



BA Group

1926 LAKE SHORE BOULEVARD WEST CITY OF TORONTO

Minor Variance Application
Visitor Parking

Prepared For: DF Lake Shore LP

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TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	This Report	1
1.2	The Development	1
2.0	MINIMUM VISITOR PARKING REQUIREMENT	2
3.0	PROPOSED VISITOR PARKING SUPPLY	2
4.0	APPROPRIATENESS OF PROPOSED VISITOR PARKING SUPPLY REDUCTION	3
4.1	Site Transportation Context	3
4.2	Area Commercial Parking Options	10
4.3	Local As-Of-Right Permissions	10
4.4	Visitor Parking Reduction Approvals	11
4.5	Visitor Parking Demand Studies	12
5.0	SUMMARY & CONCLUSIONS	14



LIST OF TABLES

Table 1	Approved Visitor Parking Reductions	11
Table 2	Observed Existing Visitor Parking Demand.....	13

LIST OF FIGURES

Figure 1:	Existing Area Transit Service.....	6
Figure 2:	Waterfront Transit Network Plan.....	8
Figure 3:	Area Car-Share and Bike Share Facilities	9

TABLE OF APPENDICES

APPENDIX A:	Site-specific By-law 1083-2014(OMB)
APPENDIX B:	Reduced Scale As-Built Survey Plan
APPENDIX C:	Parking Demand Surveys Information



1.0 INTRODUCTION

BA Group is retained by DF Lake Shore Ltd. (herein referred to as the “client”) to provide transportation consulting and design services for the under-construction development located at 1926 Lake Shore Boulevard West in the City of Toronto. BA Group has been involved in the Site Plan Control applications made to the City and prepared transportation reports as part of the submissions.

BA Group was also retained by the prior owner of this site (1926 Lakeshore West GP Inc.) as part of the consulting team advancing the Zoning By-law Amendment process for the site. BA Group prepared a transportation impact study and follow-up studies as part of the related submissions to the City, and also participated in the Ontario Municipal Board mediation proceedings that led to the passing of Site-specific By-law 1083-2014 (OMB) for the property, included as **Appendix A**.

It is further noted that minor variances were approved for the site in 2017 (A0653/17EYK) and 2019 (A0971/19EYK) pertaining to massing, height, and bicycle parking.

The project is currently under construction. At this time, the client is proposing to convert some of the space currently designed and allocated for visitor parking into resident parking and residential locker space. This change triggers the need for a variance permitting a reduced visitor parking supply.

1.1 THIS REPORT

A minor variance application is being advanced for submission to the Committee of Adjustment pertaining to the visitor parking supply, as per the above. In this report, a review and assessment of the appropriateness of the proposed visitor parking supply is provided.

1.2 THE DEVELOPMENT

Consistent with previous submissions, the development includes 720 residential dwelling units and a minor amount of non-residential gross floor area at grade.

As built-survey plans are included as **Appendix B**.

2.0 MINIMUM VISITOR PARKING REQUIREMENT

Reflective of the site's approval history, site-specific By-law 1083-2014 (OMB) is applicable to the site. The visitor parking requirement is as follows:

0.15 parking spaces per dwelling unit for visitors to the dwelling units of which 5 parking spaces may also be used by the non-residential uses on the lot.

Given that there are 720 dwelling units on the site, the minimum visitor parking requirement is 108 visitor parking spaces.

3.0 PROPOSED VISITOR PARKING SUPPLY

It is proposed as part of this application to convert some of the space currently designed and allocated for visitor parking into resident parking and residential locker space. As a result, the visitor parking supply within the parking garage (the site is under construction and therefore the parking garage is physically constrained) requires a reduction to facilitate the change.

It is proposed to reduce the visitor parking supply to 86 visitor parking spaces – a reduction of 22 visitor parking spaces in comparison to the current minimum visitor parking requirement (108 visitor parking spaces) stipulated by By-law 1083-2014 – which is equivalent to a new visitor parking supply ratio of 0.12 visitor parking spaces per dwelling unit.

A rationale is provided herein outlining the appropriateness of the proposed visitor parking supply reduction.

4.0 APPROPRIATENESS OF PROPOSED VISITOR PARKING SUPPLY REDUCTION

Based on a more detailed review of the residential visitor parking requirements for the site, the minimum visitor parking requirement stipulated in site-specific By-law 1083-2014 (OMB) now overstates the visitor parking needs of the proposed development, given:

- the high proximity to pedestrian destinations, cycling routing options, and higher order transit facilities that facilitate non-automobile dependent travel connections across the City;
- the close proximity of commercial parking options should parking supply ever be occasionally constrained on the site;
- visitor parking reduction approvals and as-of-right visitor parking permissions in the local area and in areas with comparable or worse transit accessibility that collectively, reveals the site's minimum visitor parking requirement to be high; and
- parking utilization studies undertaken by BA Group in areas with comparable or worse transit accessibility indicated visitor parking demand lower than what is being requested for the site.

A rationale is provided based on these factors to justify the Minor Variance Application to establish a new minimum visitor parking supply ratio of 0.12 visitor parking spaces per dwelling unit.

4.1 SITE TRANSPORTATION CONTEXT

The site is located in an area that is well served today by existing transit and cycling routes and further, significant investments planned and being studied for the transit and bicycle network systems serving the area that will further enhance non-automobile travel options for the site and surrounding area in the near future.

The transportation context for the site is summarized below as it relates to the sustainable transportation options that are available to existing and future residents.

It is further noted that in addition to the existing site context, the client has previously agreed to provide a Bike Share Toronto station on-site at the completion of construction. The station will add to the general connectivity of the site for visitors.

4.1.1 Pedestrian Considerations

The site is bordered by a sidewalk on the west side of Windermere Avenue, which provides a pedestrian connection to lakefront area to the south and The Queensway and beyond to the north. It is also located adjacent to a multi-use path running along the north side of Lake Shore Boulevard West that connects to The Queensway and the Humber River Recreational Trail further west.

Neighbourhood amenities within walking distance of the site include Sunnyside Park and Beach and the Sir Casimir Gzowski Dog Park.

4.1.2 Cycling Route Considerations (Existing and Planned)

Existing Cycling Network

The site is excellently located in relation to prominent City of Toronto cycling routes that provide far reaching access within the City of Toronto. A summary of these routes is provided below:

- Waterfront Trail (also known as the “Martin Goodman Trail”): A multi-use trail spanning from Mimico Waterfront Park in the west to Balmy Beach Park in the east.
- Bike Lanes on the Queensway: Spanning from Stephen Drive in the west to Glendale Avenue in the east.
- Humber River Recreational Trail: Spanning from the City of Toronto’s northern boundary (at two locations) to Lake Ontario at the mouth of the Humber River. A spur of the Trail emanates from the east side of the Humber River and merges with Lakeshore Road West, terminating at Windermere Avenue, at the location of the subject site.
- High Park: Accessible via the Waterfront Trail and Queensway Bike Lanes, High Park is a large city park with a number of different cycling routes within it.

It should also be noted that the Lake Shore Boulevard West / Windermere Avenue intersection includes bicycle signals on the western crossing point, operating in a north-south direction. The purpose of the bicycle signals is to aide cyclists in crossing Lake Shore Road West which is highly utilized by vehicles. On the north side, the signal crossing route meets the aforementioned Humber River Recreational Trail spur.

Planned Cycling Network Improvements

A series of planned infrastructure investments (included as part of the City of Toronto plans) will benefit the “reach” of the cycling network connected to the site.

Planned connections and improvements have been identified by the City of Toronto and have been addressed through the Cycling Network Ten Year Plan (2016), a policy document that outlines proposed cycling infrastructure improvements in Toronto over a ten-year period (2016-2025). The Ten Year Plan aims to connect gaps in the City, and to renew existing cycling routes by improving their quality.

Notably, in July 2019, Toronto City Council approved an update to the Cycling Network Plan. The Cycling Network Plan now consists of a longer-term overall proposed network, as well as a detailed three year rolling implementation program (currently 2019 to 2021). Cycling infrastructure improvements included as part of the near term implementation program generally coincide with planned road improvements.

Planned new cycling infrastructure includes the following:

- Ellis Avenue: New Bike Lanes are proposed on Ellis Avenue between The Queensway and the Waterfront Trail as a method of crossing under the Gardiner Expressway.
- Colborne Lodge Drive: The renewal of the bike lanes located on Colborne Lodge Drive between The Queensway and the Waterfront Trail to enhance the crossing under the Gardiner Expressway.
- Marine Parade Drive: The renewal of a Waterfront Trail connection, connecting the Humber Bay Park East Trail to the Martin Goodman Trail.
- Lake Shore Boulevard West / Kipling Avenue / Bloor Street West: These major arterial streets have been earmarked as “Major Corridor Studies”. It should be noted that this notation is included in the 2016 Cycling Network Ten Year Plan and not the three year rolling implementation program of the 2019 Cycling Network Plan.

ActiveTO – Major Road Closures program

It is noted that due to the Coronavirus (also known as COVID-19 and SARS-CoV-2) global pandemic, the City of Toronto launched a program in 2020 including the temporary expansion of the city's on-road cycling network and in addition, several major road closures on weekends to facilitate outdoor exercise, prominently including cycling.

Of the road closures, the most prominent was Lake Shore Boulevard West from Windermere Avenue to Stadium Road, a 6-kilometre stretch where the entirety of Lake Shore Boulevard West was closed to vehicles. As the site is located at the Lake Shore Boulevard West / Windermere Avenue intersection, it is directly adjacent to the route of the prominent 2020 road closure.

At Toronto City Council on April 7, 2021, despite local construction projects potentially preventing the repeat of the Lake Shore Boulevard West road closure, a motion was moved and carried to direct City of Toronto staff to explore options for full or partial closures, on select weekends, of Lake Shore Boulevard West to vehicles during Summer 2021 as part of the ActiveTO program, to facilitate pedestrian and cycling activity.

4.1.3 Transit Considerations

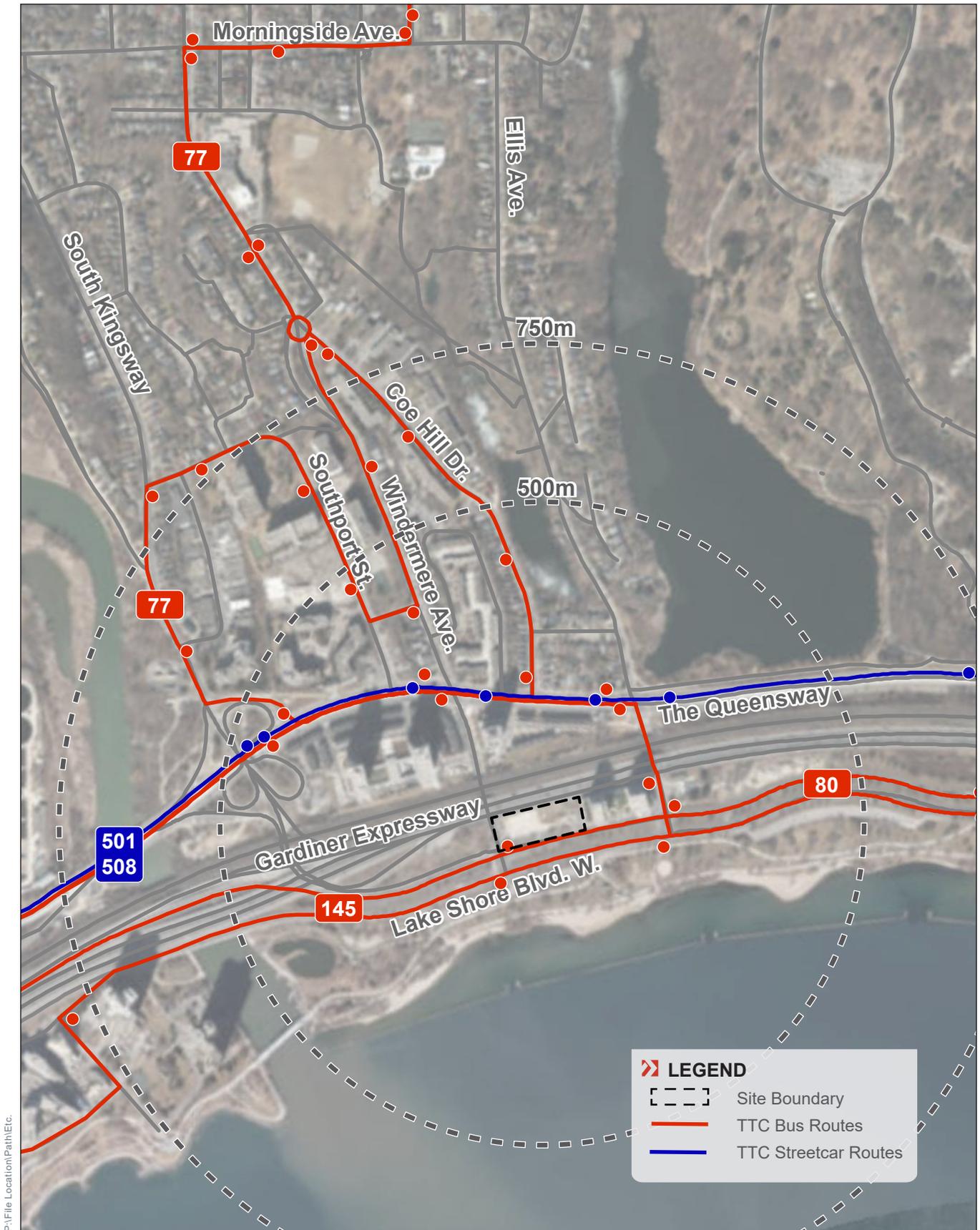
Existing Transit Network

Area TTC transit services and transit stop locations in the site vicinity are illustrated on **Figure 1**; notably, there is bus stop at the site frontage on Lake Shore Boulevard West. A brief description of the area surface transit routes operating in the area is provided in the following. Please note that the outline of TTC service provided below is generally based upon TTC service provided prior to the Coronavirus (also known as COVID-19 and SARS-CoV-2) global pandemic. While service has been reduced during this period, it is expected to return to previous service levels in the future, tying in with the planned occupancy of the site.

The **501 Queen** Streetcar operates within the dedicated Streetcar right-of-way facility provided along The Queensway. The 502 Queen service runs generally east-west from the Long Branch GO Station in Etobicoke (just west of Browns Line) to the Beach area on the eastern side Toronto along Lake Shore Boulevard West (west of the Humber River), The Queensway and Queen Street West. The 501 Queen connects with the Yonge – University – Spadina subway line at the Osgoode and Queen subway stations. Connections are also available to various Mississauga Transit services at the Long Branch GO Station. In the vicinity of the site, the 502 Queen Streetcar is served by transit stops located at The Queensway / Windermere Avenue signalized intersection, approximately 3- to 4-minute walk from the proposed site. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

The **508 Lake Shore** Streetcar also operates within the dedicated Streetcar right-of-way facility on The Queensway. The 508 Lake Shore service also runs from the Long Branch GO Station along Lake Shore Boulevard West and The Queensway bus routes along King Street West across the central area of Toronto to its easterly terminus at Parliament Street. The 508 Lake Shore service connects with the Yonge – University – Spadina subway line at the St. Andrew and King subway stations. Transit stops for this route are located at The Queensway / Windermere Avenue intersection.

The **77 Swansea** bus route runs north-south from Runnymede subway station on the Bloor – Danforth subway line to The Queensway where it loops back north. The Swansea bus service runs westbound through the Windermere Avenue intersection. A bus stop is located at this intersection.



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FIGURE 1 EXISTING AREA TRANSIT SERVICES

The **145A Downtown / Humber Bay Express** bus route runs eastbound into downtown Toronto in the morning peak period and westbound from downtown Toronto to the Humber Bay area in Etobicoke in the afternoon peak period. The 145A Express runs along Lake Shore Boulevard West in the site area with stops located at the Windermere Avenue signalized intersection adjacent to the site.

