September 10, 2025

Joshua Butcher
Senior Director, Development
85 Hanna Avenue, Suite 400
Toronto, ON M6K 3S3
t: 416.216.4279
Joshua.Butcher@fcr.ca

RE: 2451 – 2455 Danforth Avenue, Mixed-Use Development – OPA / ZBA – Response to Comments

1.0 INTRODUCTION

BA Group is retained by First Capital Realty REIT, on behalf of FCHT Holdings (Ontario) Corporation, to provide transportation advisory services for the proposed mixed-use development (the "Proposed Development") located at 2451-2495 Danforth Avenue (herein referred to as the "site") in the City of Toronto.

1.1 THE SITE TODAY

The site is located on the southeast corner of the Danforth Avenue and Westlake Avenue intersection, within the East Danforth neighbourhood of Toronto. The site location is depicted in Figure 1.

The site consists of a rectangular shaped plot of land in the southeast corner of the Danforth Avenue and Westlake Avenue intersection. It is bounded by Danforth Avenue to the north, existing low-rise commercial developments to the east, existing 2-storey residential dwelling to the south, and Westlake Avenue to the west. The site is currently occupied by a grocery store that fronts onto Danforth Avenue abutted by surface parking lots on the east and west sides. A sidewalk is currently provided on the south side of Danforth Avenue and east side of Westlake Avenue along the property frontages.

1.2 PREVIOUS SUBMISSION

A joint Official Plan (OPA) and Zoning By-law Amendment (ZBA) application was submitted to the City of Toronto in November 2024. BA Group prepared a report entitled "*2451 – 2455 Danforth Avenue, Urban Transportation Considerations, City of Toronto, Official Plan Amendment (OPA) and Zoning By-law (ZBA) Amendment"* dated November 2024 (herein referred to as the "November 2024 BA Group Report"), in support of this application.

1.3 CURRENT SUBMISSION

City of Toronto staff provided comments in response to this initial joint OPA and ZBA submission. This letter forms part of the OPA/ZBA resubmission being submitted to the City of Toronto and reviews the transportation aspects of the proposed development.

Given the similarities between the previous and current applications, all findings outlined in the November 2024 BA Group OPA / ZBA Report remain applicable except where otherwise noted. A summary of changes to the proposed development programme is provided in Section 2.0.

2.0 DEVELOPMENT UPDATE

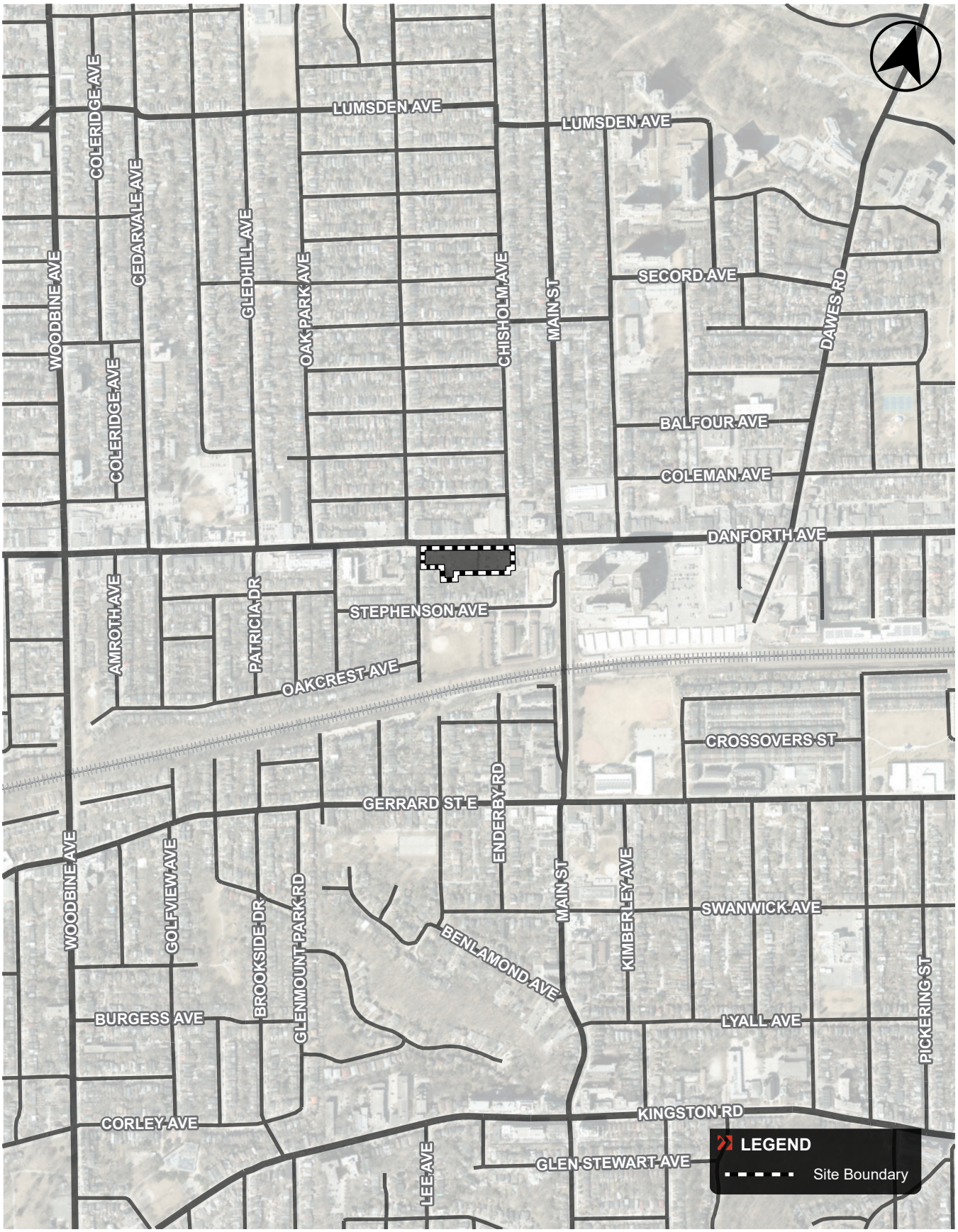
The proposed development programme is summarized in Table 1 and depicted in Figure 2**.** Relevant excerpt plans from the current architectural drawing set are provided in Appendix A**.**

TABLE 1 DEVELOPMENT PROGRAMME UPDATE SUMMARY

Use	Development Proposal	November 2024 OPA / ZBA Submission[1]	Current Submission[2]	Difference
Residential	Studio units	139 units	95 units	**-44 units**
	1-bedroom units	266 units	312 units	**+46 units**
	2-bedroom units	152 units	151 units	**-1 unit**
	3+ bedroom units	63 units	62 units	**-1 unit**
	Total units	**620 units**	**620 units**	**--**
Non-Residential	Grocery	2,258 m^2	2,276 m^2	**+18 m^2**
	Commercial	939 m^2	943 m^2	**-311 m^2**
	Total GFA	**3,197 m^2**	**3,220 m^2**	**+ 23 m^2**
Vehicular/Site Plan Elements				
Vehicle Parking Spaces	Residential	190 spaces	177 spaces	**-13 spaces**
	Retail / Visitor	86 spaces	75 spaces	**11 spaces**
	Car-share	2 spaces	2 spaces	**--**
	Total	**278 spaces**	**254 spaces**	**-24 spaces**
Bicycle Parking Spaces	Short-term	146 spaces	**147 spaces**	**+1 space**
	Long-term	568 spaces	**567 spaces**	**-1 space**
	Total	**714 spaces**	**714 spaces**	**--**
Loading Facilities		1 Type 'A', 1 Type 'B', Type 'C', and 1 Type 'G'	1 Type 'A', 1 Type 'B', Type 'C', and 1 Type 'G'	--

Notes:
1. Based upon site statistics provided by Superkül Architects, dated November 7th, 2024.
2. Based upon site statistics provided by Superkül Architects, dated September 10th, 2025.

Updates to the site's vehicular parking, bicycle parking, loading, TDM and traffic considerations are provided in Sections 4.0 to 8.0.



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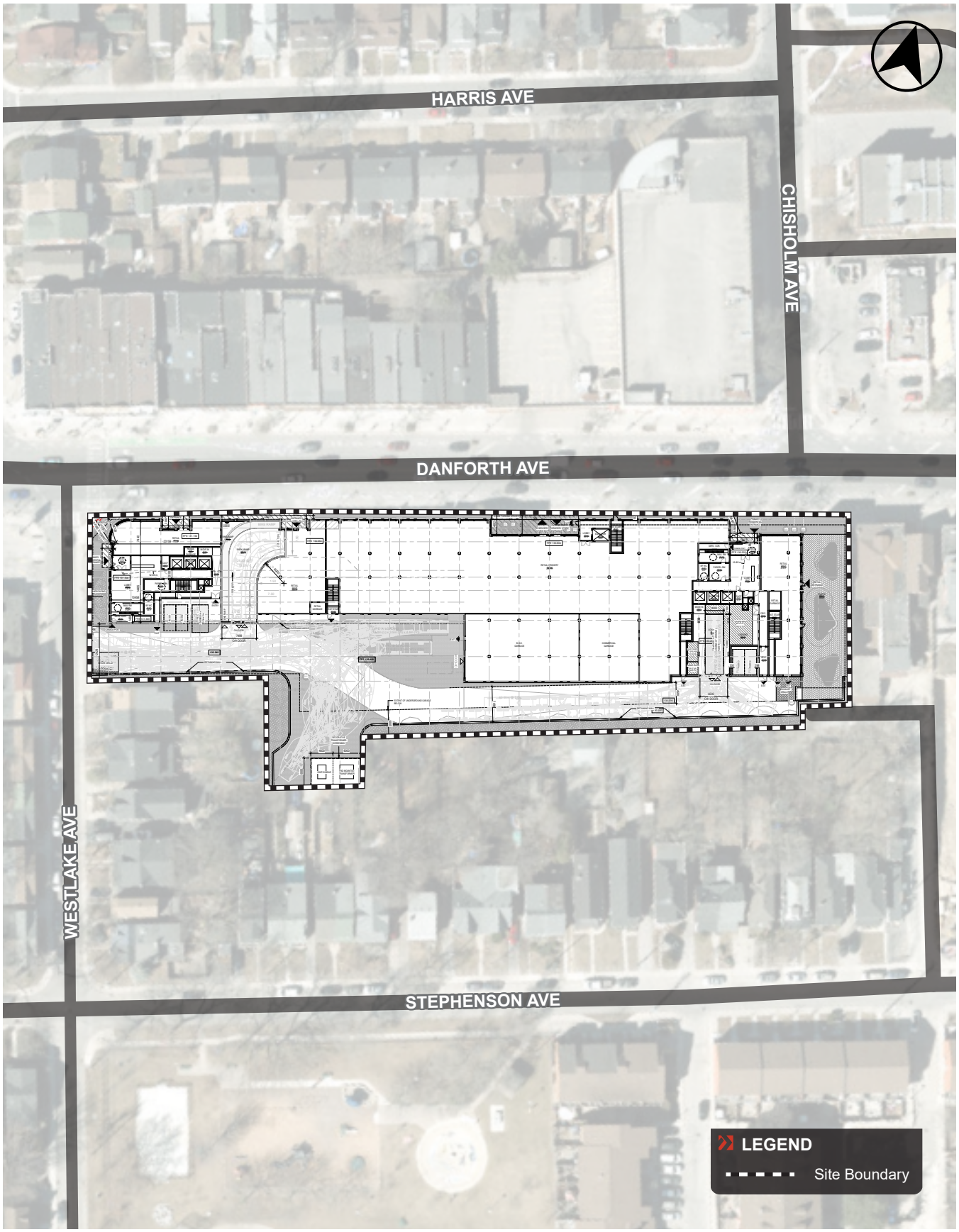
Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 1 SITE LOCATION



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Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 2 SITE PLAN

3.0 RESPONSE TO COMMENTS

City of Toronto staff provided comments in response to the November 2024 Urban Transportation Considerations Report prepared by BA Group.

Comments from Transportation Services and Solid Waste Management Services staff were provided in a memo from the City of Toronto's Development Engineering to Community Planning, dated January 6, 2025 (attached in Appendix B). Comments were also received from the Toronto Transit Commission (TTC), dated January 13, 2025 (attached in Appendix C). The following sections provide responses to the transportation-related comments from City Staff and the TTC.

3.1 TRANSPORTATION SERVICES COMMENTS

3.1.1 Section A – Revisions and Additional Information Required for Plans and Studies

Comment 1.1: Clarify / revise the required right-of-way widening along Danforth Avenue as follows:
A). Provide a dimension for the width of the conveyance (0.4 metres required)
C). Remove the underground parking garage encroachment from the corner rounding conveyance.

Response: Noted. To ensure that a consistent 27.0 metre right-of-way width is provided along the Danforth Avenue site frontage, the proposed conveyance ranges in width from approximately 0.5 m to 0.55 m (as shown on the architectural plans Appendix A). The conveyance will be further reviewed as part of the Site Plan Approval phase of this application. Adjustments have been made to the underground parking garage to avoid encroachment from the corner rounding conveyance.

Comment 1.2: Provide a minimum of one (1) shower and change facility for each gender to meet the requirements of Zoning By-law 569-2013, chapter 230.

Response: Noted. One shower and change facility will be provided for each gender on the P1 level. Refer to update architectural plans included in Appendix A.

Comment 1.3: Revise all applicable plans to clarify and reduce the width of the driveway access, which should be as narrow as possible while accommodating the necessary truck manoeuvres.

Response: The proposed driveway width of 12.4 m is annotated on the updated architectural plans included in Appendix A. The proposed width of 12.4 m is required to accommodate all necessary truck manoeuvres. The existing curb cut, serving the adjacent 47 Westlake Avenue driveway (south of the proposed Site driveway), will be maintained.

Comment 1.4: Confirm whether changes to parking regulation on Westlake Avenue are required to accommodate inbound and outbound truck movements.

Response: No changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements. Under existing conditions, curb cuts / driveways and no parking regulations limit the ability to park on Westlake Avenue (on either side of the street) for most of the site frontage.

Figure 3 demonstrates the location of existing curb cuts and no parking regulations in proximity to the site and that the proposed vehicle manoeuvres do not impact any existing on street parking.

