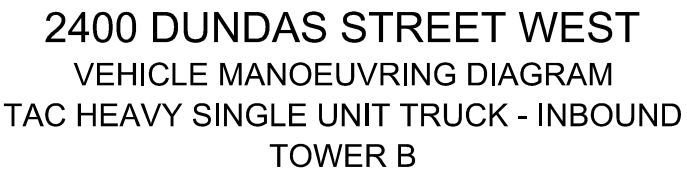
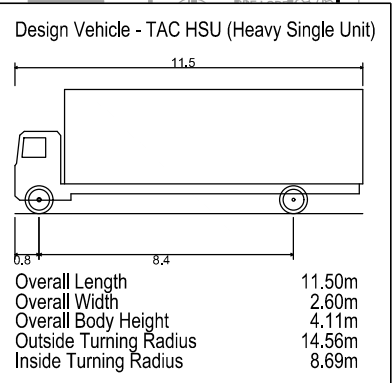
Design Vehicle - TAC SU (Single Unit Truck)

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

|  |  |                           |                      |
|--|--|---------------------------|----------------------|
|  | <b>2400 DUNDAS STREET WEST</b><br>VEHICLE MANOEUVRING DIAGRAM<br>TAC SINGLE UNIT TRUCK - OUTBOUND<br>TOWER B | Project: 2400 DUNDAS ST W | Scale: 0 5 10 15 20m |
|  |  | Project No. 8159-06       | 1:500                |
|  |  | Date: October 10, 2024    | Drawing No. VMD-14   |
|  |  | Revised: -                |                      |



Date Plotted: October 10, 2024  
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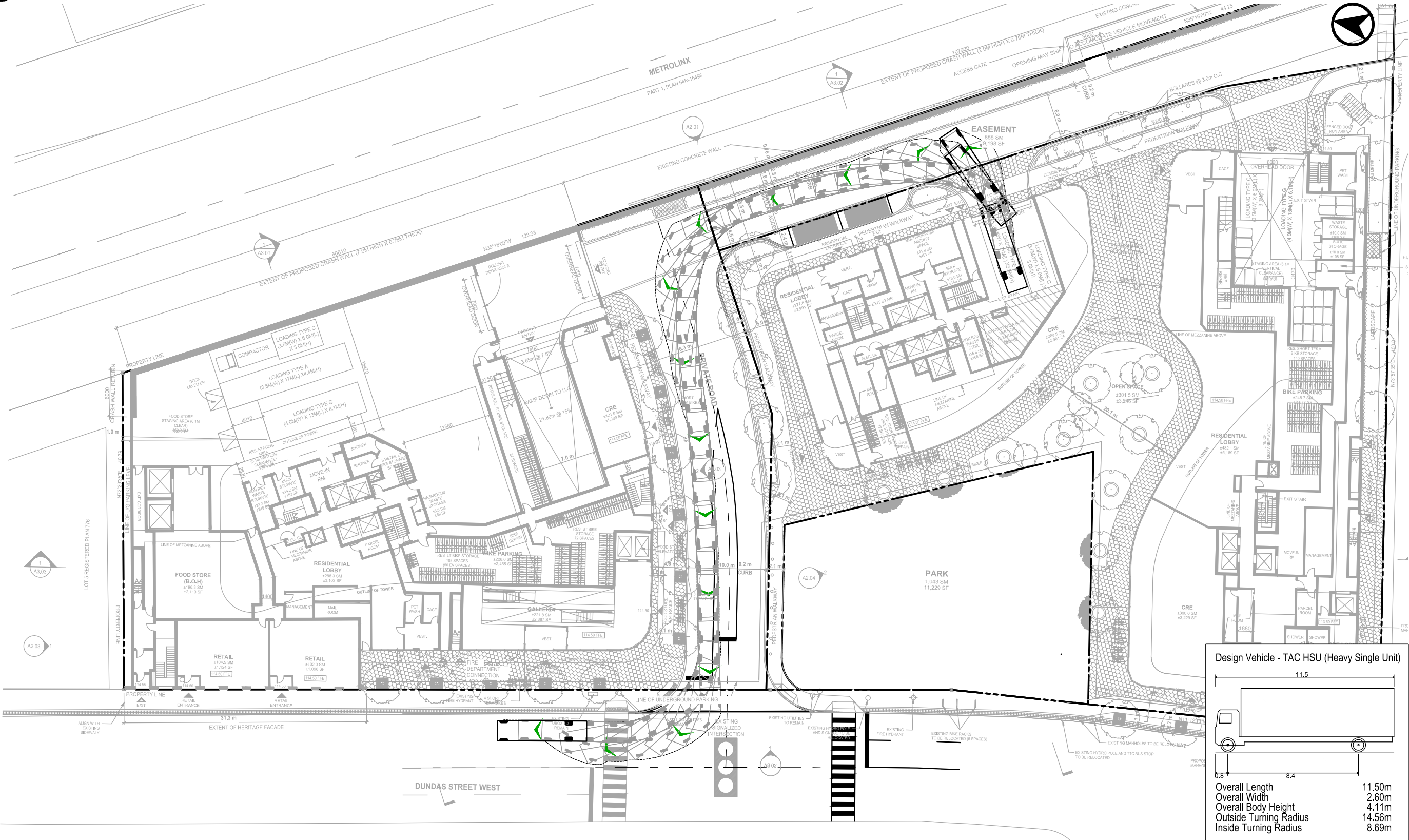


Scale 0 5 10 15 20m  
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Drawing No. **VMD-15**



OUTBOUND



2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
TAC HEAVY SINGLE UNIT TRUCK - OUTBOUND  
TOWER B



Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -


Scale 1:500  
Drawing No. VMD-16



INBOUND



File: J:\8159-06\BA\Site Plan Review\2024\15\_Oct10-24\BA-2400Dundas\West-SPR-8159-06-Oct10-2024.dwg  
Date Plotted: October 10, 2024



2400 DUNDAS STREET WEST

VEHICLE MANOEUVRING DIAGRAM

TAC HEAVY SINGLE UNIT TRUCK - INBOUND

TOWER B

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: October 10, 2024

Revised: -

Scale

0 5 10 15 20m

1:500

Drawing No.

VMD-17



OUTBOUND

File: J:\8159-06\BA\Site Plan Review\2024\15\_Oct10-24\BA-2400Dundas\West-SPR-8159-06-Oct10-2024.dwg  
Date Plotted: October 10, 2024



Design Vehicle - TAC HSU (Heavy Single Unit)

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

2400 DUNDAS STREET WEST  
VEHICLE MANOEUVRING DIAGRAM  
TAC HEAVY SINGLE UNIT TRUCK - OUTBOUND  
TOWER B

Project: 2400 DUNDAS ST W  
Project No. 8159-06  
Date: October 10, 2024  
Revised: -

Scale  
1:500

Drawing No.  
VMD-18