The **80 Queensway** bus route runs generally east-west along The Queensway and Lake Shore Boulevard West from Sherway Gardens in Etobicoke to the Keele subway station on the Bloor – Danforth subway line. Connections to Mississauga transit are available at Sherway Gardens. In the vicinity of the site, the 80 Queensway route runs along The Queensway and is served by transit stops located at the Windermere Avenue signalized intersection.

Planned Transit Network Improvements

The TTC initiated an Environmental Assessment in 2007 – as part of the “Transit City” city-wide public transit plan – to identify the need for and alignment of a new Streetcar / LRT facility extending westwards from Union Station to the Roncesvalles Avenue / Queen Street West and King Street West intersection where the existing dedicated Streetcar right-of-way on the Queensway starts.

The new Streetcar route would provide alternate and efficient east-west transit service to / from the western areas of the City of Toronto supplementing the existing King and Queen Streetcar routes that run within mixed-traffic along these arterial roadways.

The Environmental Assessment for the westerly portions of the Waterfront West LRT facility (i.e., west of Dufferin Street) has not, as yet, been completed and is on hold indefinitely. The facility does not currently form part of the near- to medium-term transit planning priorities of Metrolinx for the Greater Toronto Area and is, as such, unfunded. However, the route was included as part of the “Waterfront Transit Network Plan” (otherwise known as “Waterfront Transit Reset”) which was endorsed in principle by Toronto City Council on January 31, 2018; direction was provided to City of Toronto staff to proceed with more detailed follow-up planning and design studies according to priority. The “Waterfront Transit Network Plan” route alignment is similar to the 2007 “Transit City” route.

The “Waterfront Transit Network Plan” area extends between Long Branch and Lake Shore Blvd West in the west to Queen Street and Woodbine Avenue in the east; a dedicated light-rail-transit (LRT) route (i.e., streetcar in exclusive right-of-way; ROW) is identified between Park Lawn Road and Lake Shore Blvd to Leslie Street and Commissioners Street. The western section of the project contains two priority projects:

1. Humber Bay (Humber Loop to Park Lawn/Legion Road)
2. Exhibition Place (Exhibition Loop to Dufferin Gate Loop)

The 30% design is already underway for a first phase of the westerly extension of the exclusive transit right-of-way to Humber Bay Shores; the section between the Exhibition Loop and the Dufferin Gate Loop. In addition to areas of the “Waterfront Transit Network Plan” where new exclusive ROWs are planned, improvements to mixed traffic streetcar operations are planned (i.e., from Long Branch Station to Park Lawn/Legion Road). In other locations, existing exclusive streetcar ROWs will be utilized (i.e., from Colborne Lodge Drive to the Dufferin Gate Loop).

A visual summary of the “Waterfront Transit Network Plan” is provided below in **Figure 2**.



Source: <https://www.toronto.ca/legdocs/mmis/2019/ex/bgrd/backgroundfile-131525.pdf>

FIGURE 2: WATERFRONT TRANSIT NETWORK PLAN

4.1.4 Area Shared Mobility Services

The location of area car-share vehicles and Toronto Bike Share stations are illustrated in **Figure 3**. Please note that the outline of area shared mobility services provided below is generally based upon what was available prior to the Coronavirus (also known as COVID-19 and SARS-CoV-2) global pandemic. While options are limited during this period, they are expected to return to previous service levels in the future, tying in with the planned occupancy of the site.

Car-Share Options

Car sharing across central Toronto provides a low-commitment transportation alternative for automobile use, which has become common practice. The success and influence of car-share programs, which were only in their infancy a decade ago, now provide convenient, non-private automobile travel opportunities for thousands of residents, employees, and visitors of the City of Toronto.

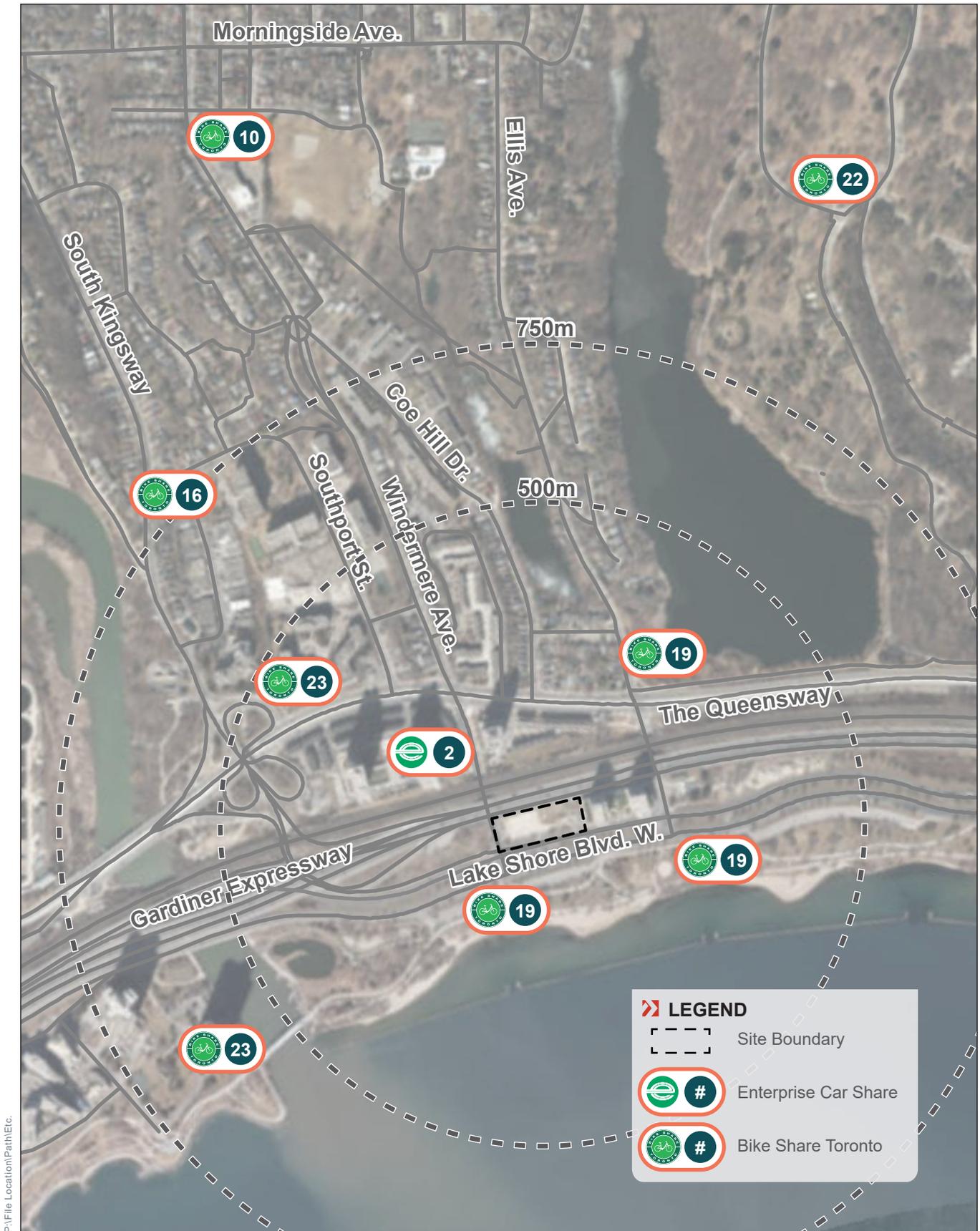
There are two primary car sharing companies operating in Toronto – ZipCar and Enterprise CarShare – and each offers their members access to vehicles conveniently located around the City. In addition, in April 2018, City Council approved a Free-Floating Car-Share Pilot. Unlike the other car-share programs, a free-floating car-sharing program allows its users to undertake one-way trips that begin in one location and terminates in another location. Users park the vehicles on the street near their final destination and the vehicles do not have a designated space where they need to be returned to at the end of the trip. Toronto City Council made the program permanent in Summer 2020 with one primary car-sharing platform, CommunAuto, participating.

Within a 500-metre radius of the site, there are approximately 2 car-share vehicles available to be used on demand by site residents, located at NXT Condo (103 The Queensway).

Bike Share Toronto

The Bike Share Toronto program provides flexible cycling options within the City of Toronto with bicycles that can be used on a short term basis and picked up/dropped off at different stations across the City. There is a continued effort to expand the network further west and north and locate new stations along major corridors in conjunction with other investments in cycling infrastructure.

Within a 500-metre radius of the site, there are approximately 4 Bike Share Toronto stations which collectively hold approximately 80 bicycle docking points. The nearest existing Bike Share Toronto stations are located on the southeast quadrant of the Lake Shore Boulevard West and Windermere Avenue intersection.



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FIGURE 3 AREA CAR-SHARE AND BIKE-SHARE FACILITIES

4.2 AREA COMMERCIAL PARKING OPTIONS

Immediately south of the site, there are commercial parking options should parking supply ever be occasionally constrained on the site.

At 2001 and 1955 Lake Shore Boulevard West, there are municipal carparks (i.e. Green P parking lots) each with 185 parking spaces, for a total of 370 parking spaces. In particular, 2001 Lake Shore Boulevard West is located at the foot of Windermere Avenue, directly south of the site.

These commercial parking lots provide another local parking option for potential visitors to the site, should the options be required.

4.3 LOCAL AS-OF-RIGHT PERMISSIONS

While the site currently has a requirement for 0.15 visitor parking spaces per dwelling unit, it is notable that locally, as-of-right visitor parking requirements are lower, including at adjacent sites. Examples are provided below:

1978-2002 Lake Shore Boulevard West (adjacent to the west)

- The site is subject to Zoning By-law 569-2013 Exception CR 1160 – Chapter 900.11.10(1160).
- Exception CR 1160 states the following: *These premises must comply with Exception 900.11.10(2). [By-law: 580-2017]*
- Exception CR 2 contains the minimum residential parking requirements of former City of Toronto Zoning By-law 438-86 (Section 4(3)), which include:
 - (iii) 0.06 visitor parking spaces for each dwelling unit.

In summary, adjacent to the subject site, 1978-2002 Lake Shore Boulevard West has an as-of-right permission at 0.06 visitor parking spaces per unit, which is significantly lower than what is being sought for the subject site (0.12 visitor parking spaces per unit).

It is also worth noting that 1900 Lake Shore Boulevard West (adjacent to the east) has a similar as-of-right permission as per Zoning By-law 569-2013 Exception CR 2240, although it has been superseded by site-specific by-law 458-2005(OMB), as is noted below in **Section 4.4**.

4.4 VISITOR PARKING REDUCTION APPROVALS

Consideration has also been given to residential developments in the local area and in areas with comparable or worse (i.e. worse because the site has close proximity to the Queensway streetcar routes) transit accessibility that have been granted approval for visitor parking standards that are equal to or lower than the requested ratio (0.12 spaces per unit). **Table 1** outlines such developments and the approved rates granted through Rezoning, the Committee of Adjustment, or the Ontario Municipal Board / Local Planning Appeal Tribunal.

Approvals have been granted for developments in downtown Toronto with visitor parking supply rates that range between 0.01 and 0.12 spaces per unit. Considering the approved visitor parking rate reductions, the recommended visitor parking ratio is comparable and, in our opinion, appropriate.

TABLE 1 APPROVED VISITOR PARKING REDUCTIONS

Address	# of Units	Visitor Parking Supply Ratio	Approval Mechanism
Local Area			
1978-2002 Lake Shore Boulevard West	N/A	0.06 spaces per unit	As-of-Right – Zoning By-law 569-2013 Exception CR 1160 (see Section 4.3 of this report)
2169 to 2173 Lake Shore Boulevard West	540 units	0.085 spaces per unit	By-law 78-2018
1900 Lake Shore Boulevard West	278 units	0.12 spaces per unit	By-law 458-2005(OMB)
Comparable or Worse Transit Context			
2706-2730 Dundas Street West	144 units	0.01 spaces per unit	By-laws 252-2020 (LPAT) & 253-2020 (LPAT) LPAT Case No. PL171511
3311 Bathurst Street	126 units (24 new, 102 existing)	0.05 spaces per unit	By-laws 194-2021 & 195-2021
2639 Dundas Street West	107 units	0.06 spaces per unit	Site-Specific By-laws 512-2019 & 513-2019
299 Campbell Avenue	215 units	0.06 spaces per unit	CoA Decision - A0478/16TEY (2016) Site Specific By-law 113-2016
15 Martha Eaton Way	519 units (155 new, 364 existing)	0.10 spaces per unit	By-laws 186-2021 & 187-2021

4.5 VISITOR PARKING DEMAND STUDIES

4.5.1 Proxy Site Visitor Parking Demand Surveys

BA Group has undertaken a series of parking demand surveys at residential rental and condominium buildings with comparable or worse (i.e. worse transit access) existing transportation contexts to the site in order to better understand the residential visitor parking demand that could be anticipated for the proposed development. The proxy sites are located outside of the Downtown and Midtown areas of Toronto and in some cases, are close to highway corridors.

Survey information is summarized in **Table 2** below for the 8 surveyed sites. At each site, surveys were conducted during the evening period and included weekend days. This time period is associated with peak visitor parking demand. Further details for each site are provided within **Appendix C**; a review demand observations confirms that peak demand generally occurs during the middle of study periods.

The range of observed peak visitor parking demand is typically substantially lower than the 0.12 visitor parking spaces per unit standard proposed for the site and fall within the 0.03 to 0.10 spaces per unit range. It is notable, in regard to the above, that the transit accessibility of the site is better (due to the TTC streetcar routes operating nearby on The Queensway) relative to many of the properties listed in **Table 2**.

It is considered that the range of demands recorded by BA Group at these residential apartment and condominium buildings is supportive of the adoption of a reduced residential visitor parking supply for the site.

4.5.2 Parking Demand Data during COVID-19 Global Pandemic

Beginning in March 2020 and ongoing (at the time of writing), the province of Ontario, including Toronto, has been in a state of emergency due to the Coronavirus (also known as COVID-19 and SARS-CoV-2) global pandemic. Under the provincial Declaration of Emergency, measures that have been undertaken including the closure of non-essential workplaces and restrictions on social gatherings. Practically, the effect of these emergency measures is that much of the province, including Toronto, has been under 'lockdown' (also colloquially referred to as 'quarantine').

As a result, since March 2020, BA Group has generally been unable to conduct parking utilization surveys; it is for this reason that new parking demand studies were not conducted in support of the requested variance to reduce the visitor parking supply ratio for the site.

In our opinion, the range of observed peak visitor parking demand outlined in **Table 2** provides sufficient and suitable evidence in support of the requested variance.