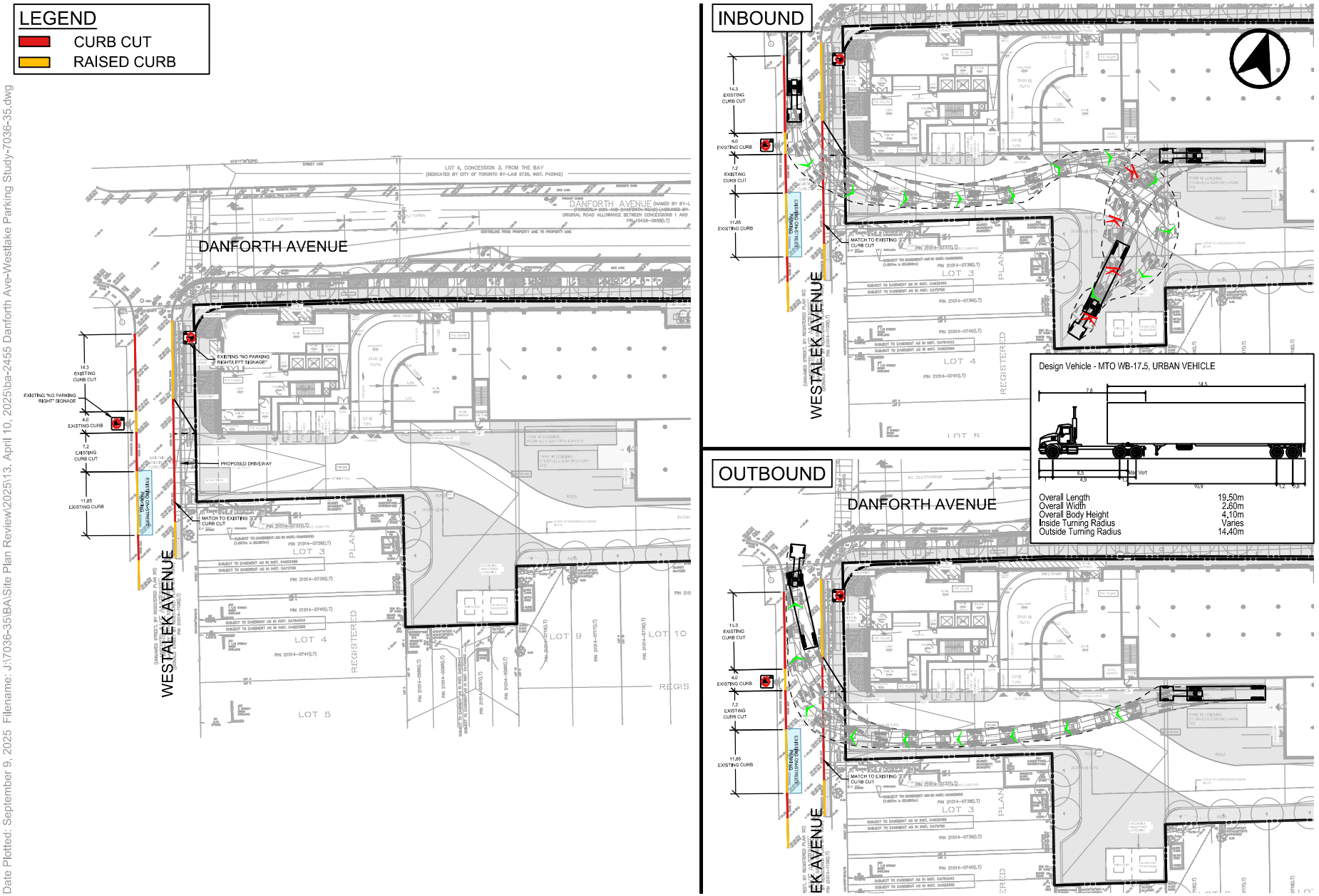

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FIGURE 3 WESTLAKE ROAD ON-STREET PARKING REVIEW

SOLID WASTE SERVICES – BUILDING A

Comment 2.1: Revised drawings must indicate and annotate that the staging pad is located at the front of the Type G loading space will be at least 62 square metres. Currently when measured under scale, only 33.66 square metres is provided.

Response: The updated architectural plans (Appendix A) indicate that the staging pad, adjacent to the Type G loading space, will be at least 62 square metres.

Comment 2.2: Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.

Response:
The updated architectural plans (Appendix A) indicate the provision of an oversized storage area with a minimum floor area of at least 10 square metres located adjacent to the Type G loading space.

Comment 2.3: Revised drawings must show an additional 3.79 square metre, at a minimum for the storage of household hazardous waste.

Response: The updated architectural plans (Appendix A) indicate the provision of a 6.37 square metre storage area for household hazardous waste.

SOLID WASTE SERVICES – BUILDING B

Comment 2.4: Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.

Response: Noted. The oversized storage area for the development is provided in a consolidated room in Building A. This provides direct access to the Type G loading space.

3.1.2 B. (Preliminary) Zoning By-law Amendment Conditions

TRANSPORTATION SERVICES

Comment 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.

Response: Noted. A total supply of 254 vehicle parking spaces are proposed, including 177 for residents and 75 spaces for residential visitors and commercial uses. The proposed parking supply satisfies the requirements of Zoning By-law 569-2013, as amended by By-law 89-2022 (minimum requirement of 0 resident and 8 non-residential spaces). Refer to update architectural plans included in Appendix A.

Comment 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.

Response: Noted. A total accessible parking supply of 13 is proposed, including 9 spaces for residents and 4 spaces for residential visitors and commercial uses. The proposed accessible parking supply satisfies the requirements of Zoning By-law 569-2013. Refer to update architectural plans included in Appendix A.

Comment 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.

Response: Noted. A total of 714 bicycle parking spaces are proposed, inclusive of 124 short-term residential, 560 long-term residential, 23 short-term non-residential and 7 long-term non-residential. The proposed bicycle parking supply satisfies the requirements of Zoning By-law 569-2013. Refer to update architectural plans included in **Appendix A**.

Comment 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).

Response: Noted. A total of 187 parking spaces are EV ready, inclusive of 177 resident parking spaces and 20 shared between residential visitors and retail. The proposed EV equipped parking spaces satisfies the requirements of Zoning By-law 569-2013. Refer to update architectural plans included in Appendix A.

Comment 1.4: Provide and maintain loading spaces in accordance with the following minimums:

- One (1) Type A space
- One (1) Type B space
- One (1) Type C space; and
- One (1) Type G space.

Response: Noted. One Type A, Type B, Type C and Type G loading spaces are provided. Refer to update architectural plans included in Appendix A.

3.1.3 C. Advisory of Other City Approvals and Requirements

TRANSPORTATION SERVICES

Advisory Comment 1.5:

b) A 6.0 metre corner rounding at the northwest corner of the site (the southeast corner of Danforth Avenue and Westlake Avenue).

Such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public right-of-way purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor.

Response: Noted. A 6.0 metre corner rounding is provided in the northwest corner of the site. Refer to update architectural plans included in Appendix A for the corner rounding dimensions.

Advisory Comment 1.7: That in conjunction with the future Site Plan Control application for this project, it will be necessary to:

b) With respect to the proposed cycle track along Danforth Avenue:
   a. Review the feasibility of replacing the curb stone island with green infrastructure.
   b. Widen the concrete paver band to 0.6 metres from 0.4 metres – the additional width can be regained from the flush curb (minimum 0.2 metres wide) and the parking lane (minimum 2.0 metres wide);

c) Clarify whether modifications/relocations are required to the traffic signal infrastructure at Danforth Avenue and Westlake Avenue. If so:
   a. Provide signal drawings showing all required removals and installations.
   b. Bicycle signal heads and a leading bike interval (LBI) must be provided for eastbound and westbound cyclists.

d) Provide a draft signage and pavement marking drawing, including quantities of all required removals and installations

e) Provide and maintain the following Transportation Demand Management (TDM) measures on-site:
   a. A minimum of two (2) car-share parking spaces
   b. One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy.
   c. One (1) Presto card per unit, preloaded with the value of a monthly pass, offered for the first year of occupancy.
   d. A minimum of two (2) bike repair stations provided on-site
   e. Coordination with Bike Share Toronto to maintain the existing Bike Share station on-site or along the site frontage.

Response:

Noted. Comments related to the Site Plan Approval phase of this application will be addressed in a subsequent submission.

Solid Waste Services – 2.1: The planned movement of the collection vehicle is adjacent to entrance/exit from the parking garage. Revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.

Response: Noted. A vehicle warning system will be included on the updated architectural plans as part of the Site Plan Approval phase of the application.

3.1.4 D. Background

TRANSPORTATION SERVICES

Roadways and Laneways

Comment:
There is a requirement of 0.4 metre widening along Danforth Avenue as lands to be conveyed to the City for a nominal sum, free and clear of any obstructions and encumbrances at, above, and below grade to satisfy the Official Plan requirement of a 27 metre right-of-way. This appears to be provided on the architectural and other plans, but a dimension is not provided. The plans must be revised to provide a dimension for the required 0.4 metre right-of-way widening conveyance. In addition, this is noted on the landscape plans as a stratified conveyance, which is not acceptable. The plans must be revised to provide a fee simple conveyance with no obstructions or encumbrances at, above, or below grade.

The applicant must also convey a 6.0 metre corner rounding at the northwest corner of the site (the southeast corner of Danforth Ave and Westlake Ave). This has been shown on the provided plans, in conjunction with the above road widening conveyance. However, no encroachments are permitted within the widened right-of-way. Accordingly, the plans for the underground parking garage must be revised to remove the encroachment of the northwest corner of the garage into the corner rounding.

Response: Noted. Refer to response to Transportation Services – Section A Comment 1.1.

Comment:
As previously advised by staff, as part of the reconstruction of the site frontage, the Danforth Avenue cycle track must be raised and built to current City standards. This has been shown on the submitted plans, which is generally acceptable. However, further refinement will be required as the part of the future Site Plan Control application, including the following:

a) Review the feasibility of replacing the curb stone island with green infrastructure.
b) Widen the concrete paver band to 0.6 metres from 0.4 metres – the additional width can be regained from the flush curb (minimum 0.2 metres wide) and the parking lane (minimum 2.0 metres wide).
c) Clarify whether modifications/relocations are required to the traffic signal infrastructure at Danforth Avenue and Westlake Avenue. If so:
    i. Provide signal drawings showing all required removals and installations.
    ii. Bicycle signal heads and a leading bike interval (LBI) must be provided for eastbound and westbound cyclists; and
d) Provide a draft signage and pavement marking drawing, including quantities of all required removals and installations.

Response: Noted. The design of the cycle tracks on Danforth Avenue has been developed in consultation with City of Toronto staff. On March 27, BA Group and the project team met with City staff to review the proposed the design specification of cycle tracks. Modifications to the cycle track dimensions were discussed, in order to also accommodate a Wheel-Trans parking space on Danforth Avenue for the eastern building (Building A residential entrance and grocery store entrance), as requested by the TTC (see section 3.2). The following changes were discussed and approved in-principle by City staff the meeting:

- Reduce the lay-by to 2.1m and widened the concrete paver to provide a total buffer of 1.0m between the lay-by parking and cycle track.

- Maintained the lay-by width of 2.2 m for the proposed Wheel Trans PUDO space and reduced the total buffer between the lay-by parking and cycle track to 0.9m.

Driveway Access and Site Circulation

Comment:
Vehicular access to the site is proposed via a direct driveway connection to Westlake Avenue, extending along the south edge of the site, which would provide access to the site's parking garage and loading spaces. The driveway access has been designed in accordance with City Standard T310.050-1. This is generally acceptable.

However, it is noted that there appear to be two driveway accesses/curb depressions shown in the same area, one (1) in grey that is approximately 8.0 metres wide, and another in black that is approximately 14.5 metres wide, with additional splaying to a width of 23.0 metres. Based on the submitted vehicle manoeuvring diagrams (VMDs), the 8.0 metre driveway is too narrow to accommodate the required large truck manoeuvres, but the wider 14.5 metre driveway is wider than necessary, extending beyond the retaining wall along the south edge of the site. The plans must be revised to clarify the width of the proposed driveway access, which must be as narrow as possible while accommodating the necessary truck movements. 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.

Response: No changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements. Refer to response to Transportation Services – Section A Comment 1.4.

Vehicular Parking

Comment:

The design of the parking garage, as shown on the provided plans, was reviewed and found to be generally acceptable. All parking spaces and drive aisles appear to meet the dimensional requirements of Zoning By-law 569-2013. However, convex mirrors must be added at the top and bottom of the primary and secondary ramps, at the turn in the ramps, and at all right-angled turns in the garage.

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

Response: Noted. The convex mirrors located at the appropriate ramps and turns will be included as part of the Site Plan Application submission.

Bicycle Parking

Comment:

Chapter 230 requires one (1) shower and change facility be provided for each gender when five (5) or more long-term bicycle parking spaces are required for non-residential uses. The plans must be revised accordingly to meet the Zoning By-law requirements and encourage bicycle use by grocery/retail employees and other visitors to the building.

Response: Noted. One shower and change facility will be provided for each gender. Refer to update architectural plans included in Appendix A.

Loading

Comment:
However, it is unclear from the submitted drawings whether parking regulation changes are required on Westlake Avenue to accommodate the inbound and outbound truck movements. Confirmation must be provided and, if necessary, the VMDs and functional plan must be revised to identify the necessary parking regulation changes.

In order to improve vehicular and pedestrian safety in the immediate area, a vehicular warning system 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 will be required on the type of warning system used and how it will be activated.

As well, a trained building maintenance person 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.

Response: No changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements. Refer to response to Transportation Services – Section A Comment 1.4. A vehicle warning system will be included at the Site Plan Approval stage of the application process. A building maintenance person will be trained to assist in the turning manoeuvres of loading vehicles.

Toronto Green Standards (TGS) Version 4

Comment:
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: Revise the site plan drawings to explicitly identify all applicable physical site infrastructure that is proposed in order to achieve the above objective; and 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.

Be advised that parking space reductions below the by-law requirement do not count towards the required 25 percent reduction. Measures that are not site-specific can be identified in the report but cannot be counted as part of the 25 percent requirement.

Response: Noted. Refer to section 7.3.1.

Comment:
AQ 2.4 Electric Bicycle Infrastructure
At least 15% 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.

Response: Noted. In accordance with AQ 2.4, 15% of the long-term bicycle parking supply will be provisioned with an adjacent energized outlet.

Comment:
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, for non-residential use only.

As noted above, this has not been provided. The plans must be revised accordingly.

Response: Noted. One shower and change facility will be provided for each gender. Refer to update architectural plans included in Appendix A.

3.2 TORONTO TRANSIT COMMISSION – JANUARY 13, 2025

While a pick-up / drop-off with a 10-metre radius is preferred to accommodate Wheel - Trans service, we recognize that this is not practical on all sites. Operators are discouraged from reversing their vehicle due to safety concerns. However, we are satisfied if a Wheel -Trans vehicle can enter and exit the site with a 6 foot (~1.8m) correction (reverse movement). If Wheel -Trans access is to be accommodated on-site, a vehicle maneuvering diagram should be provided for a 7-metre Promaster vehicle.

Where it is not possible to accommodate this vehicle on-site, the applicant can accommodate service on-street, provided that the on-street pick-up / drop-off location:

- is not on an arterial roadway (unless it is in a layby);
- includes a hard surface 2.1 metres wide and 2.4 metres deep connected to (or part of) the sidewalk to accommodate side-door loading;
- is within 70 metres of an accessible building entrance; and
- has a clear line of sight to the accessible building entrance (this is to ensure that

operators do not leave their vehicle and passengers unattended).