TABLE 2 OBSERVED EXISTING VISITOR PARKING DEMAND

Address	Major Intersection	Study Date	Study Time	Description	Peak Demand	
					Demand (spaces)	Ratio (spaces / unit)
Developments with Similar Current Transit Context						
325 Bogert Avenue	Sheppard Avenue West / Easton Road	Fri, Aug 12, 2017	6:00 – 11:00 p.m.	414 occupied units / 13 visitor spaces	11	0.03
		Sat, Sept 17, 2017	6:00 – 11:00 p.m.		11	0.03
		Sun, Sept 18, 2017	2:00 – 10:00 p.m.		11	0.03
22 John Street / 33 King Street	Weston Road / Lawrence Avenue West	Fri, Aug 23, 2013	7:00 – 10:00 p.m.	420 units / 178 visitor spaces	20	0.05
		Sat, Aug 24, 2013	6:00 – 10:00 p.m.		20	0.05
		Sat, May 2, 2015	2:00 – 10:00 p.m.		19	0.05
		Sun, May 3, 2015	4:00 – 8:00 p.m.		19	0.05
100 Echo Point	Finch Avenue East / Bridletowne Circle (Echo Point)	Sat, Mar 3, 2018	5:00 – 11:00 p.m.	268 units / 38 visitor spaces	19	0.07
		Tues, Mar 6, 2018	5:00 – 11:00 p.m.		12	0.04
		Thurs, Mar 8, 2018	5:00 – 11:00 p.m.		16	0.06
1340, 1350, 1360 Danforth Rd	Danforth Road (between McCowan Road and Brimley Road)	Fri, Feb 21, 2014	5:00 – 10:00 p.m.	566 units / 43 visitor spaces	38	0.07
		Sat, Feb 22, 2014	4:00 – 11:00 p.m.		39	0.07
		Sun, Feb 23, 2014	4:00 – 8:00 p.m.		39	0.07
		Sat, Mar 22, 2014	6:00 – 10:00 p.m.		40	0.07
135 Fenelon Drive	Don Valley Parkway / Highway 401	Fri, Mar 23, 2018	6:00 – 10:00 p.m.	218 units / 17 visitor spaces	11	0.05
		Sat Mar 24, 2018	6:00 – 10:00 p.m.		11	0.05
		Sun, Mar 25, 2018	12:00 – 5:00 p.m.		9	0.04
2667-2677 Kipling Avenue	Kipling Avenue / Finch Avenue West	Fri, Oct 26, 2018	7:00 – 10:00 p.m.	456 units / 36 visitor spaces	36	0.08
		Sat, Oct 27, 2018	7:00 – 10:00 p.m.		33	0.07
1440 - 1442 Lawrence Avenue West	Keele Street / Lawrence Avenue West	Sat., Sept. 14, 2019	4:00 – 9:00 p.m.	415 occupied units	35	0.08
		Fri., Sept. 20, 2019	4:00 – 10:00 p.m.		26	0.06
		Sat., Sept. 21, 2019	5:00 – 10:00 p.m.		37	0.09
60 & 61 Heintzman Street	Keele Street / Dundas Street West	Fri, Feb 21, 2014	5:00 – 11:00 p.m.	643 units / 98 visitor spaces	41	0.06
		Sat, Feb 22, 2014	4:00 – 11:30 p.m.		63	0.10
		Sun, Feb 23, 2014	4:00 – 9:00 p.m.		50	0.08
		Sat, Mar 29, 2014	5:00 – 11:00 p.m.		61	0.09

5.0 SUMMARY & CONCLUSIONS

In summary, the proposed visitor parking supply ratio of 0.12 parking spaces per unit is contextually appropriate for the site.

The local context was examined and it was determined that, in the local area, there are a number of existing and planned pedestrian destinations, cycling routing options, and higher order transit facilities that facilitate non-automobile dependent travel connections across the City. Notable amenities that will decrease the parking demand of visitors to the site include the Waterfront Trail (also known as the “Martin Goodman Trail”), bike lanes on The Queensway, a number of planned on-road cycling improvements, streetcar service on The Queensway for which service improvements are planned, and area shared mobility services (i.e. Bike Share Toronto and car-share vehicles).

On the south side of Lake Shore Boulevard West, there are two municipal carparks (i.e. Green P parking lots), each with approximately 185 parking spaces, for a total of 370 parking spaces. One of the surface lots is directly south of the site. These commercial parking lots provide another local parking option for potential visitors to the site, should the options be required.

Adjacent to the subject site, 1978-2002 Lake Shore Boulevard West has an as-of-right permission at 0.06 visitor parking spaces per unit, which is lower than what is being sought for the subject site (0.12 visitor parking spaces per unit). In addition, consideration has also been given to residential developments in the local area and in areas with comparable or worse transit accessibility that have been granted approval for visitor parking standards that are equal to or lower than the requested ratio (0.12 spaces per unit). Considering the approved visitor parking rate reductions (within the range between 0.01 and 0.12 parking spaces per unit), the recommended visitor parking ratio is comparable and, in our opinion, appropriate.

Finally, BA Group has undertaken residential visitor parking demand surveys at 8 residential apartment and condominium buildings in similar or worse transportation context to the proposed development. At each site, surveys were conducted during the evening period and included weekend days, the time period associated with peak visitor parking demand. The range of observed peak visitor parking demand is typically substantially lower than the 0.12 visitor parking spaces per unit standard proposed for the site and fall within the 0.03 to 0.10 spaces per unit range.

Based on the analysis contained herein, the Minor Variance Application relating to a proposed reduction to the required residential visitor parking supply standards of site-specific By-law 1083-2014 (OMB) is justifiable and supportable.

**APPENDIX A:
Site-specific By-law 1083-2014(OMB)**



Authority: Ontario Municipal Board Order issued October 22, 2014 in Board File No. PL130888

CITY OF TORONTO

BY-LAW No. 1083-2014(OMB)

To amend former City of Toronto Zoning By-law No. 438-86 with respect to lands known municipally as 1926 Lake Shore Boulevard West.

Whereas the owner of the lands known municipally in the year 2013 as 1926 Lake Shore Boulevard West has appealed a proposed zoning by-law amendment to the Ontario Municipal Board; and

Whereas the Ontario Municipal Board, by way of its decision issued on October 22, 2014, in Board File No. PL130888, approved amendments to the former City of Toronto Zoning By-law No. 438-86, as amended, with respect to those lands;

Pursuant to the Order of the Ontario Municipal Board, By-law No. 438-86, as amended, is further amended as follows:

1. Pursuant to Section 37 of the *Planning Act*, the heights and density of development permitted in this By-law are permitted subject to compliance with all of the conditions set out in this By-law and in return for the provision by the *owner* of the *lot* of the facilities, service and matters, to the City at the *owner's* sole expense and in accordance with and subject to the agreement referred to in Appendix 1 of this By-law.
2. Upon execution and registration of an agreement or agreements with the *owner* of the *lot* pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services and matters set out in Appendix 1 hereof, the *lot* is subject to the provisions of this By-law, provided that in the event the said agreement(s) requires the provision of a facility, service or matter as a precondition to the issuance of a building permit, the *owner* may not erect or use such building until the *owner* has satisfied the said requirement.
3. This By-law applies to the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law.
4. Except as otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the *lot*.
5. None of the provisions of Section 2(1) with respect to the definitions of *grade*, *height*, *lot non-residential gross floor area*, *owner* and *residential gross floor area* and Sections 4(2)(a), 4(4)(b), 8(1)(f), 8(3) Part I 1 and 3; 8(3) Part II 1(a)(ii) and 8(3) Part XI 2(ii) of Zoning By-law No. 438-86, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall apply to prevent the erection of a *mixed-use building* and uses *accessory* thereto, including an above and below *grade parking garage*, non-residential uses and *dwelling units* on the *lot*, provided that:

- (a) the *lot* comprises at least those lands delineated by heavy lines on Map 1 attached to and forming part of this By-law;
- (b) the combined *residential gross floor area* and *non-residential gross floor area* on the *lot* shall not exceed 57,830 square metres of which the *residential gross floor area* shall not exceed 57,510 square metres and the *non-residential gross floor area* shall not be less than 315 square metres;
- (c) only the following non-residential uses shall be permitted on the *lot*: *retail store, restaurant, take-out restaurant, bake-shop, caterer's shop* and *grocery store*;
- (d) no portion of the *mixed-use building* above *grade* is located otherwise than wholly within the areas delineated by heavy lines on Map 2, attached to and forming part of this By-law, except for the following:
 - (i) cornices, lighting fixtures, awnings, ornamental elements, eaves, window sills, guardrails, balustrades, railings, wheel chair ramps, vents, fences, screens, landscape and public art features;
- (e) no portion of the *mixed-use building* exceeds the *heights* in metres specified by the numbers following the symbol H on Map 2, attached to and forming part of this By-law, except for the following:
 - (i) stairs and stair enclosures, fences, landscape features, trellises, guard-rails, retaining walls, wheel chair ramps, terrace and balcony railings and dividers, lightning rods, elements of a green roof, window washing equipment, solar panels, solar hot water heaters, exhaust flues, makeup air units, emergency generator, garbage chute overrun, parapets, cornices, balustrades, mullions, light fixtures, ornamental elements and public art features;
- (f) the maximum number of *storeys* of the *mixed-use building*, excluding a mechanical penthouse shall not exceed the numbers following the symbol ST on Map 2 attached to and forming part of this By-law;
- (g) notwithstanding s.4(12) of By-law No. 438-86, as amended, indoor *residential amenity space* may be provided in contiguous or non-contiguous rooms;
- (h) each floor in any tower located above a *height* of 18 metres shall contain no more than 924 square metres of combined *residential gross floor area* and *non-residential gross floor area*; and
- (i) *parking spaces* shall be provided and maintained on the *lot* in accordance with the following minimum ratios:
 - (i) 0.7 *parking spaces* for each bachelor *dwelling unit*;
 - (ii) 0.8 *parking spaces* for each one-bedroom *dwelling unit*;

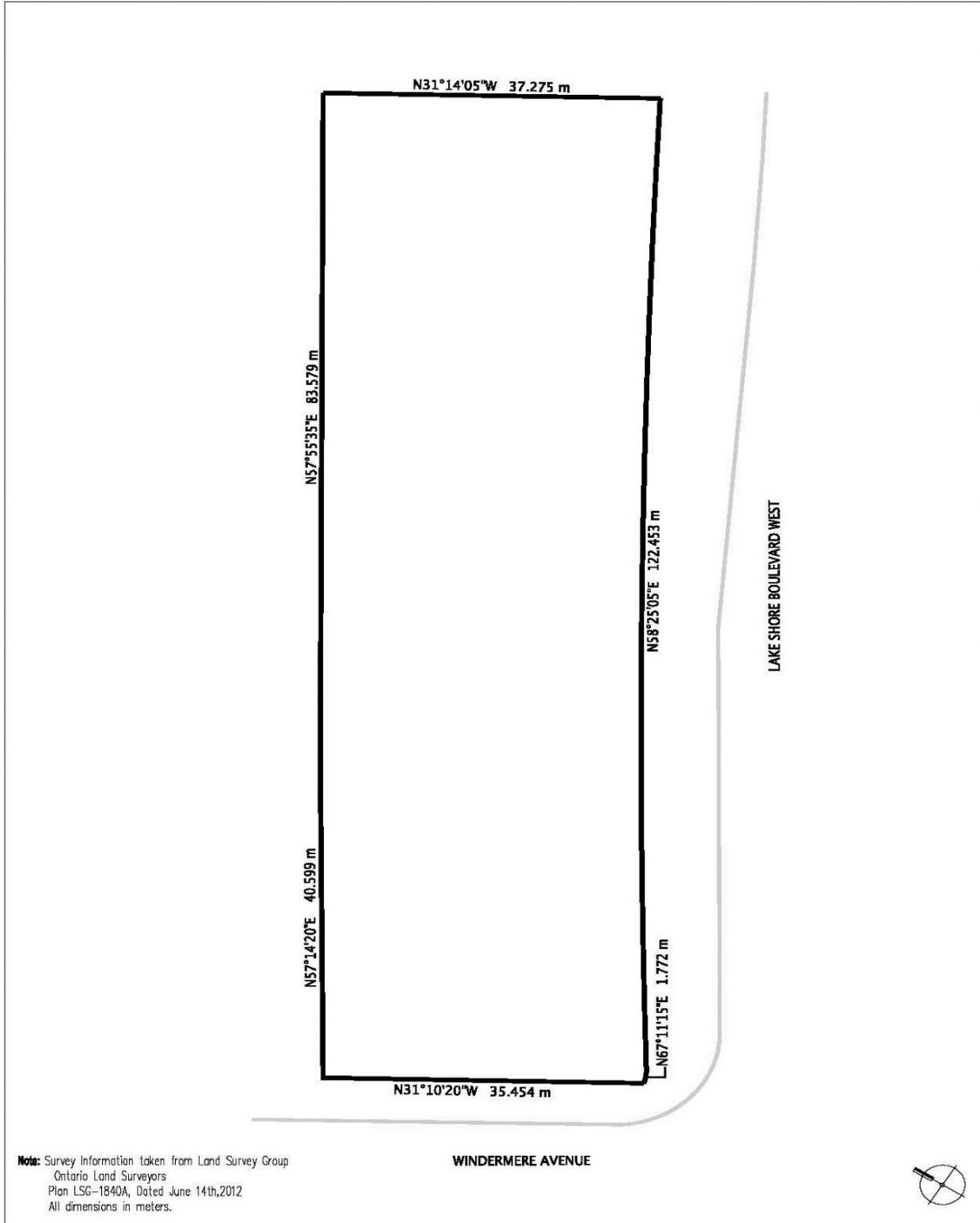
- (iii) 0.9 *parking spaces* for each two-bedroom *dwelling unit*;
 - (iv) 1.1 *parking spaces* for each three-bedroom *dwelling unit*; and
 - (v) 0.15 *parking spaces* per *dwelling unit* for visitors to the *dwelling units* of which 5 *parking spaces* may also be used by the non-residential uses on the *lot*.
6. None of the provisions of Zoning By-law No. 438-86, as amended, or of this By-law shall apply to prevent the erection or use within the *lot* of a *temporary sales showroom*.
7. For the purpose of this By-law, the following words and expressions shall have the following meanings:
- (a) "*grade*" means 78.04 metres Canadian Geodetic Datum;
 - (b) "*height*" means the vertical distance between *grade* and the highest point of the structure;
 - (c) "*lot*" means those lands outlined by heavy lines on Map 1 attached to and forming part of this By-law;
 - (d) "*non-residential gross floor area*" means the aggregate of the areas of each floor and the space occupied by walls and stairs, above and below *grade*, of a *non-residential building* or the non-residential portion of a *mixed use building*, measured between the exterior faces of the exterior walls of the building or structure, exclusive of the following areas:
 - (i) a room or enclosed area, including its enclosing walls within the building or structure above or below *grade* that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical (other than escalators) or telecommunications equipment that serves the building; and
 - (ii) any part of the building or structure, above or below *grade*, that is used for the parking of motor vehicles or bicycles, garbage and recycling, storage, loading facilities, or other *accessory* use;
 - (e) "*owner*" means the registered owner of the *lot* or any part thereof;
 - (f) "*residential gross floor area*" means the aggregate of the areas of each floor and the space occupied by walls and stairs, above and below *grade*, of a *residential building* or the residential portion of a *mixed use building*, measured between the exterior faces of the exterior walls of the building or structure, exclusive of the following areas:
 - (i) a room or enclosed area, including its enclosing walls within the building or structure above or below *grade* that is used exclusively for the

accommodation of heating, cooling, ventilating, electrical, mechanical (other than escalators) or telecommunications equipment that serves the building; and