Response: Noted. Wheel-Trans service can be accommodated on site to serve residents of the western building (Building B), without the need to reverse the vehicle. See updated vehicle manoeuvring diagram for the TTC Promaster 7, provided in Appendix D.

The eastern side of the site does not provide sufficient space for Wheel-Trans vehicles to turn around. Additionally, there is no rear access to the proposed grocery store. As a result, a designated Wheel-Trans lay-by is proposed on Danforth Avenue, approximately 18 metres from the main residential entrance to Building A and approximately 26 metres from the proposed grocery store entrance. This lay-by will be situated approximately where the existing site driveway—scheduled for removal—is currently located. Therefore, it is not anticipated that existing on-street parking spaces will need to be removed.

4.0 VEHICLE PARKING CONSIDERATIONS

Parking requirements for the proposed development have remained generally consistent with those set out in the November 2024 Urban Transportation Considerations Report prepared by BA Group. Minor updates have been made to reflect the proposed change in unit breakdown and non-residential floor area (as noted in Section 2.0).

4.1 ZONING BY-LAW REQUIREMENTS

The site is subject to the parking supply requirements for developments specified in City of Toronto Zoning By-law 569-2013, as amended by By-law 89-2022. The site is located in 'Parking Zone A', as defined in By-law 89-2022.

Application of the City of Toronto Zoning By-law 569-2013 (as amended) - Parking Zone A parking standards to the Proposed Development is summarized in Table 2.

TABLE 2 ZONING BY-LAW 569-2013 'PARKING ZONE A' PARKING REQUIREMENTS

Use / Type	Units / GFA[1]	Minimum Rate		Maximum Parking Permitted	
		Rate (Minimum)	Requirement (Minimum)	Rate (Maximum)	Requirement (Maximum)
Studio	95 units	None	0 spaces	0.3 spaces / unit	28 spaces
1-bedroom	312 units		0 spaces	0.5 spaces / unit	156 spaces
2-bedroom	151 units		0 spaces	0.8 spaces / unit	120 spaces
3-bedroom	62 units		0 spaces	1.0 spaces / unit	62 spaces
Residential Subtotal	**620 units**	**0 spaces**		**366 spaces**	
Residential Visitor	620 units	2 + 0.01 spaces / unit	8 spaces	1.0 space / unit for the first 5 units; and 0.1 spaces / unit for the sixth and subsequent dwelling units	66 spaces
Non-Res. Commercial	3,220 m²	None	0 spaces	3.50 sps / 100 m² GFA	112 spaces
Non-Residential Subtotal		**8 spaces**		**178 spaces**	
Total		**8 spaces**		**544 spaces**	

Notes:
1. Based upon site statistics provided by Superkül Architects dated September 10th, 2025.
2. Zoning By-law 569-2013 [200.5.1.10 (9)] specifies that if the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one parking space.

Application of the City of Toronto Zoning By-law 569-2013 'Parking Zone A', parking standards, results in a minimum requirement of 8 residential visitor parking spaces, and a maximum supply of 544 parking spaces (366 resident, 66 visitor, and 112 retail).

4.2 ACCESSIBLE PARKING REQUIREMENTS

The City of Toronto Zoning By-law 569-2013 (as amended) requires accessible parking to be provided based on the effective parking space calculations in Zoning By-law 569-2013 (as amended) for Parking Zone A, are summarized in Table 3.

TABLE 3 ZONING BY-LAW 569-2013 'PARKING ZONE A' ACCESSIBLE PARKING REQUIREMENTS

Land Use	Units / GFA [1]	Effective Parking Rate[2]	Effective Parking Spaces	Accessible Parking Spaces Required[3]
Studio	95 units	0.3 spaces / unit	28 spaces	5 spaces + 1 accessible space / 50 effective parking spaces or part thereof in excess of 100 **parking spaces**
1-bedroom	312 units	0.5 spaces / unit	156 spaces	
2-bedroom	151 units	0.8 spaces / unit	120 spaces	
3+ bedroom	62 units	1.0 spaces / unit	62 spaces	
Resident Subtotal			**366 spaces**	
Residential Visitor	620 units	0.10 spaces / unit	62 spaces	
Retail	3,220	1.00 spaces / 100 m^2 GFA	32 spaces	
Non-Resident Subtotal			**94 spaces**	
Total Effective Parking Spaces			**460 spaces**	
Total Accessible Requirement				**13 spaces**

Notes:

1. Based upon site statistics provided by Superkül Architects, dated September 10th, 2025.
2. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 569-2013, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5)
3. As per Section 200.15.10.5 (1) (C) "it states: if the number of effective parking spaces is more than 100 spaces, a minimum of 5 parking spaces plus 1 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"

Application of the effective parking requirement would result in a minimum requirement of 13 accessible parking spaces.

4.3 PROPOSED PARKING SUPPLY

Vehicular parking will be provided within a two-level below-grade. A total of 254 parking spaces are proposed across the P1 and P2 level. The 75 commercial spaces and visitor spaces will be located on the P1 level along with 2 car-share spaces. The remaining 177 resident parking spaces will be located across the P1 and P2 level. The proposed parking supply includes 13 accessible parking spaces located adjacent to elevator cores.

The proposed total parking supply of 254 spaces (177 resident, 75 commercial / visitor spaces and 2 car-share spaces) are within the parking minimum and maximum rates as prescribed by Zoning By-law 569-2013 and are considered appropriate.

4.3.1 AQ 1.2 – Electric Vehicle Infrastructure

This standard requires parking spaces to be "EV ready" which refers to provision of an energized outlet capable of supplying level 2 charging or higher in accordance with Zoning By-law 569-2013. AQ 1.2 states that:

- All resident parking spaces provided for dwelling units, excluding visitor parking spaces; and
- 25 percent of residential visitor and commercial parking spaces.

All resident parking spaces (177 spaces) will be equipped with EV infrastructure. The proposed non-residential parking supply of 77 spaces, requires that a minimum of 20 parking spaces are required to be equipped with energized outlets capable of providing Level 2 charging or higher. The Proposed Development currently illustrates 197 "energized" parking spaces, meeting the TGS Version 4, AQ 1.2 requirements.

5.0 BICYCLE PARKING CONSIDERATIONS

5.1 BICYCLE PARKING REQUIREMENTS

The site is subject to the bicycle parking requirements for Zone 1 as per City of Toronto Zoning By-law 569-2013 as amended by 839-2022 and Toronto Green Standards Version 4 - Tier 1.
Application of the minimum bicycle requirements for Bicycle Zone 1 to the site is summarized in Table 4.

TABLE 4 BICYCLE PARKING REQUIREMENTS (ZONING BY-LAW 569-2013, BICYCLE ZONE 1)

Use	Number of Units / GFA[1]	Type of Space	Bicycle Space Requirements	
			Minimum Bicycle Parking Rate	Spaces Required
Resident	620 units	Short-term space	0.20 spaces / unit	124 spaces
		Long-term space	0.90 spaces / unit	558 spaces
Non-Residential, Retail	3,220 m^2	Short-term space	3 + 0.3 spaces / 100 m^2 IFA	13 spaces
		Long-term space	0.2 spaces / 100 m^2 IFA	7 spaces
Toronto Green Standard V.4 – AQ 2.6 Uses within 500m of Transit, Publicly Accessible spaces				10 spaces
Total				**712 spaces**
Residential Long-term Spaces with Energized Outlet (120 V)[3]				**85 spaces**

Notes:
1. Based on site statistics provided by Superkül Architects, dated September 10th, 2025.
2. As per Section 230.5.1.10(2) of Zoning By-law 569-2013, 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."
3. AQ 2.4 of the TGS (Version 4) states to provide at least 15% of the required long-term bicycle parking spaces with an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.

Application of Zoning By-law 569-2013 (as amended by 839-2022) standards to the current proposal would require the provision of a minimum of 712 bicycle parking spaces (including 137 short-term, 565 long-term spaces and 10 publicly accessible spaces). The TGS Version 4, Tier 1 minimum requirements are consistent with the Zoning By-law requirements.

5.2 PROPOSED BICYCLE PARKING SUPPLY

A total of 714 bicycle parking spaces are provided within the P1 level. The total bicycle parking supply includes 568 long-term parking spaces and 136 short term parking spaces. As per Toronto Green Standards Version 4, an additional 10 publicly accessible short-term bicycle spaces will be provided at-grade. The proposed supply meets and exceeds the minimum bicycle parking requirement, as per Zoning By-law 569-2013.

It is also proposed to relocate the existing Toronto Bike Share spaces (located on the west side of the site) along the Danforth Avenue frontage, in proximity to the grocery store entrance.
A bicycle repair station is proposed within the short-term and long-term bicycle parking facilities.

5.3 TORONTO GREEN STANDARD VERSION 4 BICYCLE PARKING REQUIREMENTS

5.3.1 AQ 2.4 – Electric Bicycle Infrastructure

Residential: At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.
The architectural plans note that 84 long-term bicycle parking spaces (15% of 558 spaces) will be provided as electric bicycle parking spaces.

5.3.2 AQ 2.6 – Publicly Accessible Bicycle Parking

For all uses within 500m of 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 site is located within approximately 190 metres of the Main Street Subway Station and 260 metres of the Danforth GO Station entrance. As such, the provision of 10 publicly accessible short-term bicycle parking spaces will be required.

The required 10 publicly accessible bicycle parking spaces will be provided along the Danforth Avenue frontage, in proximity to the grocery store entrance.

6.0 LOADING CONSIDERATIONS

6.1 CITY OF TORONTO ZONING BY-LAW 569-2013 REQUIREMENTS

The City of Toronto Zoning By-law 569-2013 specifies loading requirements is outlined in Table 5.

TABLE 5 MINIMUM LOADING REQUIREMENTS – ZONING BY-LAW 569-2013

Use	Units / GFA[1]	Range	Type of Loading Spaces			
			Type A	Type B	Type C	Type G
Residential	620 units	400 dwelling units or more	--	--	1 space	1 space
Grocery	2,276 m2	2,000 to 4,999 m^2	1 space	1 space	--	--
Retail[2]	943 m2	500 to 1,999 m^2	--	1 space	--	--
Total			1 space	2 spaces	1 space	1 space
Total After Sharing			**1 space**	**1 space**	**1 space**	**1 space**

Notes:

1. Based on site statistics provided by Superkül Architects, dated September 10th, 2025.
2. For the purposes of calculating shared loading requirement, it is assumed that the site is zoned as a commercial residential zone (i.e. CR Zone).
3. 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".

Application of the City of Toronto Zoning By-law 569-2013 loading standards to the development programme requires the provision of 1 Type 'A', 1 Type 'B', 1 Type 'C' and 1 Type 'G'.

6.2 PROPOSED LOADING SUPPLY

It is proposed to meet the minimum Zoning By-law requirement for loading. Residential and retail loading facilities (one Type 'C' and one Type 'G' space) are proposed at-grade, accessed off the site driveway. One Type C space will be provided in the western building to support the retail loading and residential moving activities. One Type G space will be provided in the eastern building and is proposed to accommodate waste and refuse pick-up for the entire site as well as retail loading and residential moving activities for the eastern building. Dedicated loading (one Type 'A' and one Type 'B' space) will be provided to serve the proposed grocery store on site with access off the site driveway.

6.2.1 Operations and Manoeuvring

Vehicle Manoeuvring Diagrams (VMDs) have been developed which demonstrate the ability of service and delivery vehicles to manoeuvre within the site when entering / leaving the site in a forward motion. The design vehicles used to assess the proposed loading configuration are as follows:

The design arrangements of the proposed loading area and related access facilities incorporated into the current proposal are appropriate and will meet the functional manoeuvring needs of City of Toronto garbage and recycling collection and other vehicles that may wish to service the site. VMDs are provided in Appendix D and illustrate the turning movements for the design vehicles entering / exiting the proposed loading spaces.

7.0 TRANSPORTATION DEMAND MANAGEMENT

7.1 Mobility Choice Travel Plan

The Mobility Choice Travel Plan is proposed to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This Plan intends to support the site by outlining 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 visitors to the site, and reduce dependence on the private automobile.

Four specific objectives define the policy framework for the Mobility Choice Travel Plan:

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

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

7.2 Organizational Framework

The four broader objectives can be organized within the following categories:

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

7.3 Mobility Plan Strategies

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 Mobility Plan strategies is important. To this end, Mobility 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 site and the strategies most appropriate for the application are proposed. A summary of the mobility strategy is outlined below.

Based on the site context and proposed land uses, the following TDM strategies will be explored (as summarized in Table 6).

TABLE 6 RECOMMENDED SITE TDM MEASURES

TDM Measure	Overview	Impact
Cycling Related		
Bicycle Parking	Bicycle parking to meet TGS standards.	Improved cycling convenience.
Bicycle Repair Station	Bike repair station(s) will be provided within the secure long-term bicycle parking rooms of the underground parking garage. This allows residents of the proposed building to change tires, inflate tires, adjust seat, etc.	Improved cycling convenience.
Bike-Share	A Bike Share station may be relocated on site, subject to confirmation with Bike Share Toronto.	Accommodates cycling and *last-mile* connection. Allows site residents and visitors access to a bicycle on an infrequent as-needed basis.
Transit-Related		
Provision of Transit pass	Provide pre-loaded Presto cards (1 per unit upon initial occupancy for a duration of one month with access to TTC).	Promotes transit use.
Travel Information Brochures	Provide a travel information brochure to residents providing an overview of transportation (walk, cycle, car-share, transit) in the area.	Identifies mobility choices in the area.
Pedestrian-Related		
Pedestrian connections	Enhance existing public sidewalks along site frontages as part of development program.	Improved pedestrian safety and connectivity.
Automobile Infrastructure		
Unbundling of Parking	Unbundling of unit and parking space sales will benefit potential tenants who do not need or want a parking space.	Tenants only purchase / rent parking spaces as required. Parking costs are unbundled for purchasers or renters.
EVSE Spaces	100% of the resident parking supply will be EV spaces and 25% of commercial parking supply will be EV spaces (consistent with TGS v4).	Reduces greenhouse gas emissions.
Car-Share	Maintain two existing car-share spaces and relocate them within the garage.	Reduces automobile reliance and ownership. Accommodates automobile-related needs of residents who don't own a car or require a car on an infrequent as-needed basis.

7.3.1 AQ 1.1 – Single-Occupant Vehicle Trips

This standard requires that single-occupancy auto vehicle trips generated by the site be reduced by 25 percent through various multi-modal infrastructure strategies and Transportation Demand Management (TDM) measures. This reduction is supported by the provision of a comprehensive list of infrastructure and investments in facilitating and encouraging non-auto transportation options. These measures are identified in Table 6.

Section 9.6 of the November BA Group Report addressed Toronto Green Standard (TGS) Version 4 requirement AQ 1.1 Single-Occupant Vehicle Trips. A comparison of ITE trips rate for Multifamily Housing (high-rise) and the proxy rates adopted for the Site is provided in Table 16 of the November BA Group Report. While BA Group maintains that this methodology is appropriate, an updated methodology is provided herein in accordance with a comment provided by City Staff. A TDM based methodology is now adopted inclusive of relevant quantified single-occupancy vehicle trip reductions. To provide greater clarity related to the anticipated reduction in auto driver trips as it relates to the proposed TDM measures, the following supplemental review / analysis is provided below.

- The effectiveness of individual TDM measures can vary based upon a number of factors, including site location, site context, and which other TDM measures are being implemented. In the context of the latter, TDM measures should be considered to work together as a cohesive unit, and in combination with site design factors. For example, in some cases the effectiveness of TDM measures on their own may be limited, but in tandem with additional TDM measures, their effectiveness can be increased. In this respect it is considered difficult and inappropriate to assign a projected reduction to single occupancy vehicles to each individual TDM measure. Rather, it is considered more appropriate to estimate how the TDM suite as a whole may effect change to transportation modes to and from the Site.
- The TDM measures proposed for the Site – which will be finalized with City staff at the site plan control stage – have been categorized as incentives for alternative transportation modes, such as carpool, transit, bicycle, and walk. As outlined above, these measures are expected to work together to effect change in tandem with site design considerations, with the alternative transportation mode incentives helping to provide a viable alternative to single occupancy vehicles.
- In reviewing the projected mode shifts, reference has also been made to the Victoria Transport Policy Institute Online TDM Encyclopedia (herein referred to as VTPI)[1], which outlines some estimated travel impacts of a variety of TDM measures based on various studies and analyses. It should be noted that consistent with the narrative outlined above, this information is highly variable, and is dependent on a number of contextual factors.

Auto Passenger / PUDO Mode Shift:

- For ride sharing programs (e.g. encouraging area car-share programs, promoting ride share programs), VTPI notes they typically attract 5-15% of commute trips if simply offering information and encouragement. This attraction becomes 10-30% if offering incentives (eg. Car-share parking).
- The proposed TDM measures for the Site note the provision of 2 car-share spaces on site, 4 on-Site dedicated pick-up / drop-off (PUDO) spaces, and promotional materials encouraging area car-share and ride share programs.

[1] https://www.vtpi.org/tdm/

- For the purposes of this analysis, a combined **3%** has been allocated from auto driver to auto passenger and PUDO mode shares, which reflects the various proposed promotional information, as well as direct incentives to ride sharing, car-share, and dedicated on-Site PUDO facilities.

Transit Mode Shift:

- For TDM Marketing (e.g. providing travel information brochures), VTPI notes that well-managed voluntary travel behaviour change programs typically reduce participant's vehicle travel by 5-8% and that individualized marketing to encourage residents to drive less and rely on other modes, caused an 8-12% reduction in auto trips.
- For Transit Encouragement, VTPI does not specify an estimated reduction to vehicle travel, but does note that pedestrian and cycling improvements that improve access to transit stops reduces auto travel.
- The proposed TDM measures for the Site note providing preloaded PRESTO cards to all unit owners that do not purchase a parking space at the time of occupancy as well as alternative travel information packages that will detail transit options in the area of the Site.
- The adopted vehicle trip reduction for transit uptake for the purpose of this analysis is conservatively estimated as **2%**, which reflects the proposed TDM measures, as well as the Site's strong transit connect being proximate to the Danforth GO and will benefit from GO electrification.

Cycle Mode Shift:

- For walking and cycling encouragement (e.g. the proposed bicycle parking and bicycle repair station), VTPI references a study that identified improved end of trip facilities could increase British cycling rates by 14% for commute trips less than 7.5 miles (12 kilometres).
- Many communities have significant latent demand for bicycle transport. That is, people would bicycle more frequently if they had suitable facilities and resources (Komanoff and Roelofs 1993). A U.S. survey found that 17% of adults claim they would sometimes bicycle commute if secure storage and changing facilities were available.
- The proposed TDM measures for the Site note providing a contribution to Bike Share Toronto (exact quantity to be confirmed), bicycle facilities (e.g. bike repair station, dedicated bicycle elevator), and travel information packages outlining area cycling opportunities.
- The adopted vehicle trip reduction for cycling uptake for the purpose of this analysis is conservatively estimated as **2%** to reflect the Toronto Bike Share infrastructure contribution, the bicycle parking and maintenance facilities provided on Site. Overall, this estimated shift to cycling is below the 14-17% range described above, and is considered to be conservatively appropriate.

Walking Mode Shift:

- VTPI provides insight into travel impacts associated with walkability improvements and non-motorized transportation planning, but does not necessarily provide specifics related to Site-specific pedestrian improvements for developments (e.g. the proposed mid-block pedestrian connection, year round maintenance of pedestrian facilities, and enhanced public realm).
- For the purposes of this analysis, a nominal mode shift of **1%** has been adopted, to reflect the proposed enhanced pedestrian facilities adjacent to the Site.

Table 7 summarizes the impact of the proposed TDM measures on the existing auto driver mode share. As noted below, this analysis indicates that TDM measures may contribute to an auto driver mode reduction of 27%.

TABLE 7 TRIP GENERATION REDUCTION SUMMARY

Mode	Existing Mode Split [1]	Projected Mode Shift	Projected Site Mode Split[2]	Relevant TDM Measures
Auto Passenger / PUDO	7%	**+3%**	10%	• Encourage ride sharing / carpooling program through information packages • Dedicated pick-up / drop-off facilities • Retention and enhancement of on-Site car-share space.
Transit	52%	**+2%**	54%	• Consider the provision of PRESTO cards • Information packages outlining area transit routes.
Cycle	6%	**+1%**	7%	• Consideration for potential contribution of an area bikeshare station • Provision of bicycle parking for residents and non-residents • Provision of 2 on-site bicycle repair station • Provision of raised cycle track along the Site's Danforth frontage
Walk	11%	**+1%**	12%	• Enhanced continuous public realm
Total Non-Auto	**74%**	**+7%**	**81%**	
Reduction in Auto Trips	Existing Auto Mode Split: 26% **Total Reduction in Auto Driver Trips: 25%**			

Notes:
1. Based on TTS zones 251 and 258.
2. In all cases, the average mode split of the morning and afternoon peak hours are presented.

8.0 TRIP GENERATION UPDATE

As outlined in Table 1**,** the unit count remains consistent with the November 2024 BA Group Report. A slight **18 m² increase** in non-residential grocery store GFA is included as part of the revised development programme. This increase has a negligible impact on the number of grocery store trips generated. The number of trips generated by the revised development programme remains consistent with the November 2024 BA Group Report. On this basis, the traffic operations analyses undertaken as part of the November 2024 BA Group Report remain applicable. **The traffic generated by the revised development proposal can be accommodated within the area public road network. No additional traffic impact assessment is required.**

* * * * * * *

Please do not hesitate to contact us should there be any questions or concerns.

Sincerely,
BA Consulting Group Ltd.

Kristie Ellis, MCIP, RPP
Associate, BA Group

cc.
Max Reigate, Transportation Designer, BA Group
Jason Skidmore, Transportation Analyst, BA Group

Appendix A:
Reduced Scale Architectural Plans

Statistics Template – Toronto Green Standard Version 4.0

City Agency, Corporation & Division-Owned Facilities

The Toronto Green Standard Version 4.0 Statistics Template is submitted with Site Plan Control Applications and stand-alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.

For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	42493.2 m² 457393.4 ft²
Breakdown of project components (m²):	
Retail **GROCERY GFA:**	2276.8 m² 24507.3 ft²
Commercial **TOTAL RETAIL GFA:**	943.1 m² 10152.0 ft² (EXCLUDING GROCERY)
Industrial	
Institutional/Other	
Total number of residential units	620

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	8	254	>100%
Number of EV Parking Spaces (Residential)	177	177	100%
Number of EV Parking Spaces (Non - Residential)	20	20	100%

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all-uses)	565	567	>100%
Number of long-term bicycle parking located on:			
a) first storey of building			
b) second storey of building			
c) first level below-ground		567	100%
d) second level below-ground			
e) other levels below-ground			
Number of short-term bicycle parking spaces	147	147	100%
Number of shower and change facilities	2	2	

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Statistics Template – Toronto Green Standard Version 4.0

City Agency, Corporation & Division-Owned Facilities

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area ÷ 66 m² x 30 m³)	1387 m3	1387 m3	100%
Soil volume provided within the site area (m³)		869.4 m3	
Soil Volume provided within the public boulevard (m³)		517.6 m3	

GREEN ROOF STATISTICS

		Proposed
Gross Floor Area, as defined in Green Roof Bylaw (m²)		41904.6 m²
		613.7 m²
Total Roof Area (m²)		4231.2 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		1098.6 m²
Area of Renewable Energy Devices (m²)		0 m²
Tower (s)Roof Area with floor plate less than 750 m²		N/A
Total Available Roof Space (m²)		2518.9 m²
Green Roof Coverage	Required	Proposed
Coverage of Available Roof Space (m²)	1511.34 m²	1530.7 m²
Coverage of Available Roof Space (%)	60 %	60 %

Definitions

FLOOR PLATE AREA - The total area of a floor of a building, measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft.

GREEN ROOF - An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in accordance with the Toronto Green Roof Construction Standard.

GROSS FLOOR AREA - The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but excluding areas used for the purpose of parking or loading.

PRIVATE TERRACE - Outdoor amenity area on a roof that is available exclusively for use by the occupants of an abutting residential unit for recreational or social activities.

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GCA AND GFA BREAKDOWN

	GROSS CONSTRUCTION AREA		ZBL 569-2013 EXCLUSIONS		CITY WIDE BY-LAW 569-2013 GROSS FLOOR AREA	
BELOW GRADE						
Level	GCA, m2	GCA, sf	GFA Exclusion, m2	GFA Exclusion, sf	GFA, m2	GFA, sf
P2	6202.9 m²	66768.0 ft²	5803.6 m²	62469.7 ft²	399.3 m²	4298.3 ft²
P1	6161.4 m²	66321.2 ft²	5946.2 m²	64004.7 ft²	215.2 m²	2316.5 ft²
Grand total	12364.4 m²	133089.2 ft²	11749.9 m²	126474.5 ft²	614.5 m²	6614.7 ft²
ABOVE GRADE						
Level	GCA, m2	GCA, sf	GFA Exclusion, m2	GFA Exclusion, sf	GFA, m2	GFA, sf
Ground Floor	3987.6 m²	42922.7 ft²	478.1 m²	5146.2 ft²	3509.5 m²	37776.5 ft²
Level02	1479.1 m²	15920.5 ft²	122.0 m²	1313.0 ft²	1357.1 m²	14607.6 ft²
Level03	2700.9 m²	29071.8 ft²	1540.4 m²	16580.4 ft²	1160.5 m²	12491.4 ft²
Level04	2701.8 m²	29082.4 ft²	102.5 m²	1102.8 ft²	2599.4 m²	27979.6 ft²
Level05	2650.2 m²	28526.4 ft²	102.5 m²	1102.8 ft²	2547.7 m²	27423.6 ft²
Level06	2650.2 m²	28526.4 ft²	102.5 m²	1102.8 ft²	2547.7 m²	27423.6 ft²
Level07	2650.2 m²	28526.4 ft²	102.5 m²	1102.8 ft²	2547.7 m²	27423.6 ft²
Level08	2650.2 m²	28526.4 ft²	102.5 m²	1102.8 ft²	2547.7 m²	27423.6 ft²
Level09	2266.2 m²	24393.3 ft²	102.5 m²	1102.8 ft²	2163.8 m²	23290.5 ft²
Level10	2266.2 m²	24393.3 ft²	102.5 m²	1102.8 ft²	2163.8 m²	23290.5 ft²
Level11	2056.7 m²	22138.0 ft²	104.4 m²	1123.3 ft²	1952.3 m²	21014.7 ft²
Level12	2056.7 m²	22138.0 ft²	104.4 m²	1123.3 ft²	1952.3 m²	21014.7 ft²
Level13	2056.7 m²	22138.0 ft²	104.4 m²	1123.3 ft²	1952.3 m²	21014.7 ft²
Level14/MPH	1159.4 m²	12480.1 ft²	349.4 m²	3760.7 ft²	810.1 m²	8719.4 ft²
Level15	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level16	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level17	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level18	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level19	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level20	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level21	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level22	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level23	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level24	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level25	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level26	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level27	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level28	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
Level29	850.6 m²	9156.0 ft²	49.4 m²	531.2 ft²	801.3 m²	8624.8 ft²
MPH	503.5 m²	5419.6 ft²	455.9 m²	4907.0 ft²	47.6 m²	512.6 ft²
Grand total	46594.9 m²	501543.3 ft²	4716.2 m²	50764.7 ft²	41878.7 m²	450778.7 ft²
TOTALS						
ABOVE AND BELOW TOTAL	GCA, m2	GCA, sf	GFA Exclusion, m2	GFA Exclusion, sf	GFA, m2	GFA, sf
	58959.3 m²	634632.6 ft²	16466.1 m²	177239.2 ft²	42493.2 m²	457393.4 ft²

DEFINITIONS

From the City of Toronto ZBL 569-2013:
In the Residential Zone category, the **Gross Floor Area** of an apartment building is reduced by the area in the building used for:
(A) parking, loading and bicycle parking below established grade;
(B) required loading spaces and required bicycle parking spaces at or above established grade;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities and bicycle maintenance facilities required by this By-law for required bicycle parking spaces; [By-law: 839-2022]
(E) indoor amenity space required by this By-law;
(F) elevator shafts;
(G) garbage shafts;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

Floor Space Index Calculation
In the Residential Zone category, the floor space index:
(A) for a non-residential building, is the result of the gross floor area of a building divided by the area of the lot;
(B) for a residential building, other than an apartment building, is the result of the gross floor area, plus the area of an attic described in regulation 10.5.40.40(1) and subject to regulation 10.5.40.40(2) minus the areas listed in regulation 10.5.40.40(3), divided by the area of the lot; and
(C) for an apartment building, is the result of the gross floor area, minus the areas of an apartment building listed in regulation 10.5.40.40(4), divided by the area of the lot.

LOADING PROVISIONS

1x TYPE 'A' LOADING SPACE
1x TYPE 'B' LOADING SPACE
1x TYPE 'C' LOADING SPACES
1x TYPE 'G' LOADING SPACE
4x PUDO PARKING SPACES

*REFER TO FLOOR PLANS FOR LOCATIONS

AFFORDABLE HOUSING UNITS

*Affordable Units Note:To be provided in accordance with statutory IZ requirements. Number of units to be reviewed during the Site Plan Approval process.

CAR PARKING

Level	Visitor/Commercial Parking Provided	Visitor/Commercial Parking Required	Car-Share Provided
P1	77	8	2

*required visitor parking = 2 + (0.01 per unit)

Level	Residential Parking Provided
P2	149
P1	28
	177

Total Parking Provided
254

AMENITY

Level	Name	Indoor Amenity Provided	Indoor Amenity Required
Level03	AMENITY	1240.1 m²	1240 m²

*required area (2sm per unit) = 1240m².

Level	Name	Outdoor Amenity Provided	Outdoor Amenity Required
Level03	OUTDOOR AMENITY	1300.4 m²	1240 m²

*required area (2sm per unit) = 1240m².