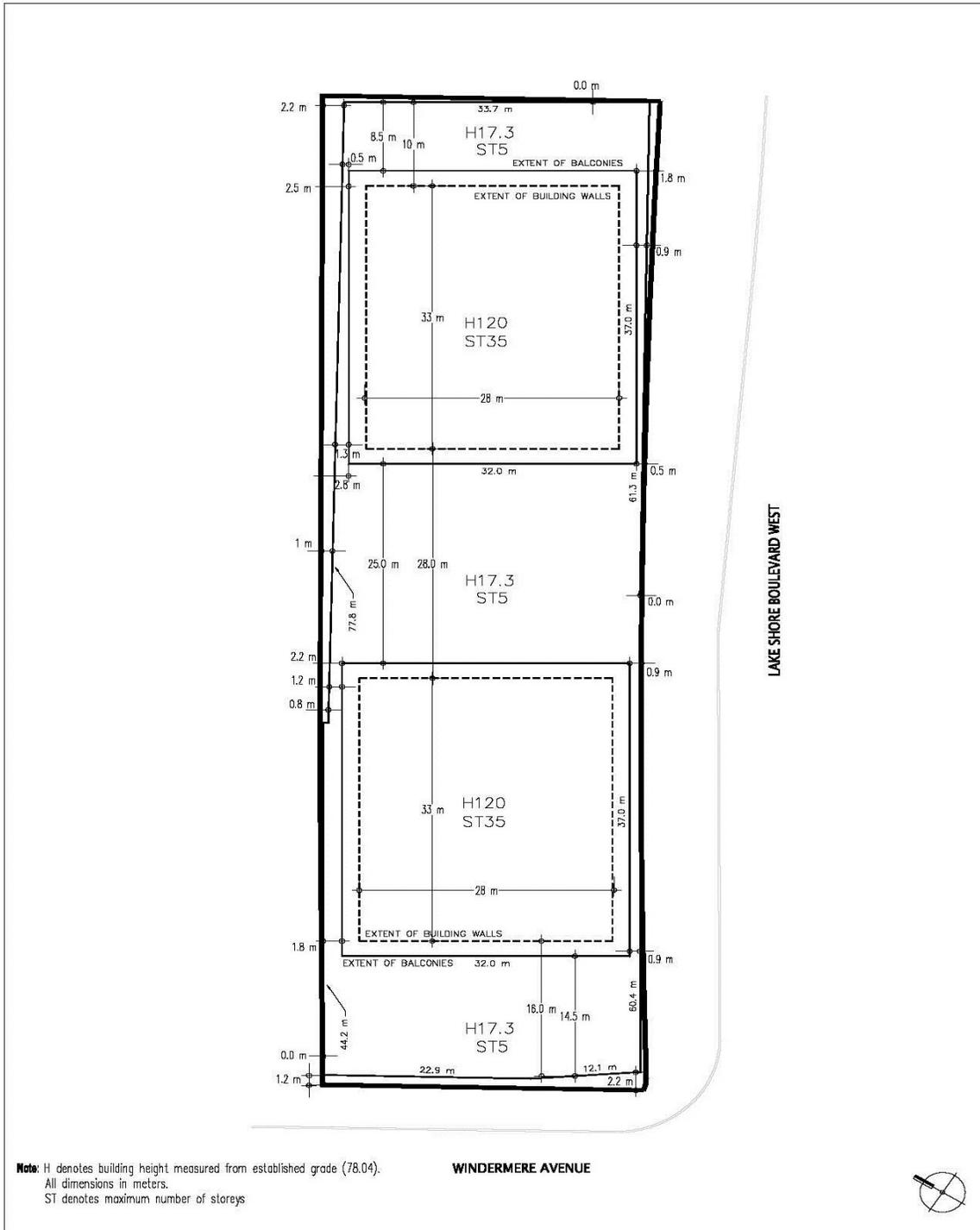
- (ii) any part of the building or structure, above or below *grade*, that is used for the parking of motor vehicles or bicycles, garbage and recycling, storage, loading facilities, *residential amenity space* or other *accessory* use;
 - (g) "*temporary sales showroom*" means a building or structure used for the purpose of the sale of *dwelling units* to be erected on the *lot*; and
 - (h) each other word or expression which is italicized in this By-law shall have the same meaning as each such word or expression as defined in By-law No. 438-86, as amended.
- 8.** Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.
- 9.** For clarity, Appendix 1 attached to this By-law is incorporated into this By-law and is deemed to be a part of this By-law.
- 10.** Despite any existing or future severance, partition, or division of the *lot*, the provisions of this By-law shall apply to the whole of the *lot* as if no severance, partition or division occurred.

PURSUANT TO THE ORDER/DECISION OF THE ONTARIO MUNICIPAL BOARD
ISSUED OCTOBER 22, 2014 IN BOARD FILE NO. PL130888.

MAP 1



MAP 2



APPENDIX 1

Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the *owner's* expense in return for the increase in height and density of the proposed development on the *lot* and secured in an agreement or agreements under Section 37(3) of the *Planning Act*, to be registered on title to the satisfaction of the City Solicitor, whereby the *owner* agrees as follows:

1. The *owner* will agree to pay to the City, prior to the issuance of the first above grade building permit, a cash contribution of \$1,270,000, indexed in accordance with the Non-Residential Construction Price Index for the Toronto Census Metropolitan Area reported quarterly by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the *owner* to the City (the "Cash Contribution"), to be allocated by the City in consultation with the local Councillor as follows:
 - (i) for the construction of a playground or splash pad in the Western Waterfront Park in a location that will not be shadowed by the development during the facility's hours of use, with the specific location to be determined by the Chief Planner in consultation with the ward Councillor;
 - (ii) for a further traffic study that shall:
 - (1) review traffic operations at the intersection of Lake Shore Boulevard West/Ellis Avenue with particular regard to the operation of the eastbound U-turn movement and pedestrian crossing activity on the west side of the intersection and the possibility of changing the yield sign to a stop sign for traffic travelling south on Ellis Avenue and turning west on Lake Shore Boulevard West;
 - (2) assess and review the feasibility of potential alternatives to provide for the eastbound U-turn and potential pedestrian crossing opportunities west of Ellis Avenue; and
 - (3) review shortcutting activity through the property of 15 Windermere Avenue; and assess potential mitigating measures to reduce such activity, as feasible, to limit shortcutting through this property; and
 - (iii) for local park, streetscape or community facility capital improvements within Ward 13 of the City of Toronto, in the vicinity of the *lot*, in a manner to be determined by the Chief Planner, in consultation with the ward councillor, with first priority being the funding of those community benefits outlined in clauses (i) and (ii) above, and with the distribution of the remaining portion of the Cash Contribution to be determined by the Chief Planner in consultation with the ward Councillor.

2. In the event the Cash Contribution has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the Cash Contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose(s) is (are) identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
3. The *owner* will agree to provide and adhere to the terms of a construction monitoring and mitigation plan, including pre and post construction surveys for 1900-1910 Lake Shore Boulevard West and 15 Windermere Avenue.
4. The *owner* will agree not to seek the closure of a traffic lane on Lake Shore Boulevard West for the duration of the construction period on the understanding that intermittent closures may be required from time to time.
5. The *owner* will agree to grant the City an easement for access and maintenance purposes within that portion of the lot situated between the northern building face and the Gardiner Expressway.
6. The *owner* will agree to implement appropriate façade treatment along the Windermere Avenue and Lake Shore Boulevard West frontages, to be secured through the site plan approval process, to the satisfaction of the Chief Planner.

APPENDIX B: Reduced Scale As-Built Survey Plan

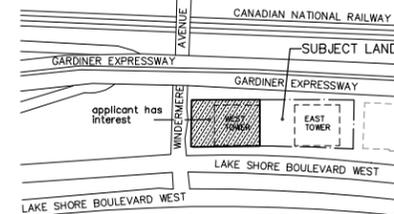


CONDOMINIUM TYPE:
STANDARD

DRAFT PLAN OF CONDOMINIUM OF
**PART OF BLOCKS 4 AND 5
REGISTERED PLAN D-1409
CITY OF TORONTO**

SCALE 1:200
KRCMAR SURVEYORS LTD. 2021

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



KEY PLAN
NOT TO SCALE

ADDITIONAL INFORMATION REQUIRED UNDER
SECTION 51(17) OF THE PLANNING ACT

- (A) AS SHOWN ON DRAFT PLAN
- (B) AS SHOWN ON DRAFT PLAN
- (C) AS SHOWN ON DRAFT PLAN
- (D) RESIDENTIAL HIGHRISE
- (E) AS SHOWN ON DRAFT PLAN
- (F) AS SHOWN ON DRAFT PLAN
- (G) AS SHOWN ON DRAFT PLAN
- (H) PIPED WATER
- (I) CLAY LOAM
- (J) AS SHOWN ON DRAFT PLAN
- (K) FULLY SERVICED
- (L) AS SHOWN ON DRAFT PLAN

SITE DATA

MUNICIPAL ADDRESS: No. 1926 LAKE SHORE BOULEVARD WEST, TORONTO
 ITEMS:
 # OF UNITS=367 + 2 (Guest Suite)=369
 # OF PARKING=322 (Includes 3 Accessible Parking Spaces)
 # OF VISITOR PARKING=57
 # OF SERVICE UNITS=1 (Loading and Staging Area),
 1 (Bike Parking Room),
 1 (Outdoor Amenity Area).

NOTES AND LEGEND

- DENOTES CONDOMINIUM BOUNDARIES
- DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
- DENOTES FACE OF STRUCTURE
- UP DENOTES STAIRS UP
- DN DENOTES STAIRS DOWN
- CACF DENOTES CENTRAL ALARM AND CONTROL FACILITIES
- FHC DENOTES FIRE HOSE CABINET
- FF DENOTES FIRE FIGHTER'S
- O/H DENOTES OVERHEAD
- TS/CP DENOTES TORONTO STANDARD CONDOMINIUM PLAN
- U DENOTES UNIT
- V DENOTES VISITOR PARKING SPACE
- WC DENOTES WASHROOM
- WIF DENOTES WROUGHT IRON FENCE
- DENOTES PART OF THE COMMON ELEMENTS NOT INCLUDED IN UNIT
- NOT PART OF THIS PLAN

ALL EXISTING GRADE ELEVATIONS SHOWN HEREON ARE TAKEN FROM
KRCMAR TOPOGRAPHY SURVEY

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN LETTER DATED _____
 THIS DRAFT PLAN IS APPROVED UNDER SECTION 9 OF THE CONDOMINIUM ACT AND
 SECTION 51 OF THE PLANNING ACT THIS _____ DAY OF _____ 2021.

CHIEF PLANNING & EXECUTIVE DIRECTOR
CITY PLANNING, CITY OF TORONTO

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE KRCMAR SURVEYORS LTD. TO PREPARE AND SUBMIT THIS
 CONDOMINIUM DRAFT PLAN FOR APPROVAL.
 DECLARANT: DF LAKE SHORE LTD

DATE: _____, 2021
 SIGNING OFFICER - A.S.O.
 I HAVE AUTHORITY TO BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN
 ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN.

DATE: _____, 2021
 MANSOUR HOFRANI
 ONTARIO LAND SURVEYOR

PLAN AVAILABLE AT www.ProtectYourBoundaries.ca					
FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G.
DWG NAME:	16-145D001	PLOT INFO:	16:04 13/Apr/2021	WORK ORDER NO.:	21945
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca					

INTEGRATION DATA

3' MTM ZONE 10 COORDINATES
 NAD 83 (CSRS)(2010) CENTRAL MERIDIAN 79°30' WEST LONGITUDE
 THE MTM COORDINATES LISTED BELOW ARE TO URBAN ACCURACY AND COMPLY WITH
 SUBSECTION 14(2) OF ONTARIO REGULATION 216/10 FILED UNDER THE SURVEYORS ACT.

OBSERVED REFERENCE POINTS		
MONUMENT ID.	NORTHING	EASTING
(A) CP	4 832 829.142	307 369.605
(B) SIB	4 832 893.294	307 473.951

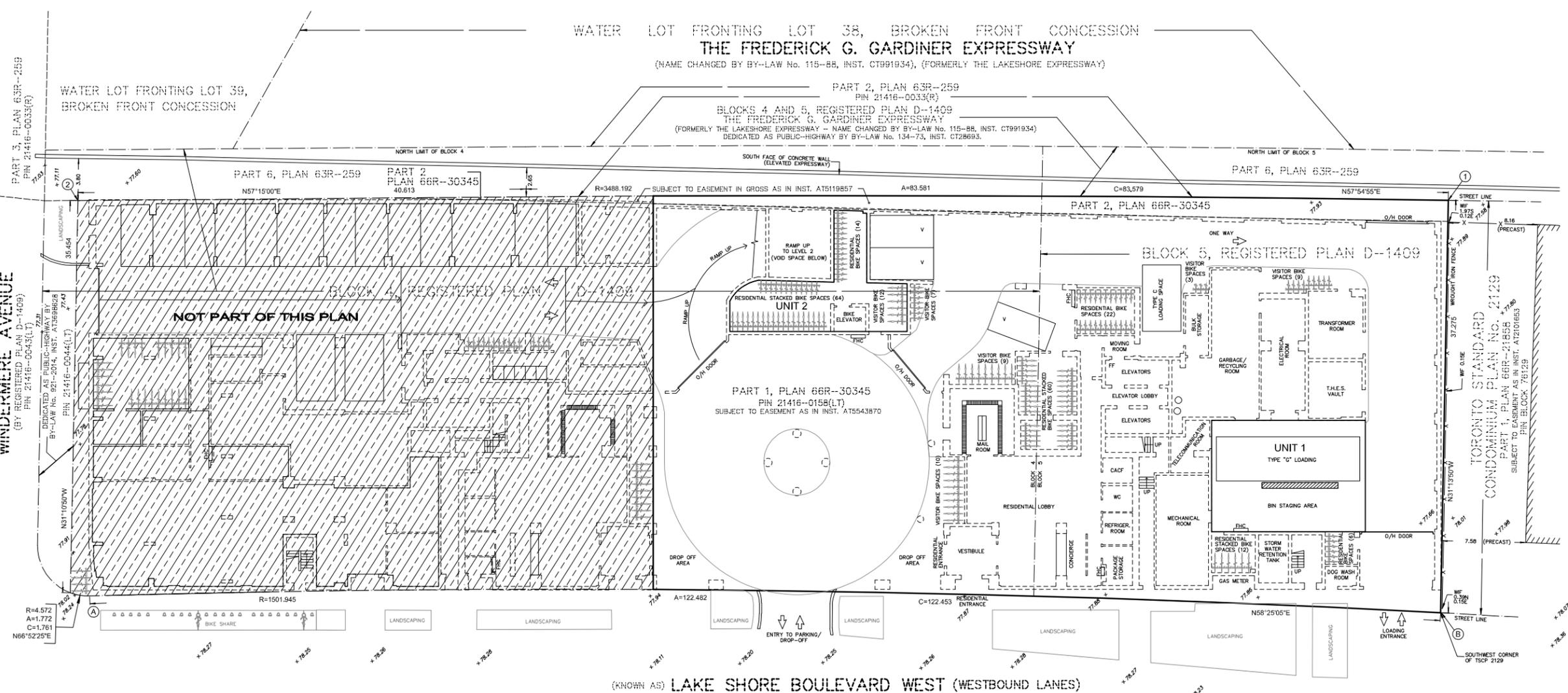
REFERENCE POINTS		
POINT	NORTHING	EASTING
1	4 832 925.17	307 454.61
2	4 832 925.17	307 454.61

COORDINATE VALUES SHOWN ARE FOR GEOGRAPHIC INFORMATION SYSTEM INTEGRATION ONLY.
 COORDINATES CANNOT, IN THEMSELVES, BE USED TO
 RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

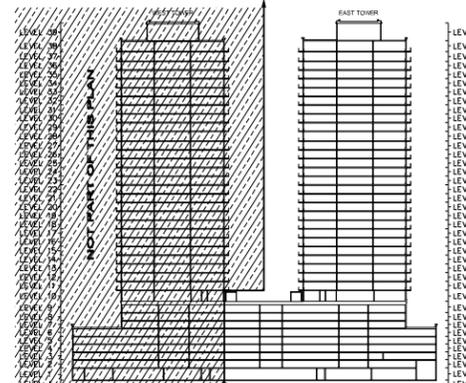
BEARING
 BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS
 OBSERVATIONS OF POINTS 'A' AND 'B', USING THE LEICA SMARTNET RTK
 NETWORK, AND ARE REFERRED TO THE 3' MTM COORDINATE SYSTEM, ZONE 10,
 CENTRAL MERIDIAN 79°30' WEST LONGITUDE.
 (3' MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS)(2010)).
 DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE
 CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE
 FACTOR OF 0.999888.

ELEVATION
 ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO THE CITY OF
 TORONTO BENCHMARK No. T-241, HAVING AN ELEVATION OF 83.778 METRES.