BIKE PARKING*

*EXCLUDES EXISTING BIKE SHARE PARKING ON SITE

REQUIRED BIKE PARKING SPACES:

Land Use	Units / GFA	Short Term	Long Term*	Spaces Required
Residential	620 Units	0.2 per unit = 124	0.9 per unit = 558	682 Spaces
Retail / Grocery	3219.9 m²	3 + 0.3 per 100 m² = 13	0.2 per 100 m² = 7	20 Spaces
At Grade	N/A	10 Spaces		10 Spaces
Totals:		147 Spaces	565 Spaces	712 Spaces

*15% OF REQUIRED LONG-TERM RESIDENTIAL BICYCLE PARKING SPACES TO BE PROVIDED WITH EV CHARGING AS PER TGS V4 AO 2.5

PROVIDED BIKE PARKING SPACES:

Land Use	Short Term	Long Term**	Spaces Provided
Residential	124 Spaces	560 Spaces	684 Spaces
Retail / Grocery	13 Spaces	7 Spaces	20 Spaces
At Grade	10 Spaces		10 Spaces
Totals:	147 Spaces	567 Spaces	714 Spaces

**85 LONG-TERM RESIDENTIAL BIKE PARKING SPACES TO BE EQUIPPED FOR EV CHARGING

BIKE PARKING LOCATIONS:

Level	Count
P1	176 x 4 = 704*
Ground Floor	10
Total:	714

*REFER TO P1 PLAN FOR DERO DECKER SYSTEM

PROJECT STATISTICS SUMMARY

NUMBER OF FLOORS: 13/29 FSI (GFA/LOT AREA):	5.62	
GROSS CONSTRUCTION AREA (GCA) ABOVE GRADE:	46594.9 m²	501543.3 ft²
TOTAL GROSS FLOOR AREA (GFA): *as defínied in ZBL 569-2013	42493.2 m²	457393.4 ft²
RESIDENTIAL GFA:	39273.3 m²	422734.2 ft²
RETAIL GFA:	943.1 m²	10152.0 ft²
GROCERY STORE GFA:	2276.8 m²	24507.3 ft²
POPS AREA:	353.9 m²	3809.4 ft²
LOT AREA:	7,724 m²	
CONVEYANCES AREA:	168m²	
ADJUSTED LOT AREA:	7,556m²	
NUMBER OF RESIDENTIAL UNITS:	620	
NUMBER OF AFFORDABLE UNITS:	*Affordable Units Note:To be provided in accordance with statutory IZ requirements. Number of units to be reviewed during the Site Plan Approval process.	

UNIT COUNT AND MIX

BUILDING A*: *SEE UNIT MIX DIAGRAM GREY AREA

Level	Residential GFA, m2	Residential GFA, sf	Count
Level03	320.0 m²	3444.8 ft²	5
Level04	992.5 m²	10683.0 ft²	16
Level05	992.5 m²	10683.0 ft²	16
Level06	992.5 m²	10683.0 ft²	16
Level07	992.5 m²	10683.0 ft²	16
Level08	992.5 m²	10683.0 ft²	16
Level09	719.1 m²	7740.2 ft²	14
Level10	719.1 m²	7740.2 ft²	14
Level11	719.1 m²	7740.2 ft²	14
Level12	719.1 m²	7740.2 ft²	14
Level13	719.1 m²	7740.2 ft²	14
Level14/MPH	719.1 m²	7740.2 ft²	14
Level15	719.1 m²	7740.2 ft²	14
Level16	719.1 m²	7740.2 ft²	14
Level17	719.1 m²	7740.2 ft²	14
Level18	719.1 m²	7740.2 ft²	14
Level19	719.1 m²	7740.2 ft²	14
Level20	719.1 m²	7740.2 ft²	14
Level21	719.1 m²	7740.2 ft²	14
Level22	719.1 m²	7740.2 ft²	14
Level23	719.1 m²	7740.2 ft²	14
Level24	719.1 m²	7740.2 ft²	14
Level25	719.1 m²	7740.2 ft²	14
Level26	719.1 m²	7740.2 ft²	14
Level27	719.1 m²	7740.2 ft²	14
Level28	719.1 m²	7740.2 ft²	14
Level29	719.1 m²	7740.2 ft²	14
	20383.2 m²	219403.1 ft²	379

BUILDING A UNIT MIX:

Name	Count	Unit Mix	Average Area, m2	Average Area, sf
UNIT 1BD	201	53.0%	46.8 m²	503.6 ft²
UNIT 2BD	95	25.1%	65.3 m²	702.4 ft²
UNIT 3 BD	36	9.5%	91.5 m²	984.7 ft²
UNIT STUDIO	47	12.4%	31.6 m²	340.6 ft²
	379		235.2 m²	2531.3 ft²

BUILDING B*: *SEE UNIT MIX DIAGRAM HATCHED AREA

Level	Residential GFA, m2	Residential GFA, sf	Count
Level02	972.8 m²	10470.6 ft²	14
Level03	724.8 m²	7801.4 ft²	11
Level04	1298.7 m²	13979.3 ft²	24
Level05	1252.1 m²	13477.7 ft²	23
Level06	1252.1 m²	13477.7 ft²	23
Level07	1252.1 m²	13477.7 ft²	23
Level08	1252.1 m²	13477.7 ft²	23
Level09	1252.1 m²	13477.7 ft²	23
Level10	1252.1 m²	13477.7 ft²	23
Level11	1045.4 m²	11252.9 ft²	18
Level12	1045.4 m²	11252.9 ft²	18
Level13	1045.4 m²	11252.9 ft²	18
	13645.3 m²	146876.3 ft²	241

BUILDING B UNIT MIX:

Name	Count	Unit Mix	Average Area, m2	Average Area, sf
UNIT 1BD	111	46.1%	52.3 m²	563.0 ft²
UNIT 2BD	56	23.2%	64.7 m²	696.6 ft²
UNIT 3 BD	25	10.4%	95.2 m²	1024.6 ft²
UNIT 4 BD	1	0.4%	126.9 m²	1366.1 ft²
UNIT STUDIO	48	19.9%	35.6 m²	383.3 ft²
	241		374.7 m²	4033.5 ft²

BUILDING A & B UNIT MIX:

Name	Count	Unit Mix	Average Area, m2	Average Area, sf
UNIT 1BD	312	50%	48.7 m²	524.7 ft²
UNIT 2BD	151	24%	65.1 m²	700.2 ft²
UNIT 3 BD	61	10%	93.0 m²	1001.1 ft²
UNIT 4 BD	1	0%	126.9 m²	1366.1 ft²
UNIT STUDIO	95	15%	33.6 m²	362.2 ft²
	620		367.4 m²	3954.2 ft²

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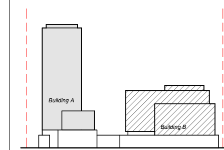

UNIT MIX DIAGRAM

No.	Date	Issue/Revision
2	SEP 10, 2025	Re-Issued for OPA and ZBA
1	OCT 28, 2024	Issued for OPA and ZBA

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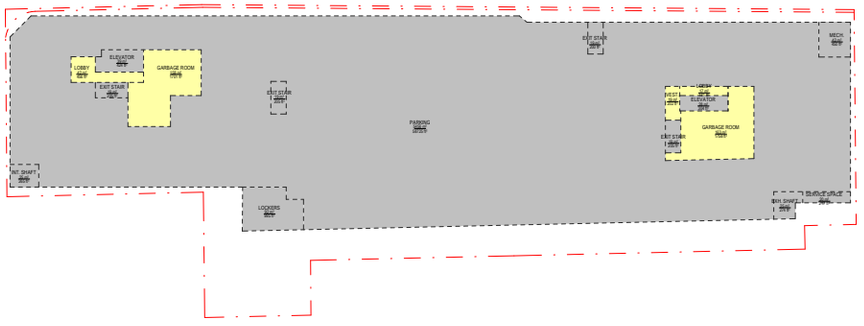
Title:
PROJECT STATISTICS

Project No. 2216 Scale 1 : 1

Drawing No.
A.001

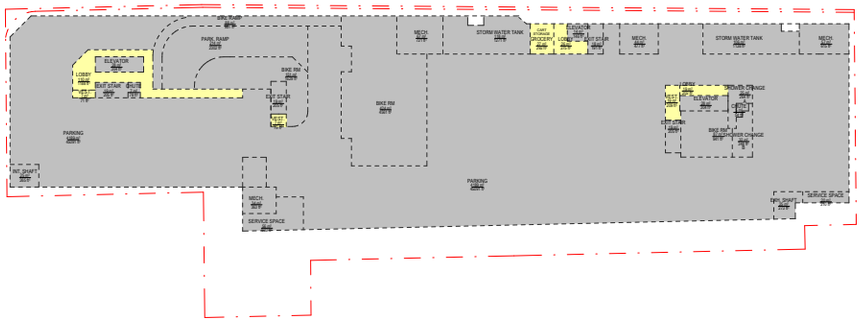


1 GFA Level P2
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL P2	
Name	Area
ELEVATOR	39.4 m²
ELEVATOR	28.2 m²
EXH. SHAFT	25.4 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	18.6 m²
INT. SHAFT	24.6 m²
LOCKERS	92.4 m²
MECH.	41.8 m²
PARKING	5455.7 m²
SERVICE SPACE	20.2 m²
Grand total	5803.6 m²

GFA PER ZBL-569-2013 LEVEL P2	
Name	Area
GARBAGE ROOM	163.3 m²
GARBAGE ROOM	158.1 m²
LOBBY	42.4 m²
LOBBY	16.8 m²
VEST.	18.8 m²
Grand total	399.3 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL P2	
Name	Area
ELEVATOR	39.4 m²
ELEVATOR	28.2 m²
EXH. SHAFT	25.4 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	18.6 m²
GARBAGE ROOM	163.3 m²
GARBAGE ROOM	158.1 m²
INT. SHAFT	24.6 m²
LOBBY	42.4 m²
LOBBY	16.8 m²
LOCKERS	92.4 m²
MECH.	41.8 m²
PARKING	5455.7 m²
SERVICE SPACE	20.2 m²
VEST.	18.8 m²
Grand total	6202.9 m²



2 GFA Level P1
1 : 500

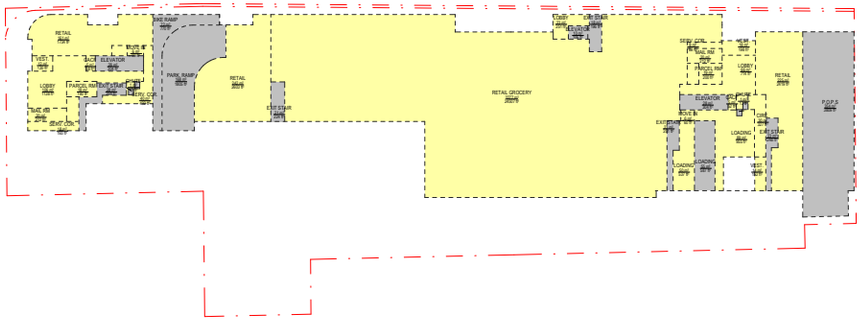
GFA EXCLUSION PER ZBL-569-2013 LEVEL P1	
Name	Area
BIKE RAMP	88.4 m²
BIKE RM	423.7 m²
BIKE RM	151.3 m²
BIKE RM	87.5 m²
BIKE RM	26.7 m²
CHUTE	7.2 m²
CHUTE	5.0 m²
ELEVATOR	28.2 m²
ELEVATOR	28.2 m²
ELEVATOR	13.5 m²
EXH. SHAFT	25.4 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	17.7 m²
INT. SHAFT	24.6 m²

GFA EXCLUSION PER ZBL-569-2013 LEVEL P1	
Name	Area
MECH.	67.0 m²
MECH.	57.1 m²
MECH.	44.4 m²
MECH.	33.7 m²
PARK. RAMP	213.9 m²
PARKING	4189.1 m²
SERVICE SPACE	56.1 m²
SERVICE SPACE	19.5 m²
SHOWER CHANGE	32.3 m²
SHOWER CHANGE	24.5 m²
STORM WATER TANK	118.1 m²
STORM WATER TANK	105.7 m²
Grand total	5946.2 m²

GFA PER ZBL-569-2013 LEVEL P1	
Name	Area
GROCERY	27.1 m²
LOBBY	110.4 m²
LOBBY	25.6 m²
LOBBY	18.8 m²
VEST.	19.4 m²
VEST.	7.3 m²
VEST.	6.6 m²
Grand total	215.2 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL P1	
Name	Area
BIKE RAMP	88.4 m²
BIKE RM	423.7 m²
BIKE RM	151.3 m²
BIKE RM	87.5 m²
BIKE RM	26.7 m²
CHUTE	7.2 m²
CHUTE	5.0 m²
ELEVATOR	28.2 m²
ELEVATOR	28.2 m²
ELEVATOR	13.5 m²
EXH. SHAFT	25.4 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	17.7 m²
GROCERY	27.1 m²
INT. SHAFT	24.6 m²
LOBBY	110.4 m²
LOBBY	25.6 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL P1	
Name	Area
LOBBY	18.8 m²
MECH.	67.0 m²
MECH.	57.1 m²
MECH.	44.4 m²
MECH.	33.7 m²
PARK. RAMP	213.9 m²
PARKING	4189.1 m²
SERVICE SPACE	56.1 m²
SERVICE SPACE	19.5 m²
SHOWER CHANGE	32.3 m²
SHOWER CHANGE	24.5 m²
STORM WATER TANK	118.1 m²
STORM WATER TANK	105.7 m²
VEST.	19.4 m²
VEST.	7.3 m²
VEST.	6.6 m²
Grand total	6161.4 m²



3 GFA Ground Floor
1 : 500

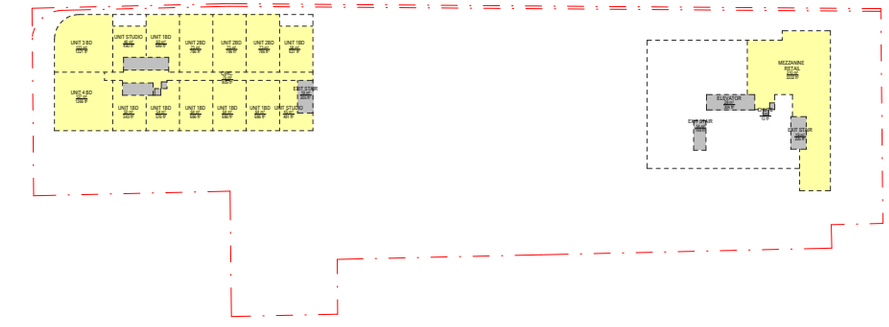
GFA EXCLUSION PER ZBL-569-2013 GROUND FLOOR	
Name	Area
BIKE RAMP	71.6 m²
CHUTE	1.3 m²
CHUTE	1.3 m²
CHUTE	1.2 m²
CHUTE	1.2 m²
ELEVATOR	28.2 m²
ELEVATOR	28.2 m²
ELEVATOR	9.9 m²
EXIT STAIR	27.7 m²
EXIT STAIR	23.3 m²
EXIT STAIR	23.0 m²
EXIT STAIR	20.8 m²
EXIT STAIR	18.2 m²
LOADING	54.6 m²
P.O.P.S	353.9 m²
PARK. RAMP	167.7 m²
Grand total	832.0 m²

GFA PER ZBL-569-2013 GROUND FLOOR	
Name	Area
BF WC	11.5 m²
BF WC	9.2 m²
CACF	5.4 m²
CACF	4.8 m²
CIRC.	30.4 m²
LOADING	88.7 m²
LOADING	49.9 m²
LOBBY	105.7 m²
LOBBY	66.4 m²
LOBBY	23.4 m²
LOBBY STORAGE	5.4 m²

GFA PER ZBL-569-2013 GROUND FLOOR	
Name	Area
MAIL RM	19.7 m²
MAIL RM	19.7 m²
MOVE IN	6.4 m²
MOVE IN	5.6 m²
PARCEL RM	18.6 m²
PARCEL RM	17.7 m²
RETAIL	241.8 m²
RETAIL	224.7 m²
RETAIL	161.1 m²
RETAIL	6.0 m²
RETAIL GROCERY	2276.8 m²
SERV. COR.	40.1 m²
SERV. COR.	17.9 m²
SERV. COR.	8.2 m²
VEST.	18.4 m²
VEST.	14.1 m²
VEST.	12.1 m²
Grand total	3509.5 m²

GROSS CONSTRUCTION AREA (GCA) - GROUND FLOOR	
Name	Area
BF WC	11.5 m²
BF WC	9.2 m²
BIKE RAMP	71.6 m²
CACF	5.4 m²
CACF	4.8 m²
CHUTE	1.3 m²
CHUTE	1.3 m²
CHUTE	1.2 m²
CHUTE	1.2 m²
CIRC.	30.4 m²
ELEVATOR	28.2 m²
ELEVATOR	28.2 m²
ELEVATOR	9.9 m²
EXIT STAIR	27.7 m²
EXIT STAIR	23.3 m²
EXIT STAIR	23.0 m²
EXIT STAIR	20.8 m²
EXIT STAIR	18.2 m²
LOADING	88.7 m²

GROSS CONSTRUCTION AREA (GCA) - GROUND FLOOR	
Name	Area
LOADING	54.6 m²
LOADING	49.9 m²
LOBBY	105.7 m²
LOBBY	66.4 m²
LOBBY	23.4 m²
LOBBY STORAGE	5.4 m²
MAIL RM	19.7 m²
MAIL RM	19.7 m²
MOVE IN	6.4 m²
MOVE IN	5.6 m²
P.O.P.S	353.9 m²
PARCEL RM	18.6 m²
PARCEL RM	17.7 m²
PARK. RAMP	167.7 m²
RETAIL	241.8 m²
RETAIL	224.7 m²
RETAIL	161.1 m²
RETAIL	6.0 m²
RETAIL GROCERY	2276.8 m²
SERV. COR.	40.1 m²
SERV. COR.	17.9 m²
SERV. COR.	8.2 m²
VEST.	18.4 m²
VEST.	14.1 m²
VEST.	12.1 m²
Grand total	4341.6 m²



4 GFA Level02
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 02	
Name	Area
CHUTE	1.6 m²
CHUTE	1.4 m²
CHUTE	1.3 m²
CHUTE	1.2 m²
ELEVATOR	28.2 m²
ELEVATOR	22.0 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	14.3 m²
EXIT STAIR	13.8 m²
Grand total	122.0 m²

GFA PER ZBL-569-2013 LEVEL 02	
Name	Area
CIRC.	74.8 m²
RETAIL	309.6 m²
UNIT 1BD	63.7 m²
UNIT 1BD	63.7 m²
UNIT 1BD	63.7 m²
UNIT 1BD	60.3 m²
UNIT 1BD	58.3 m²
UNIT 1BD	53.5 m²
UNIT 1BD	50.5 m²
UNIT 2BD	73.1 m²
UNIT 2BD	73.1 m²
UNIT 3 BD	122.7 m²
UNIT 4 BD	126.9 m²
UNIT STUDIO	45.5 m²
UNIT STUDIO	44.6 m²
Grand total	1357.1 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 02	
Name	Area
CHUTE	1.6 m²
CHUTE	1.4 m²
CHUTE	1.3 m²
CHUTE	1.2 m²
CIRC.	74.8 m²
ELEVATOR	28.2 m²
ELEVATOR	22.0 m²
EXIT STAIR	19.1 m²
EXIT STAIR	19.1 m²
EXIT STAIR	14.3 m²
EXIT STAIR	13.8 m²
RETAIL	309.6 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 02	
Name	Area
UNIT 1BD	63.7 m²
UNIT 1BD	63.7 m²
UNIT 1BD	63.7 m²
UNIT 1BD	60.3 m²
UNIT 1BD	58.3 m²
UNIT 1BD	53.5 m²
UNIT 1BD	50.5 m²
UNIT 2BD	73.1 m²
UNIT 2BD	73.1 m²
UNIT 2BD	73.1 m²
UNIT 3 BD	122.7 m²
UNIT 4 BD	126.9 m²
UNIT STUDIO	45.5 m²
UNIT STUDIO	44.6 m²
Grand total	1479.1 m²

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GROSS FLOOR AREA (ZBL 569-2013)

GROSS FLOOR AREA (ZBL 569-2013)

569-2013 EXCLUSION

Gross Floor Area Calculations for an Apartment Building in the Commercial Residential Zone Category per ZBL 569-2013, Section 40.5.40.40 (5).

In the Commercial Residential Zone category the gross floor area of an apartment building is reduced by the area in the building used for:

(A) parking, loading and bicycle parking below-ground;
(B) required loading spaces at the ground level and required bicycle parking spaces at or above ground;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities required by this By-law for required bicycle parking spaces;
(E) amenity space required by this By-law;
(F) elevator shafts;
(G) garbage shafts;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

No.	Date	Issue/Revision
2	SEP 10, 2025	Re-Issued for OPA and ZBA
1	OCT 28, 2024	Issued for OPA and ZBA

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Title:

GFA DIAGRAMS PER ZBL 569-2013

Project No. 2216	Scale As indicated

Drawing No.

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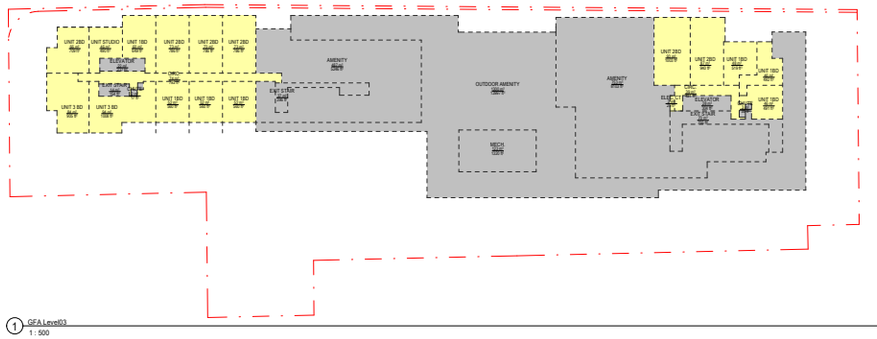
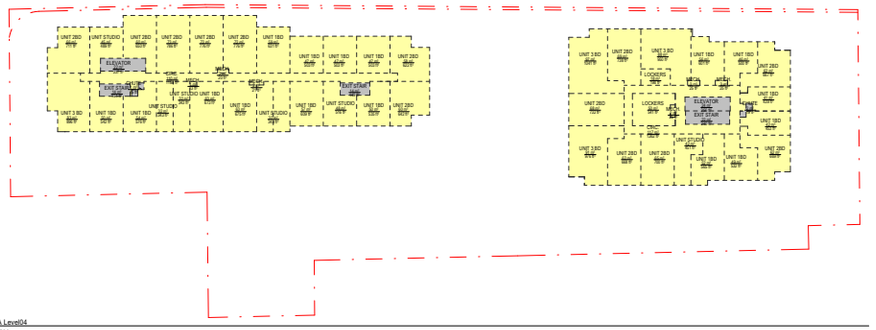


1 GFA Level03
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 03	
Name	Area
AMENITY	752.8 m²
AMENITY	487.4 m²
CHUTE	3.2 m²
CHUTE	1.6 m²
CHUTE	1.4 m²
ELEVATOR	28.2 m²
ELEVATOR	22.0 m²
EXIT STAIR	70.2 m²
EXIT STAIR	36.7 m²
EXIT STAIR	14.3 m²
MECH.	122.6 m²
OUTDOOR AMENITY	1300.4 m²
Grand total	2840.8 m²

GFA PER ZBL-569-2013 LEVEL 03	
Name	Area
CIRC.	73.6 m²
CIRC.	39.4 m²
ELEC. CT	2.7 m²
UNIT 1BD	60.3 m²
UNIT 1BD	52.0 m²
UNIT 1BD	52.0 m²
UNIT 1BD	52.0 m²
UNIT 1BD	48.2 m²
UNIT 1BD	45.7 m²
UNIT 1BD	45.6 m²
UNIT 2BD	93.2 m²
UNIT 2BD	87.4 m²
UNIT 2BD	73.1 m²
UNIT 2BD	73.1 m²
UNIT 2BD	73.1 m²
UNIT 2BD	65.9 m²
UNIT 3 BD	93.7 m²
UNIT 3 BD	84.1 m²
UNIT STUDIO	45.5 m²
Grand total	1160.5 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 03		GROSS CONSTRUCTION AREA (GCA) - LEVEL 03	
Name	Area	Name	Area
AMENITY	752.8 m²	MECH.	122.6 m²
AMENITY	487.4 m²	OUTDOOR AMENITY	1300.4 m²
CHUTE	3.2 m²	UNIT 1BD	60.3 m²
CHUTE	1.6 m²	UNIT 1BD	52.0 m²
CHUTE	1.4 m²	UNIT 1BD	52.0 m²
CIRC.	73.6 m²	UNIT 1BD	52.0 m²
CIRC.	39.4 m²	UNIT 1BD	48.2 m²
ELEC. CT	2.7 m²	UNIT 1BD	45.7 m²
ELEVATOR	28.2 m²	UNIT 1BD	45.6 m²
ELEVATOR	22.0 m²	UNIT 2BD	93.2 m²
EXIT STAIR	70.2 m²	UNIT 2BD	87.4 m²
EXIT STAIR	36.7 m²	UNIT 2BD	73.1 m²
EXIT STAIR	14.3 m²	UNIT 2BD	73.1 m²
		UNIT 2BD	73.1 m²
		UNIT 2BD	65.9 m²
		UNIT 3 BD	93.7 m²
		UNIT 3 BD	84.1 m²
		UNIT STUDIO	45.5 m²
		Grand total	4001.3 m²

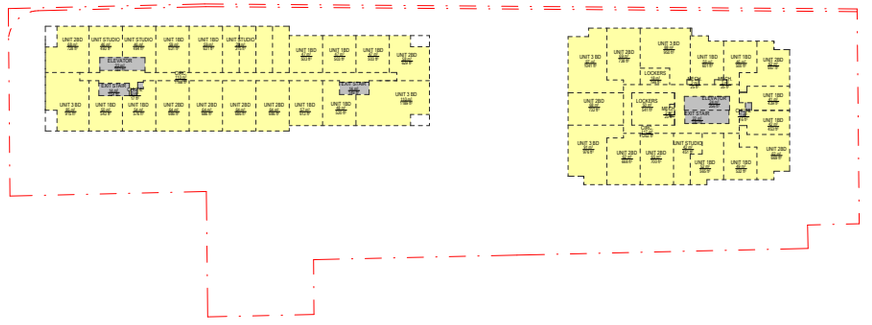


2 GFA Level04
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 04	
Name	Area
CHUTE	1.8 m²
CHUTE	1.6 m²
CHUTE	1.4 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
ELEVATOR	22.0 m²
EXIT STAIR	22.3 m²
EXIT STAIR	14.3 m²
EXIT STAIR	13.8 m²
Grand total	102.5 m²

GFA PER ZBL-569-2013 LEVEL 04		GFA PER ZBL-569-2013 LEVEL 04	
Name	Area	Name	Area
CIRC.	117.2 m²	UNIT 2BD	73.1 m²
CIRC.	110.4 m²	UNIT 2BD	72.1 m²
LOCKERS	50.3 m²	UNIT 2BD	72.1 m²
LOCKERS	18.4 m²	UNIT 2BD	68.6 m²
MECH.	2.3 m²	UNIT 2BD	68.0 m²
MECH.	2.3 m²	UNIT 2BD	66.1 m²
MECH.	2.3 m²	UNIT 2BD	65.0 m²
MECH.	2.0 m²	UNIT 2BD	62.1 m²
MECH.	1.9 m²	UNIT 2BD	62.1 m²
MECH.	1.2 m²	UNIT 2BD	62.0 m²
UNIT 1BD	62.8 m²	UNIT 2BD	60.4 m²
UNIT 1BD	62.5 m²	UNIT 2BD	59.6 m²
UNIT 1BD	58.6 m²	UNIT 2BD	57.8 m²
UNIT 1BD	56.6 m²	UNIT 3 BD	96.7 m²
UNIT 1BD	55.8 m²	UNIT 3 BD	90.7 m²
UNIT 1BD	53.5 m²	UNIT 3 BD	88.2 m²
UNIT 1BD	52.5 m²	UNIT 3 BD	83.3 m²
UNIT 1BD	50.4 m²	UNIT STUDIO	47.9 m²
UNIT 1BD	49.7 m²	UNIT STUDIO	45.5 m²
UNIT 1BD	49.5 m²	UNIT STUDIO	41.9 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
UNIT 1BD	46.4 m²	UNIT STUDIO	30.9 m²
UNIT 1BD	42.1 m²	Grand total	2599.4 m²
UNIT 1BD	40.8 m²		