NOTE
 ALL THE BEARINGS AND DISTANCES ARE IN ACCORDANCE
 WITH PLAN 66R-30345



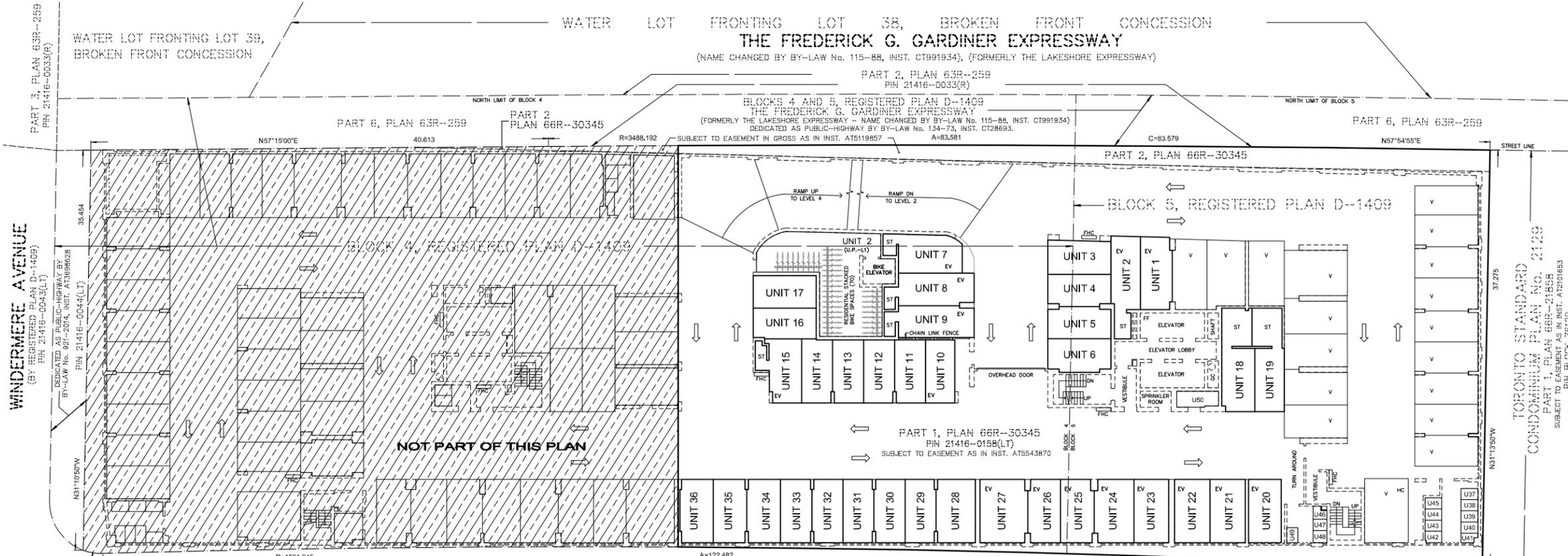
**PLAN VIEW ILLUSTRATING
 UNIT 1 (Loading Space),
 UNIT 2 (Bike Room),
 3 VISITOR PARKING SPACES,
 LEVEL 1**



REPRESENTATIVE SECTION TO ILLUSTRATE
 RELATIONSHIP OF LEVELS (NOT TO SCALE)

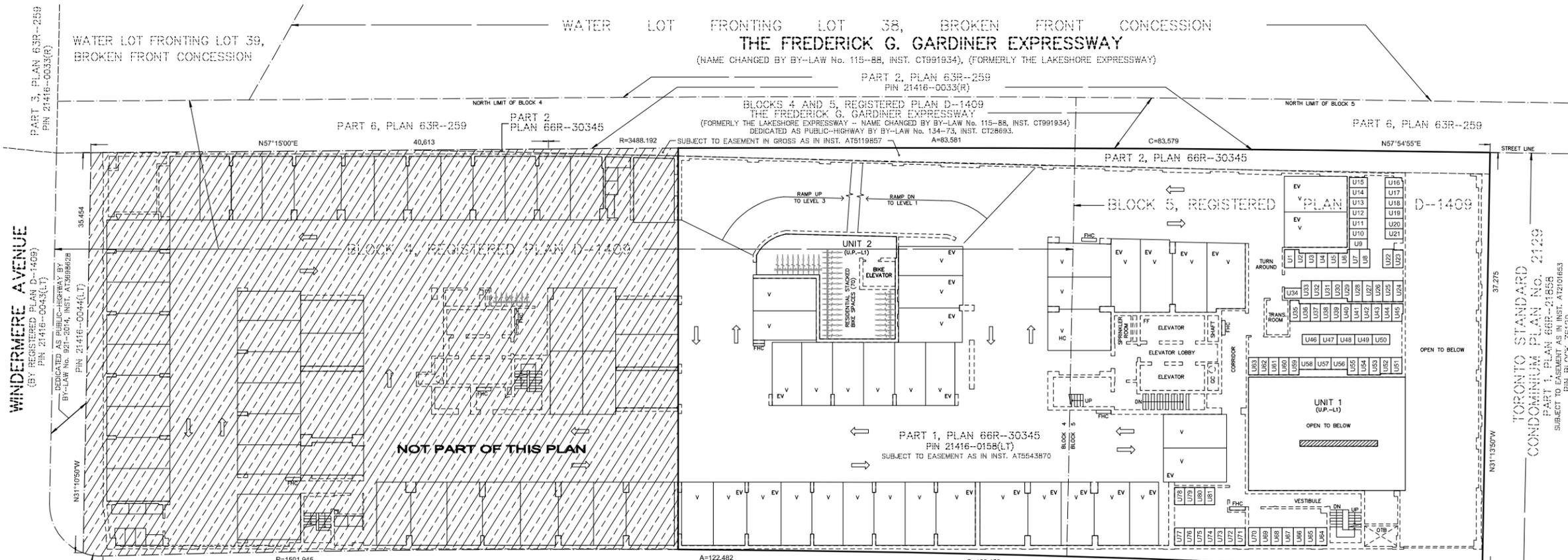
KRCMAR

- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - EV DENOTES ELECTRIC VEHICLE
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - HC DENOTES ACCESSIBLE PARKING SPACE
 - ST DENOTES STORAGE
 - O/H DENOTES OVERHEAD
 - U DENOTES UNIT
 - U (U.P.-L) DENOTES VISITOR PARKING SPACE
 - U (U.P.-L) DENOTES JULIETTE BALCONY
 - DENOTES PART OF THE COMMON ELEMENTS NOT INCLUDED IN UNIT
 - NOT PART OF THIS PLAN



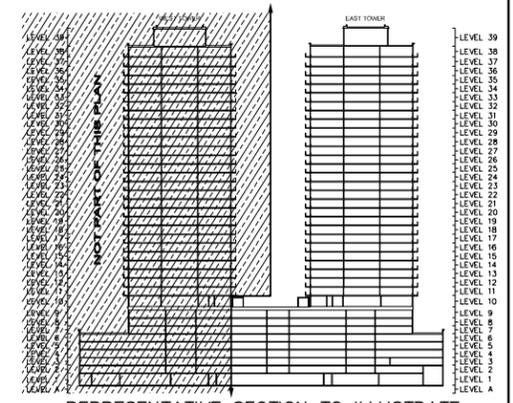
PLAN VIEW ILLUSTRATING UNITS 1 TO 36 INCLUSIVE (Residential Parking, 15 Electric Vehicles),
UNITS 37 TO 50 INCLUSIVE (Storage),
 18 VISITOR PARKING SPACES (Includes 1 Accessible Parking),
 AND UPPER PORTION OF UNIT 2, LEVEL 1
LEVEL 3

(KNOWN AS) **LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)**
 (LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
 PIN 21416-0034(LT)



PLAN VIEW ILLUSTRATING UNITS 1 TO 81 INCLUSIVE (Storage),
 36 VISITOR PARKING SPACES (Includes 1 Accessible Parking, 20 Electric Vehicles),
 AND UPPER PORTION OF UNITS 1 AND 2, LEVEL 1
LEVEL 2

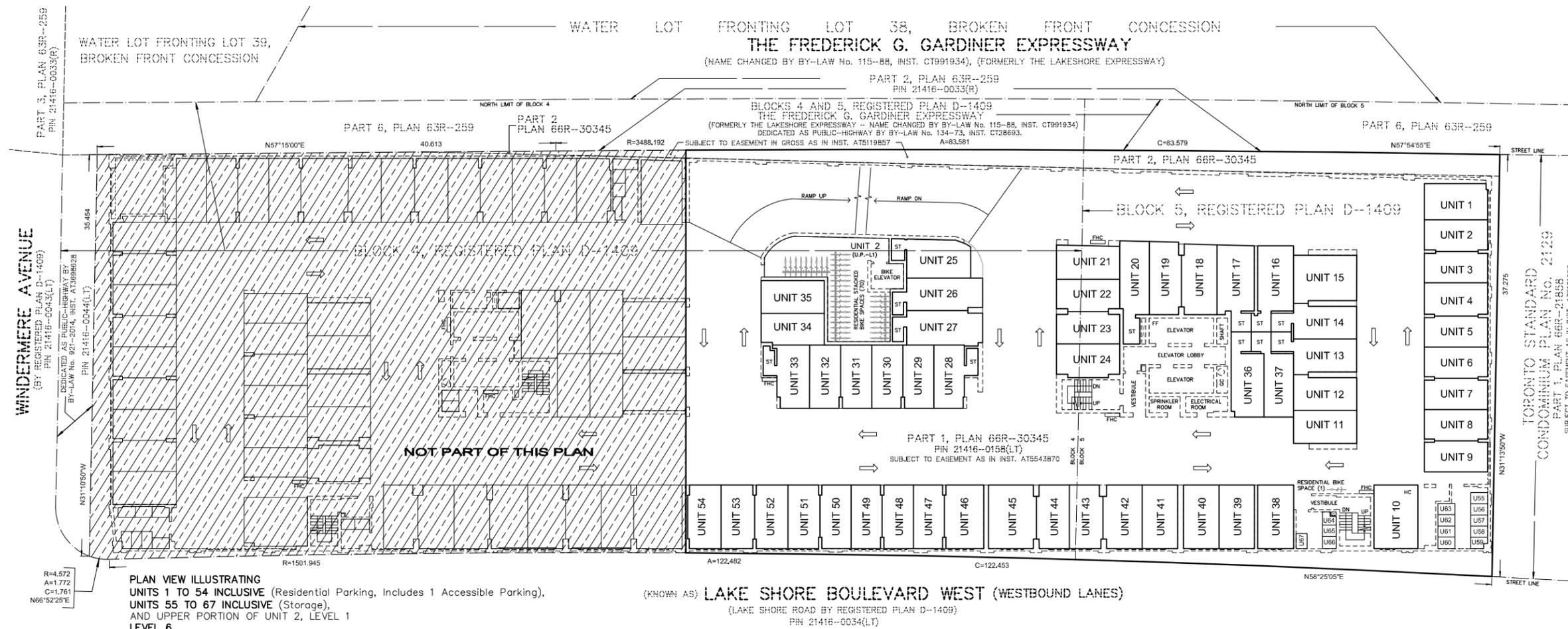
(KNOWN AS) **LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)**
 (LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
 PIN 21416-0034(LT)



REPRESENTATIVE SECTION TO ILLUSTRATE RELATIONSHIP OF LEVELS (NOT TO SCALE)

PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

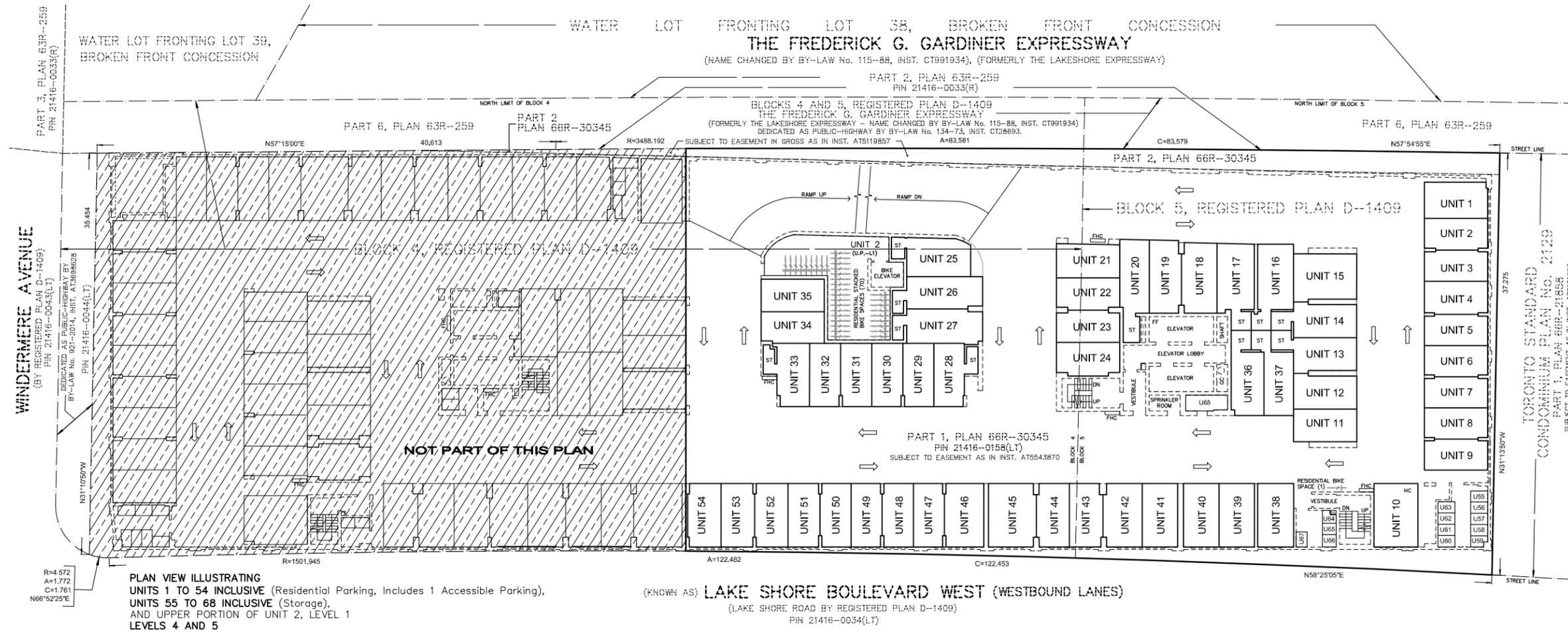
FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G.	JOB NO:	16-145
DWG NAME:	16-145D001	PLOT INFO:	16:04 13Apr2021	WORK ORDER NO.:	21945		
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca							



- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - - - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - HC DENOTES ACCESSIBLE PARKING SPACE
 - ST DENOTES STORAGE
 - U DENOTES UNIT
 - (U.P.-L1) DENOTES JULIETTE BALCONY
 - /// NOT PART OF THIS PLAN

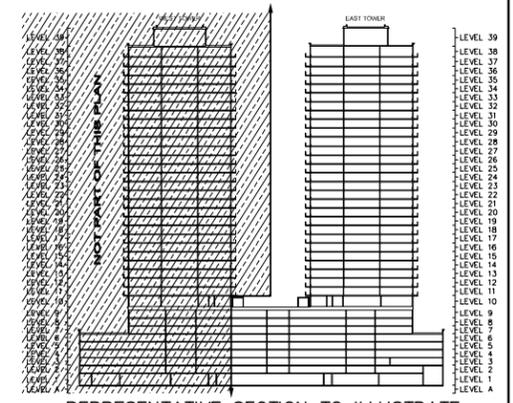
PLAN VIEW ILLUSTRATING
 UNITS 1 TO 54 INCLUSIVE (Residential Parking, Includes 1 Accessible Parking),
 UNITS 55 TO 67 INCLUSIVE (Storage),
 AND UPPER PORTION OF UNIT 2, LEVEL 1
 LEVEL 6

(KNOWN AS) **LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)**
 (LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
 PIN 21416-0034(LT)



PLAN VIEW ILLUSTRATING
 UNITS 1 TO 54 INCLUSIVE (Residential Parking, Includes 1 Accessible Parking),
 UNITS 55 TO 68 INCLUSIVE (Storage),
 AND UPPER PORTION OF UNIT 2, LEVEL 1
 LEVELS 4 AND 5

(KNOWN AS) **LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)**
 (LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
 PIN 21416-0034(LT)