GROSS CONSTRUCTION AREA (GCA) - LEVEL 04		GROSS CONSTRUCTION AREA (GCA) - LEVEL 04		GROSS CONSTRUCTION AREA (GCA) - LEVEL 04	
Name	Area	Name	Area	Name	Area
CHUTE	1.8 m²	UNIT 1BD	50.4 m²	UNIT STUDIO	47.9 m²
CHUTE	1.6 m²	UNIT 1BD	49.7 m²	UNIT STUDIO	45.5 m²
CHUTE	1.4 m²	UNIT 1BD	49.5 m²	UNIT STUDIO	41.9 m²
CHUTE	1.4 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
CIRC.	117.2 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
CIRC.	110.4 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	31.9 m²
ELEVATOR	23.8 m²	UNIT 1BD	46.4 m²	UNIT STUDIO	30.9 m²
ELEVATOR	22.0 m²	UNIT 1BD	42.1 m²	Grand total	2701.8 m²
EXIT STAIR	22.3 m²	UNIT 1BD	40.8 m²		
EXIT STAIR	14.3 m²	UNIT 2BD	73.1 m²		
EXIT STAIR	13.8 m²	UNIT 2BD	72.1 m²		
LOCKERS	50.3 m²	UNIT 2BD	72.1 m²		
LOCKERS	18.4 m²	UNIT 2BD	68.6 m²		
MECH.	2.3 m²	UNIT 2BD	68.0 m²		
MECH.	2.3 m²	UNIT 2BD	66.1 m²		
MECH.	2.3 m²	UNIT 2BD	65.0 m²		
MECH.	2.0 m²	UNIT 2BD	62.1 m²		
MECH.	1.9 m²	UNIT 2BD	62.1 m²		
MECH.	1.2 m²	UNIT 2BD	62.0 m²		
UNIT 1BD	62.8 m²	UNIT 2BD	60.4 m²		
UNIT 1BD	62.5 m²	UNIT 2BD	59.6 m²		
UNIT 1BD	58.6 m²	UNIT 2BD	57.8 m²		
UNIT 1BD	56.6 m²	UNIT 3 BD	96.7 m²		
UNIT 1BD	55.8 m²	UNIT 3 BD	90.7 m²		
UNIT 1BD	53.5 m²	UNIT 3 BD	88.2 m²		
UNIT 1BD	52.5 m²	UNIT 3 BD	83.3 m²		

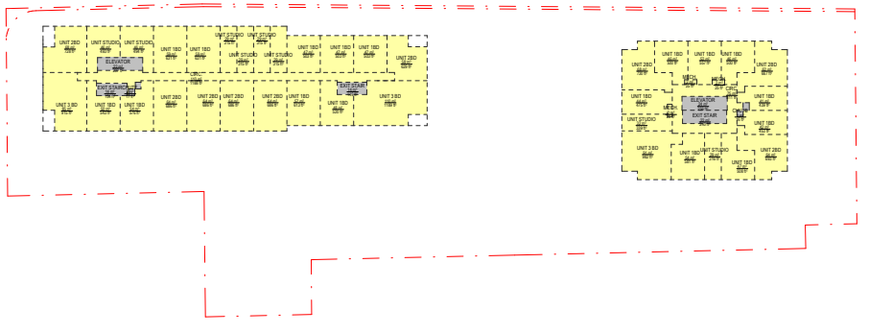


3 GFA Level05-08
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 07	
Name	Area
CHUTE	1.8 m²
CHUTE	1.6 m²
CHUTE	1.4 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
ELEVATOR	22.0 m²
EXIT STAIR	22.3 m²
EXIT STAIR	14.3 m²
EXIT STAIR	13.8 m²
Grand total	102.5 m²

GFA PER ZBL-569-2013 LEVEL 07		GFA PER ZBL-569-2013 LEVEL 07	
Name	Area	Name	Area
CIRC.	117.2 m²	UNIT 2BD	67.6 m²
CIRC.	110.4 m²	UNIT 2BD	65.0 m²
LOCKERS	50.3 m²	UNIT 2BD	63.7 m²
LOCKERS	18.4 m²	UNIT 2BD	63.7 m²
MECH.	2.3 m²	UNIT 2BD	63.7 m²
MECH.	2.3 m²	UNIT 2BD	63.7 m²
MECH.	2.3 m²	UNIT 2BD	62.1 m²
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²
UNIT 1BD	56.9 m²	UNIT 2BD	58.5 m²
UNIT 1BD	55.8 m²	UNIT 3 BD	110.5 m²
UNIT 1BD	53.5 m²	UNIT 3 BD	96.7 m²
UNIT 1BD	52.5 m²	UNIT 3 BD	90.7 m²
UNIT 1BD	50.5 m²	UNIT 3 BD	88.2 m²
UNIT 1BD	49.5 m²	UNIT 3 BD	85.0 m²
UNIT 1BD	48.3 m²	UNIT STUDIO	45.9 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	45.8 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	41.9 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.4 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	42.1 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	40.8 m²	UNIT STUDIO	29.3 m²
UNIT 2BD	68.6 m²	Grand total	2547.7 m²
UNIT 2BD	68.0 m²		

GROSS CONSTRUCTION AREA (GCA) - LEVEL 07		GROSS CONSTRUCTION AREA (GCA) - LEVEL 07		GROSS CONSTRUCTION AREA (GCA) - LEVEL 07	
Name	Area	Name	Area	Name	Area
CHUTE	1.8 m²	UNIT 1BD	48.3 m²	UNIT STUDIO	45.9 m²
CHUTE	1.6 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	45.8 m²
CHUTE	1.4 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	41.9 m²
CHUTE	1.4 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
CIRC.	117.2 m²	UNIT 1BD	46.4 m²	UNIT STUDIO	29.3 m²
CIRC.	110.4 m²	UNIT 1BD	42.1 m²	UNIT STUDIO	29.3 m²
ELEVATOR	23.8 m²	UNIT 1BD	40.8 m²	UNIT STUDIO	29.3 m²
ELEVATOR	22.0 m²	UNIT 2BD	68.6 m²	Grand total	2650.2 m²
EXIT STAIR	22.3 m²	UNIT 2BD	68.0 m²		
EXIT STAIR	14.3 m²	UNIT 2BD	67.6 m²		
EXIT STAIR	13.8 m²	UNIT 2BD	65.0 m²		
LOCKERS	50.3 m²	UNIT 2BD	63.7 m²		
LOCKERS	18.4 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	62.1 m²		
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²		
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²		
UNIT 1BD	56.9 m²	UNIT 2BD	58.5 m²		
UNIT 1BD	55.8 m²	UNIT 3 BD	110.5 m²		
UNIT 1BD	53.5 m²	UNIT 3 BD	96.7 m²		
UNIT 1BD	52.5 m²	UNIT 3 BD	90.7 m²		
UNIT 1BD	50.5 m²	UNIT 3 BD	88.2 m²		
UNIT 1BD	49.5 m²	UNIT 3 BD	85.0 m²		



4 Level09
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 09	
Name	Area
CHUTE	1.8 m²
CHUTE	1.6 m²
CHUTE	1.4 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
ELEVATOR	22.0 m²
EXIT STAIR	22.3 m²
EXIT STAIR	14.3 m²
EXIT STAIR	13.8 m²
Grand total	102.5 m²

GFA PER ZBL-569-2013 LEVEL 09		GFA PER ZBL-569-2013 LEVEL 09	
Name	Area	Name	Area
CIRC.	110.4 m²	UNIT 2BD	64.4 m²
CIRC.	75.3 m²	UNIT 2BD	63.7 m²
MECH.	2.3 m²	UNIT 2BD	63.7 m²
MECH.	2.3 m²	UNIT 2BD	63.7 m²
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²
UNIT 1BD	58.6 m²	UNIT 2BD	58.5 m²
UNIT 1BD	56.9 m²	UNIT 3 BD	110.5 m²
UNIT 1BD	54.0 m²	UNIT 3 BD	91.2 m²
UNIT 1BD	53.5 m²	UNIT 3 BD	85.0 m²
UNIT 1BD	51.8 m²	UNIT STUDIO	45.9 m²
UNIT 1BD	50.5 m²	UNIT STUDIO	45.8 m²
UNIT 1BD	48.3 m²	UNIT STUDIO	31.5 m²
UNIT 1BD	47.2 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.4 m²	UNIT STUDIO	29.3 m²
UNIT 1BD	46.4 m²	Grand total	2163.8 m²
UNIT 1BD	44.1 m²		
UNIT 1BD	42.1 m²		
UNIT 1BD	40.8 m²		
UNIT 2BD	67.8 m²		
UNIT 2BD	67.6 m²		

GROSS CONSTRUCTION AREA (GCA) - LEVEL 09		GROSS CONSTRUCTION AREA (GCA) - LEVEL 09		GROSS CONSTRUCTION AREA (GCA) - LEVEL 09	
Name	Area	Name	Area	Name	Area
CHUTE	1.8 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
CHUTE	1.6 m²	UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²
CHUTE	1.4 m²	UNIT 1BD	46.4 m²	UNIT STUDIO	29.3 m²
CHUTE	1.4 m²	UNIT 1BD	46.4 m²	Grand total	2266.2 m²
CIRC.	110.4 m²	UNIT 1BD	44.1 m²		
CIRC.	75.3 m²	UNIT 1BD	42.1 m²		
ELEVATOR	23.8 m²	UNIT 1BD	40.8 m²		
ELEVATOR	22.0 m²	UNIT 2BD	67.8 m²		
EXIT STAIR	22.3 m²	UNIT 2BD	67.6 m²		
EXIT STAIR	14.3 m²	UNIT 2BD	64.4 m²		
EXIT STAIR	13.8 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	63.7 m²		
MECH.	2.3 m²	UNIT 2BD	63.7 m²		
UNIT 1BD	58.6 m²	UNIT 2BD	62.0 m²		
UNIT 1BD	58.6 m²	UNIT 2BD	58.5 m²		
UNIT 1BD	56.9 m²	UNIT 3 BD	110.5 m²		
UNIT 1BD	54.0 m²	UNIT 3 BD	91.2 m²		
UNIT 1BD	53.5 m²	UNIT 3 BD	85.0 m²		
UNIT 1BD	51.8 m²	UNIT STUDIO	45.9 m²		
UNIT 1BD	50.5 m²	UNIT STUDIO	45.8 m²		
UNIT 1BD	48.3 m²	UNIT STUDIO	31.5 m²		
UNIT 1BD	47.2 m²	UNIT STUDIO	29.3 m²		
UNIT 1BD	46.8 m²	UNIT STUDIO	29.3 m²		

superkul

101 - 35 Golden Avenue
Toronto, ON M6R 2J5

t> 416.596.0700
f> 416.533.6986
www.superkul.ca

GROSS FLOOR AREA (ZBL 569-2013)

GROSS FLOOR AREA (ZBL 569-2013)

569-2013 EXCLUSION

Gross Floor Area Calculations for an Apartment Building in the Commercial Residential Zone Category per ZBL 569-2013, Section 40.5.40.40 (5).

In the Commercial Residential Zone category the gross floor area of an apartment building is reduced by the area in the building used for:

(A) parking, loading and bicycle parking below-ground;
(B) required loading spaces at the ground level and required bicycle parking spaces at or above ground;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities required by this By-law for required bicycle parking spaces;
(E) amenity space required by this By-law;
(F) elevator shafts;
(G) garbage shafts;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

No.	Date	Issue/Revision
2	SEP 10, 2025	Re-Issued for OPA and ZBA
1	OCT 28, 2024	Issued for OPA and ZBA

ONTARIO ASSOCIATION OF ARCHITECTS
ANDRE D'ELIA
LICENCE
9826

2451-2495 Danforth

2451-2495 Danforth
Avenue, Toronto, ON
M6R 2J5

Title:

GFA DIAGRAMS PER ZBL 569-2013

Project No. 2216	Scale As indicated

Drawing No.

A.004

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4 GFA Level11-13
1 : 500

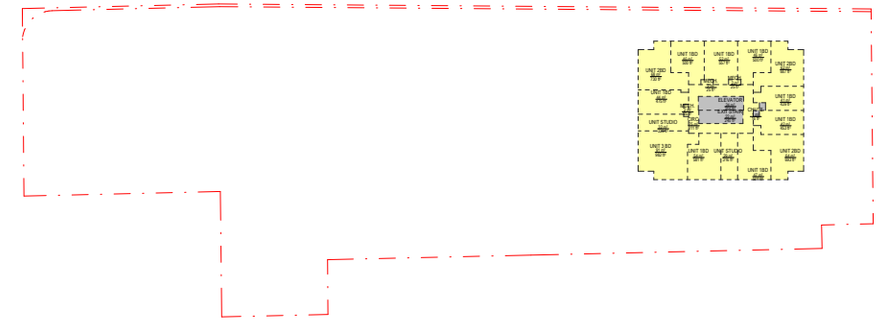
GFA EXCLUSION PER ZBL-569-2013 LEVEL 11	
Name	Area
CHUTE	1.8 m²
CHUTE	1.6 m²
CHUTE	1.5 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
ELEVATOR	22.0 m²
EXIT STAIR	22.3 m²
EXIT STAIR	16.1 m²
EXIT STAIR	13.8 m²
Grand total	104.4 m²

GFA PER ZBL-569-2013 LEVEL 11	
Name	Area
CIRC.	105.6 m²
CIRC.	75.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	48.4 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.8 m²

GFA PER ZBL-569-2013 LEVEL 11	
Name	Area
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	66.1 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 2BD	58.1 m²
UNIT 3 BD	110.0 m²
UNIT 3 BD	91.2 m²
UNIT 3 BD	86.1 m²
UNIT 3 BD	78.1 m²
UNIT STUDIO	33.5 m²
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	1952.3 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 11	
Name	Area
CHUTE	1.8 m²
CHUTE	1.6 m²
CHUTE	1.5 m²
CHUTE	1.4 m²
CIRC.	105.6 m²
CIRC.	75.3 m²
ELEVATOR	23.8 m²
ELEVATOR	22.0 m²
EXIT STAIR	22.3 m²
EXIT STAIR	16.1 m²
EXIT STAIR	13.8 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	56.9 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	48.4 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.8 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 11	
Name	Area
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.8 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	66.1 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 2BD	58.1 m²
UNIT 3 BD	110.0 m²
UNIT 3 BD	91.2 m²
UNIT 3 BD	86.1 m²
UNIT 3 BD	78.1 m²
UNIT STUDIO	33.5 m²
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	2056.7 m²

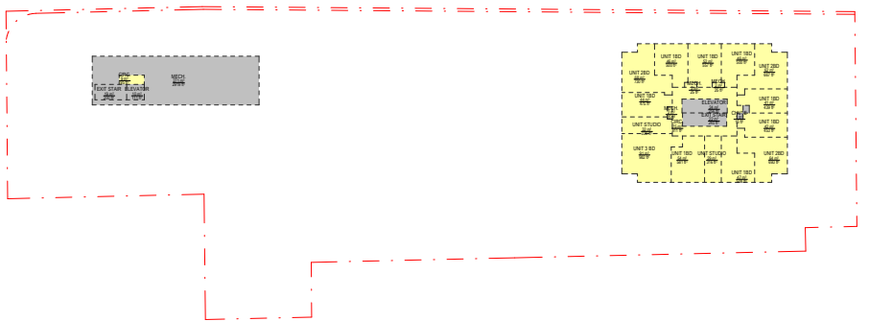


2 GFA Level15-35
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 15	
Name	Area
CHUTE	1.8 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
EXIT STAIR	22.3 m²
Grand total	49.4 m²

GFA PER ZBL-569-2013 LEVEL 15	
Name	Area
CIRC.	75.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 3 BD	91.2 m²
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	801.3 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 15	
Name	Area
CHUTE	1.8 m²
CHUTE	1.4 m²
CIRC.	75.3 m²
ELEVATOR	23.8 m²
EXIT STAIR	22.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 3 BD	91.2 m²
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	850.6 m²