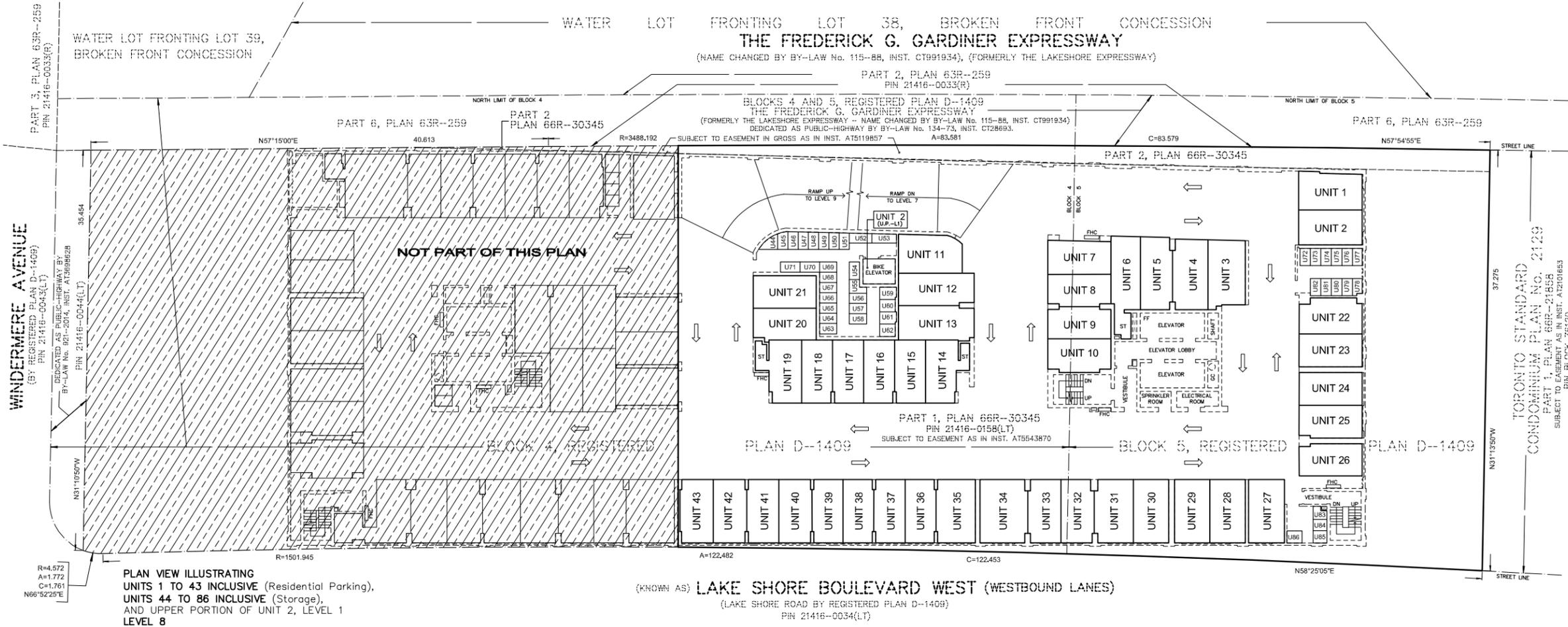


REPRESENTATIVE SECTION TO ILLUSTRATE
 RELATIONSHIP OF LEVELS (NOT TO SCALE)

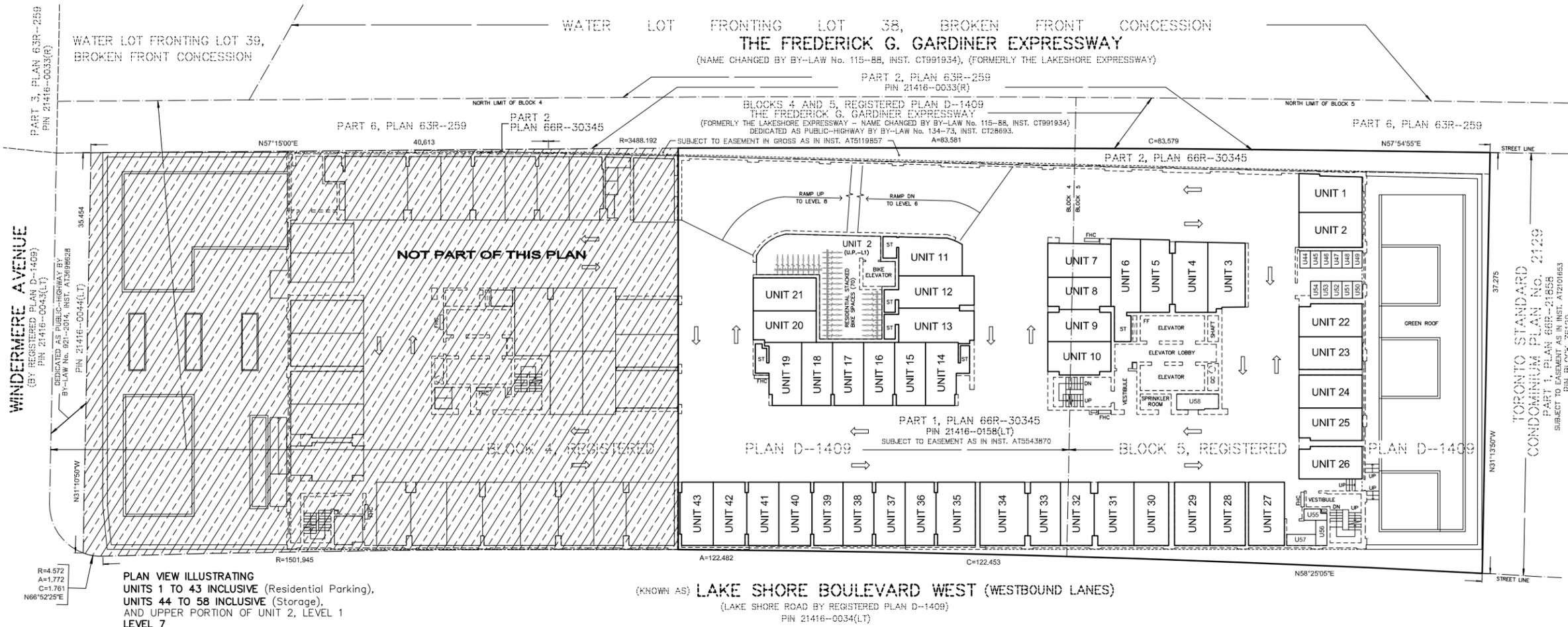
PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G.	JOB NO:	16-145
DWG NAME:	16-145D001	PLOT INFO:	16:04 13Apr2021	WORK ORDER NO.:	21945		
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F.905.738.9221 www.krcmar.ca							

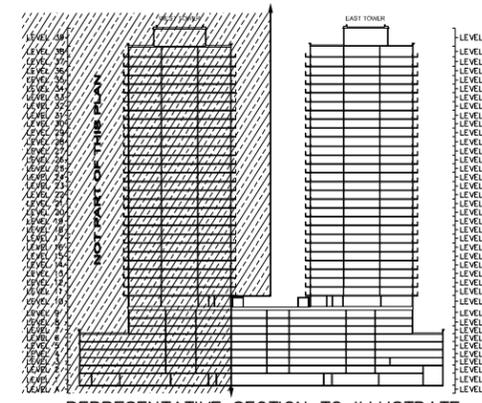
- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - ST DENOTES STORAGE
 - U DENOTES UNIT
 - (U.P.-L) DENOTES JULIETTE BALCONY
 - /// NOT PART OF THIS PLAN



PLAN VIEW ILLUSTRATING
 UNITS 1 TO 43 INCLUSIVE (Residential Parking),
 UNITS 44 TO 86 INCLUSIVE (Storage),
 AND UPPER PORTION OF UNIT 2, LEVEL 1
 LEVEL 8



PLAN VIEW ILLUSTRATING
 UNITS 1 TO 43 INCLUSIVE (Residential Parking),
 UNITS 44 TO 58 INCLUSIVE (Storage),
 AND UPPER PORTION OF UNIT 2, LEVEL 1
 LEVEL 7

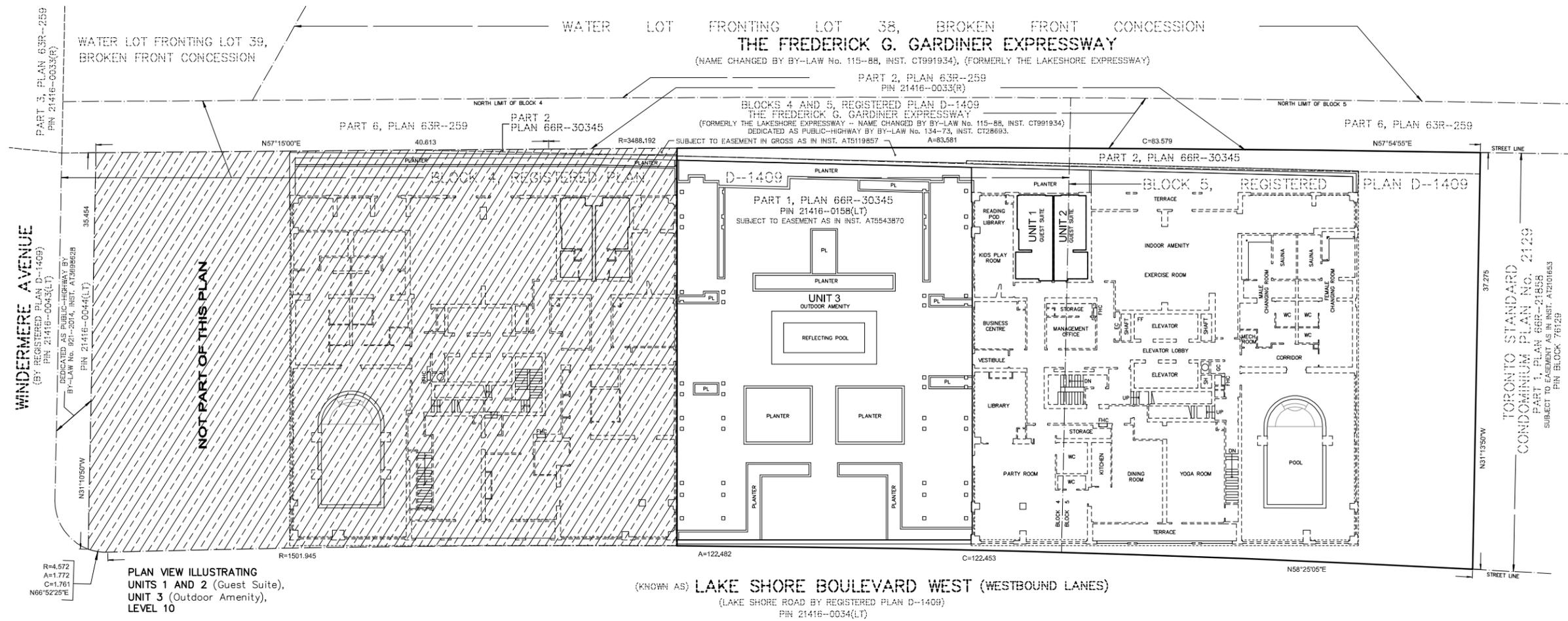


REPRESENTATIVE SECTION TO ILLUSTRATE
 RELATIONSHIP OF LEVELS (NOT TO SCALE)

PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

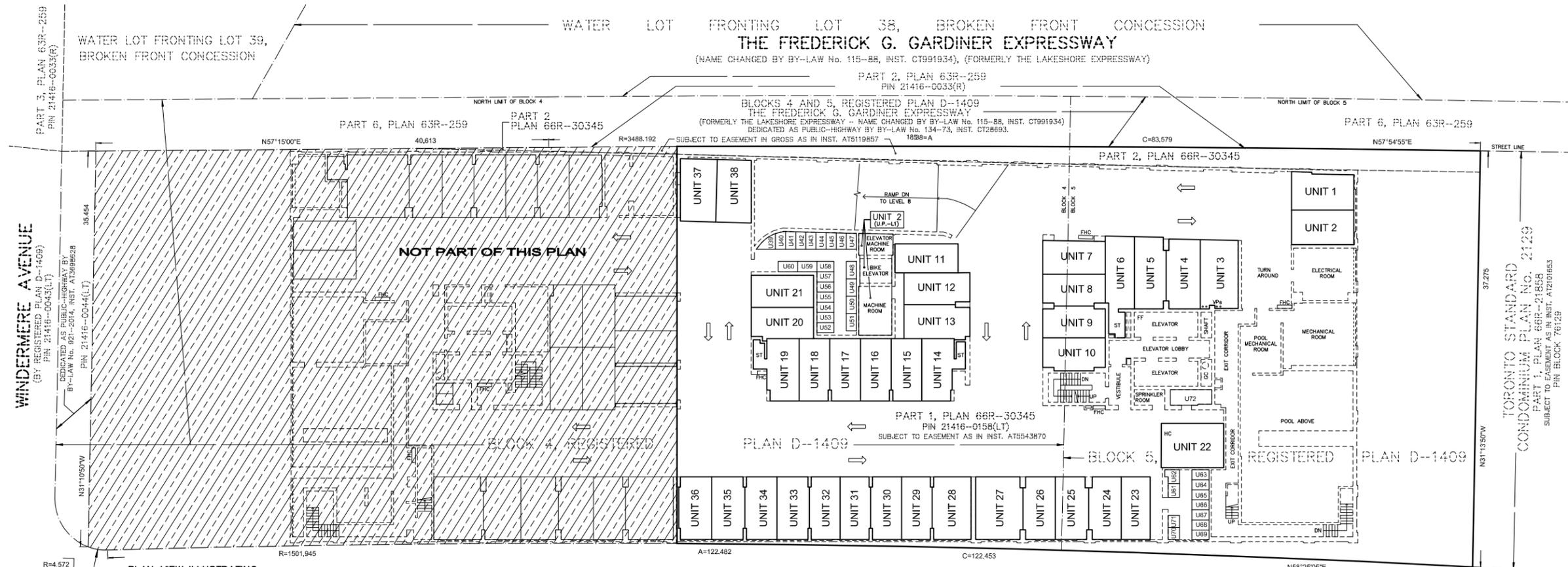
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DWG NAME:	16-145D001	PLOT INFO:	16:04 13Apr2021	WORK ORDER NO:	21945		
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F.905.738.9221 www.krcmar.ca							

- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - EC DENOTES ELECTRICAL CLOSET
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - ST DENOTES STORAGE
 - SH DENOTES SHAF
 - WC DENOTES WASHROOM
 - U DENOTES UNIT
 - (U.P.-L) DENOTES JULIETTE BALCONY
 - /// NOT PART OF THIS PLAN



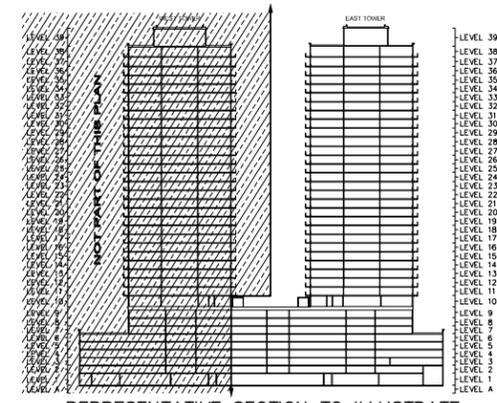
PLAN VIEW ILLUSTRATING UNITS 1 AND 2 (Guest Suite), UNIT 3 (Outdoor Amenity), LEVEL 10

(KNOWN AS) LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)
(LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
PIN 21416-0034(LT)



PLAN VIEW ILLUSTRATING UNITS 1 TO 38 INCLUSIVE (Residential Parking, Includes 1 Accessible Parking), UNITS 39 TO 72 INCLUSIVE (Storage), AND UPPER PORTION OF UNIT 2, LEVEL 9

(KNOWN AS) LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)
(LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
PIN 21416-0034(LT)



REPRESENTATIVE SECTION TO ILLUSTRATE RELATIONSHIP OF LEVELS (NOT TO SCALE)

PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G.	JOB NO:	16-145
DWG NAME:	16-145D001	PLOT INFO:	16:04 13Apr2021	WORK ORDER NO:	21945		
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca							

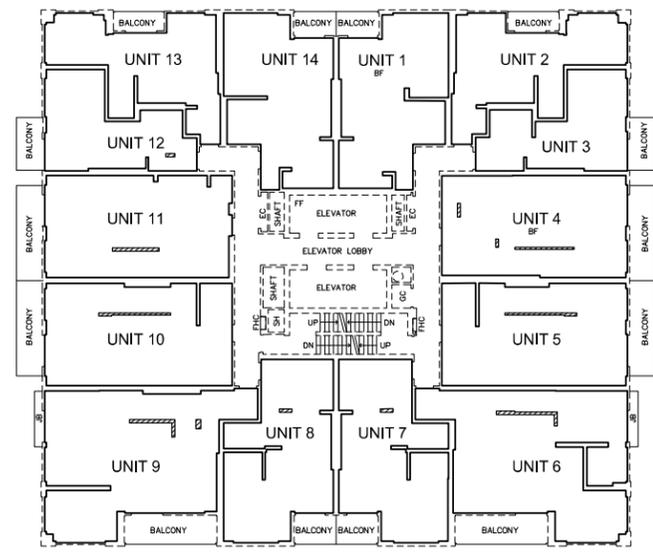
SCALE 1:200

KRCMAR SURVEYORS LTD. 2021

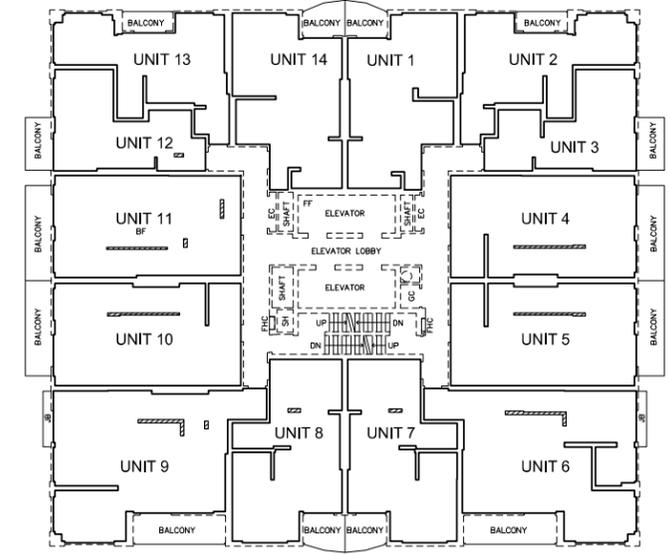
METRIC: DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



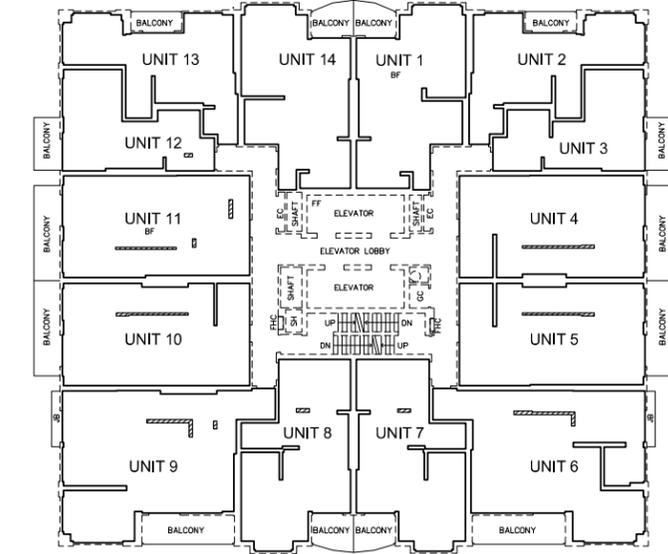
- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - - - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - BF DENOTES BARRIER FREE
 - EC DENOTES ELECTRICAL CLOSET
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - JB DENOTES JULIETTE BALCONY
 - SH DENOTES SHAFT
 - /// DENOTES PART OF THE COMMON ELEMENTS NOT INCLUDED IN UNIT
 - /// DENOTES NOT PART OF THIS PLAN



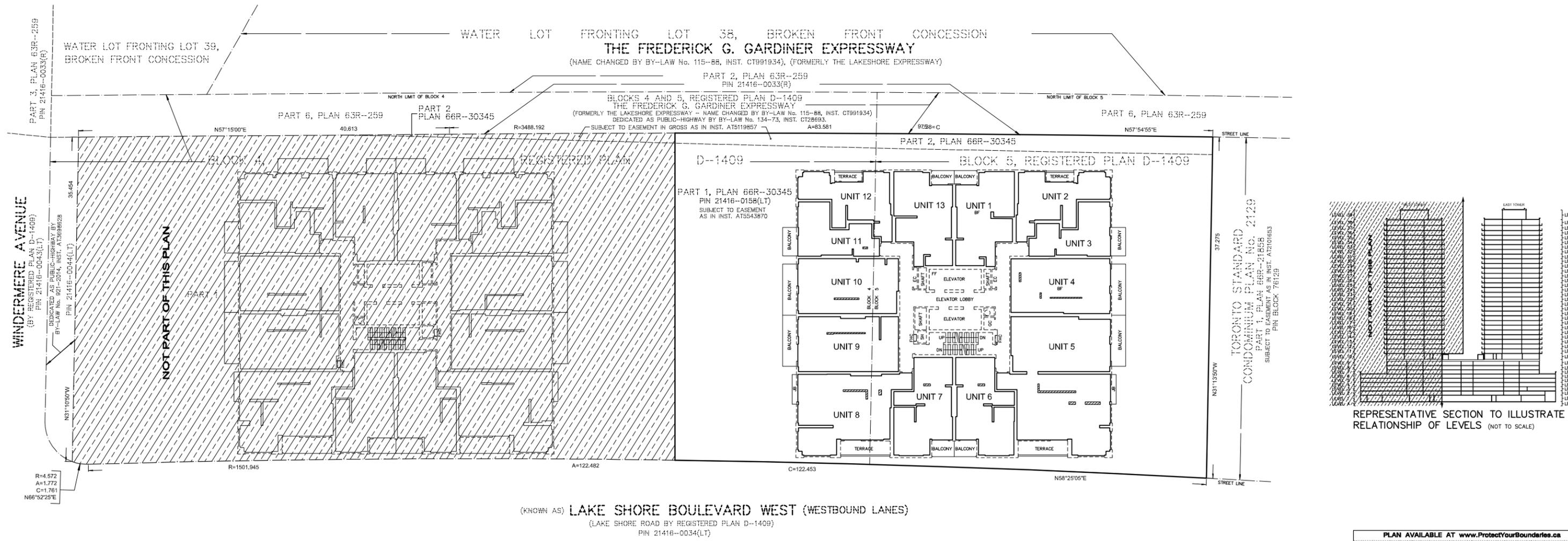
PLAN VIEW ILLUSTRATING UNITS 1 TO 14 INCLUSIVE (Residential), LEVELS 12 TO 22 INCLUSIVE



PLAN VIEW ILLUSTRATING UNITS 1 TO 14 INCLUSIVE (Residential), LEVELS 23, 24 AND 25



PLAN VIEW ILLUSTRATING UNITS 1 TO 14 INCLUSIVE (Residential), LEVELS 26, 27 AND 28



PLAN VIEW ILLUSTRATING UNITS 1 TO 13 INCLUSIVE (Residential) LEVEL 11

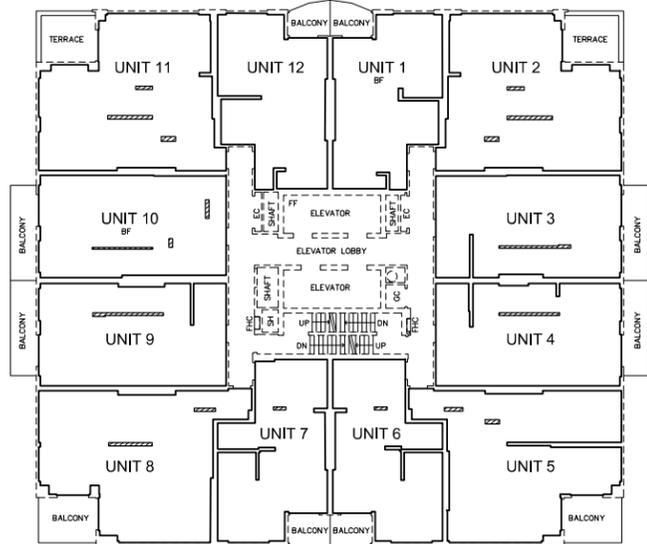
PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G.	JOB NO:	16-145
DWG NAME:	16-145D001	PLOT INFO:	16.04.13Apr2021	WORK ORDER NO:	21945		
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca							

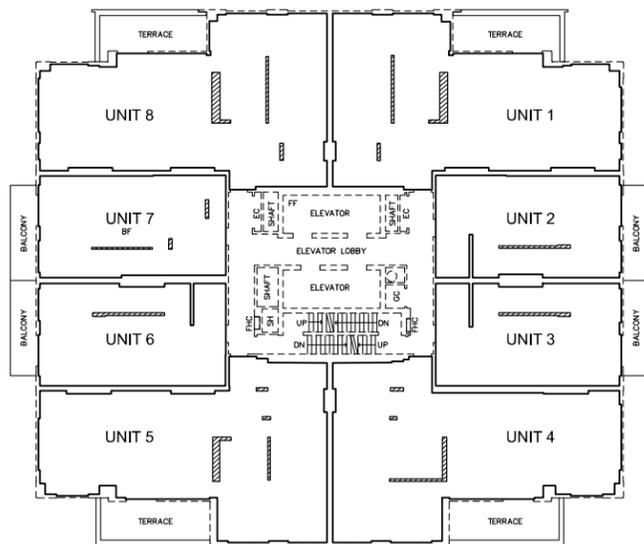




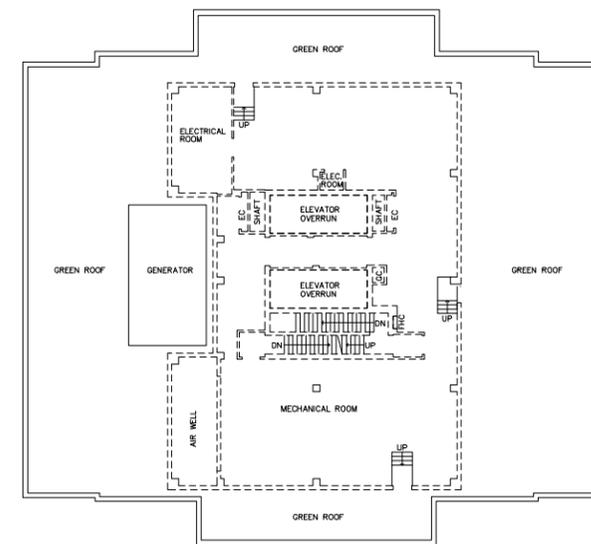
- NOTES AND LEGEND**
- DENOTES CONDOMINIUM BOUNDARIES
 - - - DENOTES BOUNDARIES OF UNITS AND OF THE COMMON ELEMENTS
 - - - DENOTES FACE OF STRUCTURE
 - UP DENOTES STAIRS UP
 - DN DENOTES STAIRS DOWN
 - BF DENOTES BARRIER FREE
 - EC DENOTES ELECTRICAL CLOSET
 - ELEC DENOTES ELECTRICAL
 - FHC DENOTES FIRE HOSE CABINET
 - FF DENOTES FIRE FIGHTER'S
 - GC DENOTES GARBAGE CHUTE
 - SH DENOTES SHAFT
 - ▨ DENOTES PART OF THE COMMON ELEMENTS NOT INCLUDED IN UNIT



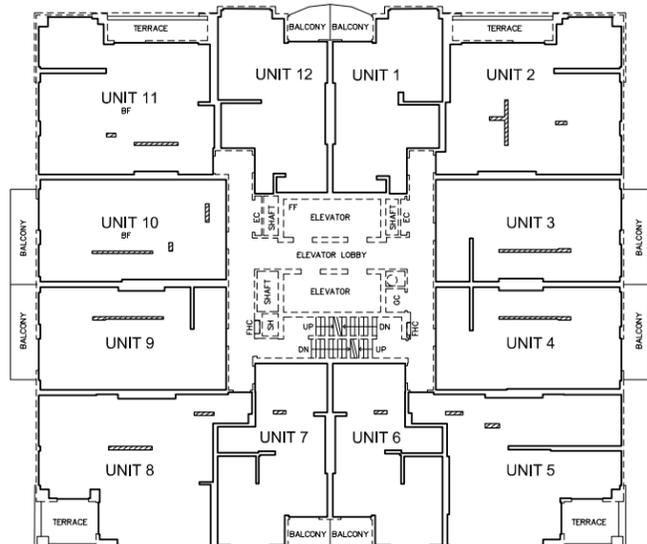
PLAN VIEW ILLUSTRATING UNITS 1 TO 12 INCLUSIVE (Residential), LEVEL 37



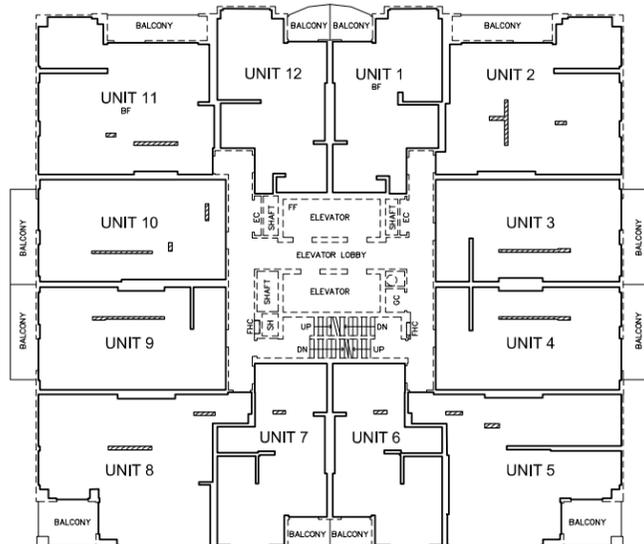
PLAN VIEW ILLUSTRATING UNITS 1 TO 8 INCLUSIVE (Residential), LEVEL 38



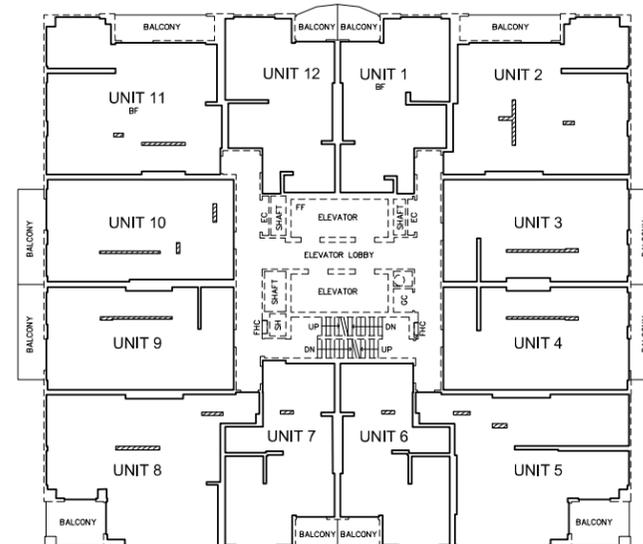
PLAN VIEW ILLUSTRATING NO UNITS, LEVEL 39 (MECHANICAL PENTHOUSE)



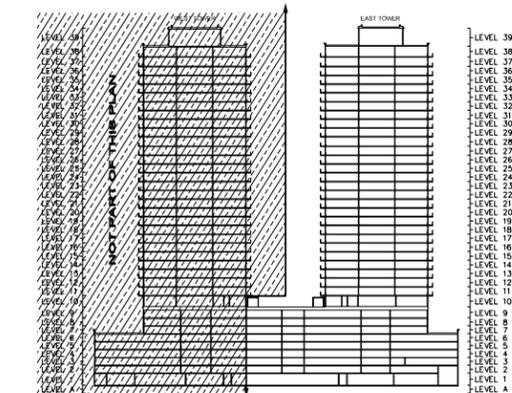
PLAN VIEW ILLUSTRATING UNITS 1 TO 12 INCLUSIVE (Residential), LEVEL 29



PLAN VIEW ILLUSTRATING UNITS 1 TO 12 INCLUSIVE (Residential), LEVELS 30, 31, 32, 33 AND 34



PLAN VIEW ILLUSTRATING UNITS 1 TO 12 INCLUSIVE (Residential), LEVELS 35 AND 36



REPRESENTATIVE SECTION TO ILLUSTRATE RELATIONSHIP OF LEVELS (NOT TO SCALE)

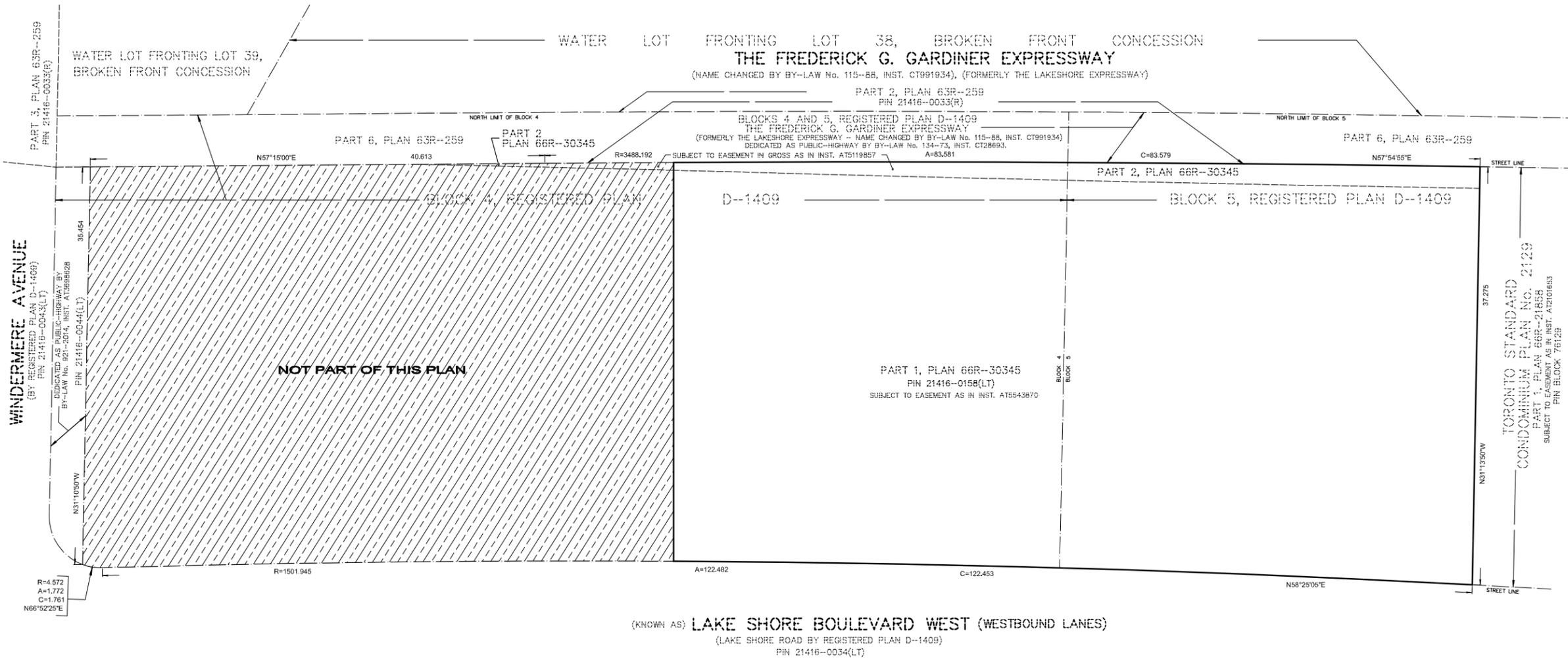
PLAN AVAILABLE AT www.ProtectYourBoundaries.ca					
FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G. JOB NO: 16-145
DWG NAME:	16-145D001	PLOT INFO:	16:04 13/Apr/2021	WORK ORDER NO:	21945
1137 Centre Street Thornhill ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca					



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

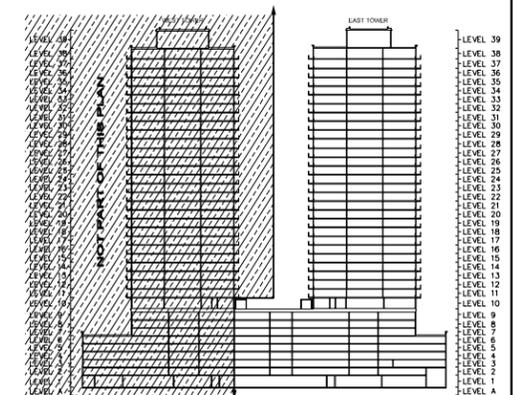


NOTES AND LEGEND
DENOTES CONDOMINIUM BOUNDARIES



(KNOWN AS) LAKE SHORE BOULEVARD WEST (WESTBOUND LANES)
(LAKE SHORE ROAD BY REGISTERED PLAN D-1409)
PIN 21416-0034(LT)

PLAN VIEW ILLUSTRATING CONDOMINIUM BOUNDARIES (AT ELEVATION 76.00 METRES),
LEVEL A, NO UNITS



REPRESENTATIVE SECTION TO ILLUSTRATE
RELATIONSHIP OF LEVELS (NOT TO SCALE)

PLAN AVAILABLE AT www.ProtectYourBoundaries.ca					
FIELD:	D.L.	DRAWN:	L.L.	CHECKED:	M.G. JOB NO: 16-145
DWG NAME:	16-145D001	PLOT INFO:	16:04 13/Apr/2021	WORK ORDER NO:	21945
1137 Centre Street, Thornhill, ON L4J 3M6 905.738.0053 F 905.738.9221 www.krcmar.ca					

APPENDIX C: Parking Demand Surveys Information



OBSERVED VISITOR PARKING DEMAND – AUGUST 2017 – 325 BOGERT AVENUE

Study Time	Occupied Units	Visitor Parking (Supply: 13 visitor parking spaces)	
		Demand (spaces)	Ratio (spaces/unit)
Friday, August 12, 2017			
18:00	414	11	0.03
19:00		13	0.03
20:00		12	0.03
21:00		12	0.03
22:00		11	0.03
23:00		11	0.03
Saturday, September 17, 2017			
18:00	414	12	0.03
19:00		10	0.02
20:00		11	0.03
21:00		12	0.03
22:00		12	0.03
23:00		11	0.03
Sunday, September 18, 2017			
14:00	414	11	0.03
15:00		11	0.03
16:00		8	0.02
17:00		11	0.03
18:00		11	0.03
19:00		10	0.02
20:00		11	0.03
21:00		12	0.03
22:00		11	0.03



OBSERVED VISITOR PARKING DEMAND – AUGUST 2013 / MAY 2015 – 22 JOHN STREET / 33 KING STREET

Study Time	Occupied Units	Visitor Parking (Supply: 178 visitor parking spaces)	
		Demand (spaces)	Ratio (spaces/unit)
Friday, August 23, 2013			
19:00	420	17	0.04
20:00		17	0.04
21:00		16	0.04
22:00		20	0.05
Saturday, August 24, 2013			
18:00	420	17	0.04
19:00		16	0.04
20:00		17	0.04
21:00		15	0.04
22:00		20	0.05
Saturday, May 2, 2015			
14:00	420	15	0.04
15:00		12	0.03
16:00		12	0.03
17:00		16	0.04
18:00		15	0.04
19:00		15	0.04
20:00		12	0.03
21:00		15	0.04
22:00		19	0.05
Sunday, May 3, 2015			
16:00	420	17	0.04
17:00		18	0.04
18:00		17	0.04
19:00		17	0.04
20:00		15	0.04



OBSERVED VISITOR PARKING DEMAND – MARCH 2018 – 100 ECHO POINT

Study Time	Occupied Units	Visitor Parking (Supply: 27 visitor parking spaces ¹)	
		Demand (spaces)	Ratio (spaces/unit)
Saturday, March 3, 2018			
17:00	268	19	0.07
18:00		14	0.05
19:00		10	0.04
20:00		11	0.04
21:00		15	0.06
22:00		9	0.03
23:00		10	0.04
Tuesday, March 6, 2018			
17:00	268	6	0.02
18:00		12	0.04
19:00		10	0.04
20:00		6	0.02
21:00		6	0.02
22:00		3	0.01
23:00		6	0.02
Thursday, March 8, 2018			
17:00	268	13	0.05
18:00		16	0.06
19:00		12	0.04
20:00		15	0.06
21:00		13	0.05
22:00		14	0.05
23:00		9	0.03

Notes:

1. Supply is 36 total visitor parking spaces; only 27 visitor spaces available due to 9 spaces blocked by containers.



**OBSERVED VISITOR PARKING DEMAND – FEBRUARY/MARCH 2014 – 1340, 1350, 1360
DANFORTH ROAD**

Study Time	Occupied Units	Visitor Parking (Supply: 43 visitor parking spaces ¹)		
		Demand (spaces)	Ratio (spaces/unit)	
Friday, February 21, 2014				
17:00	566	16	0.03	
17:30		14	0.02	
18:00		22	0.04	
18:30		26	0.05	
19:00		27	0.05	
19:30		28	0.05	
20:00		26	0.05	
20:30		38	0.07	
21:00		34	0.06	
21:30		32	0.06	
22:00		32	0.06	
Saturday, February 22, 2014				
16:00		566	31	0.05
16:30	33		0.06	
17:00	37		0.07	
17:30	34		0.06	
18:00	37		0.07	
18:30	39		0.07	
19:00	38		0.07	
19:30	37		0.07	
20:00	36		0.06	
20:30	39		0.07	
21:00	39		0.07	
21:30	37		0.07	
22:00	38		0.07	
22:30	35		0.06	
23:00	36		0.06	
Sunday, February 23, 2014				
16:00	566	33	0.06	
16:30		39	0.07	
17:00		33	0.06	
17:30		38	0.07	
18:00		38	0.07	
18:30		37	0.07	
19:00		36	0.07	
19:30		35	0.06	



20:00		32	0.06
Saturday, March 22, 2014			
18:00	566	38	0.07
18:30		35	0.06
19:00		39	0.07
19:30		39	0.07
20:00		38	0.07
20:30		40	0.07
21:00		37	0.07
21:30		38	0.07
22:00		37	0.07



OBSERVED VISITOR PARKING DEMAND – MARCH 2018 – 135 FENELON DRIVE

Study Time	Occupied Units	Visitor Parking (Supply: 17 visitor parking spaces)	
		Demand (spaces)	Ratio (spaces/unit)
Friday, March 23, 2018			
6:00 PM	218	8	0.04
6:30 PM		9	0.04
7:00 PM		9	0.04
7:30 PM		9	0.04
8:00 PM		9	0.04
8:30 PM		10	0.05
9:00 PM		10	0.05
9:30 PM		11	0.05
10:00 PM		11	0.05
Saturday, March 24, 2018			
6:00 PM	218	8	0.04
6:30 PM		8	0.04
7:00 PM		8	0.04
7:30 PM		8	0.04
8:00 PM		11	0.05
8:30 PM		10	0.05
9:00 PM		10	0.05
9:30 PM		10	0.05
10:00 PM		10	0.05
Sunday, March 25, 2018			
12:00 PM	218	9	0.04
12:30 PM		8	0.04
1:00 PM		7	0.03
1:30 PM		7	0.03
2:00 PM		8	0.04
2:30 PM		8	0.04
3:00 PM		9	0.04
3:30 PM		9	0.04
4:00 PM		8	0.04
4:30 PM		9	0.04
5:00 PM		8	0.04



OBSERVED VISITOR PARKING DEMAND – OCTOBER 2018 – 2667-2677 KIPLING AVENUE

Study Time	Occupied Units	Visitor Parking (Supply: 36 visitor parking spaces)	
		Demand (spaces)	Ratio (spaces/unit)
Friday, October 26, 2018			
19:00	456	33	0.07
20:00		36	0.08
21:00		32	0.07
22:00		32	0.07
Saturday, October 27, 2018			
19:00	456	32	0.07
20:00		33	0.07
21:00		31	0.07
22:00		31	0.07



OBSERVED VISITOR PARKING DEMAND – SEPTEMBER 2019 – 1440 – 1442 LAWRENCE AVENUE WEST

Study Time	Occupied Units	Visitor Parking (Supply: 22 visitor parking spaces ¹)	
		Demand (spaces)	Ratio (spaces/unit)
Saturday, September 14, 2019			
16:20	415	26	0.06
17:20		26	0.06
18:10		20	0.05
19:20		32	0.08
20:10		35	0.08
21:00		30	0.07
Friday, September 20, 2019			
16:00	415	17	0.04
16:30		18	0.04
17:00		15	0.04
17:30		24	0.06
18:00		20	0.05
18:30		22	0.05
19:00		20	0.05
19:30		26	0.06
20:00		18	0.04
20:30		19	0.05
21:00		20	0.05
16:00		17	0.04
16:30		18	0.04
Saturday, September 21, 2019			
17:00	415	25	0.06
17:30		29	0.07
18:00		36	0.09
18:30		37	0.09
19:00		37	0.09
19:30		34	0.08
20:00		35	0.08
20:30		36	0.09
21:00		35	0.08
21:30		31	0.07
22:00		31	0.07
17:00		25	0.06
17:30		29	0.07

Notes:

1. Study includes illegal visitor parking.



OBSERVED VISITOR PARKING DEMAND – FEBRUARY/MARCH 2014 – 60 & 61 HEINTZMAN STREET

Study Time	Occupied Units	Visitor Parking (Supply: 98 visitor parking spaces ¹)	
		Demand (spaces)	Ratio (spaces/unit)
Friday, February 21, 2014			
17:00	566	29	0.05
17:30		30	0.05
18:00		31	0.05
18:30		34	0.05
19:00		40	0.06
19:30		39	0.06
20:00		38	0.06
20:30		41	0.06
21:00		40	0.06
21:30		40	0.06
22:00		41	0.06
22:30		38	0.06
23:00		38	0.06
Saturday, February 22, 2014			
16:00	566	60	0.09
16:30		60	0.09
17:00		56	0.09
17:30		61	0.09
18:00		59	0.09
18:30		58	0.09
19:00		56	0.09
19:30		56	0.09
20:00		63	0.10
20:30		62	0.10
21:00		57	0.09
21:30		56	0.09
22:00		57	0.09
22:30		52	0.08
23:00		54	0.08
23:30		51	0.08
Sunday, February 23, 2014			
16:00	566	41	0.06
16:30		44	0.07
17:00		45	0.07
17:30		50	0.08
18:00		49	0.08
18:30		48	0.07



19:00		47	0.07
19:30		40	0.06
20:00		38	0.06
20:30		38	0.06
21:00		36	0.06
Saturday, March 22, 2014			
17:00		35	0.05
17:30		42	0.07
18:00		55	0.09
18:30		58	0.09
19:00		58	0.09
19:30		58	0.09
20:00	566	61	0.09
20:30		60	0.09
21:00		54	0.08
21:30		54	0.08
22:00		51	0.08
22:30		51	0.08
23:00		54	0.08