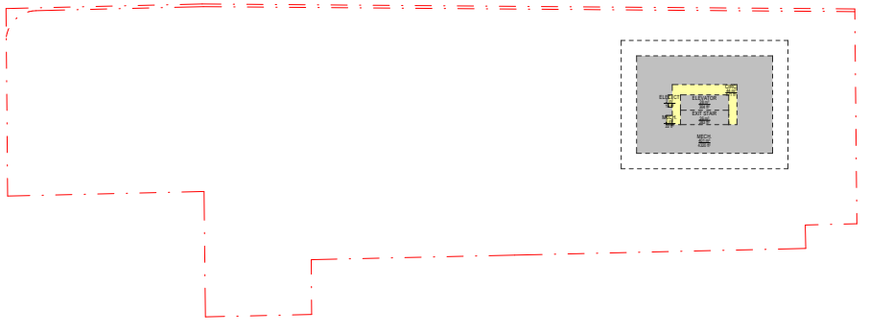
1 GFA Level14/MPH
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL 14	
Name	Area
CHUTE	1.8 m²
CHUTE	1.4 m²
ELEVATOR	23.8 m²
ELEVATOR	10.3 m²
EXIT STAIR	22.3 m²
EXIT STAIR	18.6 m²
MECH.	271.2 m²
Grand total	349.4 m²

GFA PER ZBL-569-2013 LEVEL 14	
Name	Area
CIRC.	75.3 m²
CIRC.	8.8 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 3 BD	91.2 m²
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	810.1 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 14	
Name	Area
CHUTE	1.8 m²
CHUTE	1.4 m²
CIRC.	75.3 m²
CIRC.	8.8 m²
ELEVATOR	23.8 m²
ELEVATOR	10.3 m²
EXIT STAIR	22.3 m²
EXIT STAIR	18.6 m²
MECH.	271.2 m²
MECH.	2.3 m²
MECH.	2.3 m²
MECH.	2.3 m²
UNIT 1BD	54.0 m²
UNIT 1BD	51.8 m²
UNIT 1BD	47.2 m²
UNIT 1BD	46.4 m²
UNIT 1BD	46.4 m²
UNIT 1BD	44.1 m²
UNIT 1BD	42.1 m²
UNIT 1BD	40.8 m²
UNIT 2BD	67.8 m²
UNIT 2BD	64.4 m²
UNIT 2BD	62.0 m²
UNIT 3 BD	91.2 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL 14	
Name	Area
UNIT STUDIO	31.5 m²
UNIT STUDIO	29.3 m²
Grand total	1159.4 m²



3 GFA MPH
1 : 500

GFA EXCLUSION PER ZBL-569-2013 LEVEL MPH	
Name	Area
ELEVATOR	28.2 m²
EXIT STAIR	26.3 m²
MECH.	401.3 m²
Grand total	455.9 m²

GFA PER ZBL-569-2013 LEVEL MPH	
Name	Area
CIRC.	43.7 m²
ELEC. CT	1.8 m²
MECH.	2.1 m²
Grand total	47.6 m²

GROSS CONSTRUCTION AREA (GCA) - LEVEL MPH	
Name	Area
CIRC.	43.7 m²
ELEC. CT	1.8 m²
ELEVATOR	28.2 m²
EXIT STAIR	26.3 m²
MECH.	401.3 m²
MECH.	2.1 m²
Grand total	503.5 m²

superkul
101 - 35 Golden Avenue
Toronto, ON M6R 2J5
t> 416.596.0700
f> 416.533.6986
www.superkul.ca

GROSS FLOOR AREA (ZBL 569-2013)

GROSS FLOOR AREA (ZBL 569-2013)

569-2013 EXCLUSION

Gross Floor Area Calculations for an Apartment Building in the Commercial Residential Zone Category per ZBL 569-2013, Section 40.5.40.40 (5).

In the Commercial Residential Zone category the gross floor area of an apartment building is reduced by the area in the building used for:

(A) parking, loading and bicycle parking below-ground;
(B) required loading spaces at the ground level and required bicycle parking spaces at or above ground;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities required by this By-law for required bicycle parking spaces;
(E) amenity space required by this By-law;
(F) elevator shafts;
(G) garbage chutes;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

No.	Date	Issue/Revision
2	SEP 10, 2025	Re-Issued for OPA and ZBA
1	OCT 28, 2024	Issued for OPA and ZBA

ONTARIO ASSOCIATION OF ARCHITECTS
ANDRE D'ELIA
LICENCE
9626

2451-2495 Danforth

2451-2495 Danforth Avenue, Toronto, ON M6R 2J5

Title:

GFA DIAGRAMS PER ZBL 569-2013

Project No. 2216	Scale As indicated

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GREEN ROOF STATISTICS		Proposed
Gross Floor Area, as defined in Green Roof Bylaw (m^2)		41904.6 m^2 613.7 m^2
Total Roof Area (m^2)		4231.2 m^2
Area of Residential Private Terraces (m^2)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m^2)		1098.6 m^2
Area of Renewable Energy Devices (m^2)		0 m^2
Tower (s)Roof Area with floor plate less than 750 m^2		N/A
Total Available Roof Space (m^2)		2518.9 m^2
Green Roof Coverage	Required	Proposed
Coverage of Available Roof Space (m^2)	1511.34 m^2	1530.7 m^2
Coverage of Available Roof Space (%)	60 %	60 %

Definitions

FLOOR PLATE AREA - The total area of a floor of a building, measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft.

GREEN ROOF - An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in accordance with the Toronto Green Roof Construction Standard.

GROSS FLOOR AREA - The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but excluding areas used for the purpose of parking or loading.

PRIVATE TERRACE - Outdoor amenity area on a roof that is available exclusively for use by the occupants of an abutting residential unit for recreational or social activities.

LOADING NOTES

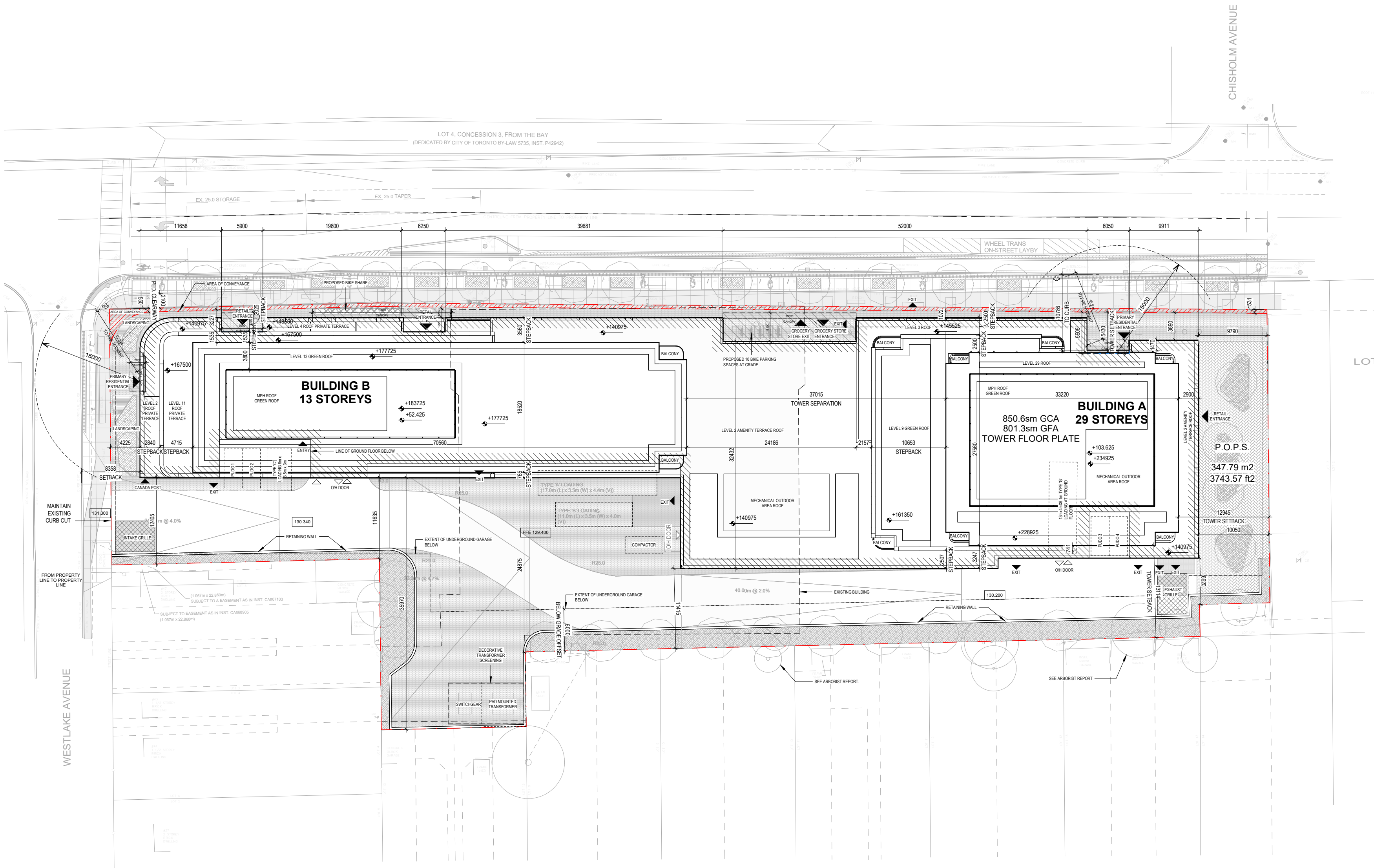
1. TYPE G LOADING SPACE AND ADJACENT STAGING PAD HAVE VERTICAL CLEARANCE OF MIN 6.1 METERS, OVERHEAD DOOR TO LOADING SPACE WILL HAVE MIN 4.4 METER HEIGHT. 2.1M DEEP STAGING AREA DIRECTLY IN FRONT OF THE LOADING AREA TO HAVE MIN. VERTICAL CLEARANCE OF 6.1M.
2. TYPE G LOADING SPACE WILL BE SHARED BETWEEN RESIDENTIAL AND NON-RESIDENTIAL USES. NON-RESIDENTIAL COMPONENT WILL ONLY SCHEDULE USE OF THE TYPE G LOADING SPACE ON DIFFERENT DAYS FROM THE COLLECTION DAYS OF THE RESIDENTIAL COMPONENT TO ENSURE THAT THE TYPE G LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION.
3. NON-RESIDENTIAL WASTE WILL BE LABELLED AND STORED SEPARATELY FROM THE BINS FOR RESIDENTIAL WASTE.
4. TYPE G LOADING SPACE WILL BE LEVEL (+/- 2%) AND CONSTRUCTED WITH MIN 200mm THICK SACRIFICIAL CONCERETE SLAB
5. A WARNING SYSTEM WILL BE PROVIDED, ALERTING DRIVERS WHEN EXITING THE UNDERGROUND PARKING GARAGE THAT LARGE TRUCKS ARE MANOEUVRING WITHIN THE PUBLIC LANE;
6. ALL ACCESS DRIVEWAYS TO BE USED BY THE GARBAGE COLLECTION VEHICLE WILL HAVE:
a) MAXIMUM GRADIENT OF 8%;
b) MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT;
c) MINIMUM WIDTH OF 4.5 METRES THROUGHOUT; AND,
d) 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
7. 'NO PARKING' SIGNS TO BE PROVIDED AND MAINTAINED ADJACENT TO THE LOADING SPACE.
8. CONSTRUCT ANY TYPE G LOADING SPACE AND ALL DRIVEWAYS AND PASSAGEWAYS PROVIDING ACCESS THERETO, TO THE REQUIREMENTS OF THE ONTARIO BUILDING CODE, INCLUDING ALLOWANCE FOR CITY OF TORONTO BULK LIFT AND REAR BIN LOADING WITH IMPACT FACTORS WHERE THEY ARE TO BE BUILT AS SUPPORTED STRUCTURES.
9. THE RESIDENTIAL SOLID WASTE ROOM WILL ACCOMMODATE GARBAGE, RECYCLING AND ORGANICS FOR THE RESIDENTIAL COMPONENT OF THE BUILDING VIA USE OF A BISORTER IN THE DEVELOPMENT.
10. BULK WASTE HAS 10m2 DESIGNATED FLOOR AREA FOR THE DEVELOPMENT.
11. "COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE IN AN ENCLOSED LOADING BAY. AN ON-SITE STAFF PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE GARBAGE STORAGE SPACE TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED."
12. THIS BUILDING IS DESIGNED WITH A TYPE G LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE. REFER TO TRAFFIC CONSULTANT REPORT FOR SWEPT PATH.
13. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED, ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
14. NON-RESIDENTIAL GARBAGE WILL BE COLLECTED BY LISCENSED PRIVATE WASTE MANAGEMENT COMPANY.
15. REFUSE GENERATED BY THE NON-RESIDENTIAL USE MUST BE STORED ON SITE, IN RODENT PROOF CONTAINERS IN ACCORDANCE WITH CHAPTER 841 OF THE MUNICIPAL CODE, "WASTE COLLECTION, COMMERCIAL PROPERTIES".
16. TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANOEOUVRE 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 COLLEGION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DATE. FOR SPECIFIC TRUCK DIMENSIONS AND TURNING RADII, REFER TO TRAFFIC CONSULTANT'S REPORT.

SITE PLAN NOTES

1. THE BUILDING IS TO BE SPRINKLERED.
2. RESIDENTIAL VISITOR PARKING SPACES WILL BE INDIVIDUALLY SIGNED AT THE FRONT OF EACH SPACE FOR THE USE OF RESIDENTIAL VISITORS. BUILDING MANAGEMENT SHALL PROVIDE ENFORCEMENT OF THIS ARRANGEMENT.
3. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 1% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
4. REFER TO SITE SERVICING DOCUMENTS FOR SEWER AND WATER SERVICE INFORMATION.
5. ANY RETAINING WALLS ARE TO BE PROFESSIONALLY ENGINEERED.
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGES THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. PROPOSED ACCESS TO THE RIGHT-OF-WAY/LANEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO.T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
8. NO SPEED BUMPS SHALL BE INSTALLED ON ANY DESIGNATED FIRE ROUTE.
9. MAX. POROSITY OF ALL GROUND LEVEL VENTILATION GRATES MUST BE 20mm X 20mm PER TORONTO GREEN STANDARDS.
10. ALL EXTERIOR LIGHT FIXTURES TO BE 'DARK SKY' COMPLIANT.

UTILITY/SERVICES NOTES

1. THE METHOD OF INSTALLATION FOR THE PROPOSED SERVICE CONNECTIONS WILL BE AT THE DISCRETION OF TORONTO WATER.
2. EXISTING CONNECTIONS NO LONGER IN USE SHALL BE DISCONNECTED BY TORONTO WATER AT THE OWNER'S COST.
3. THE LOCATION OF THE WATER METER SHALL BE TO TORONTO WATER'S SATISFACTION."
4. THE OWNER IS REQUIRED TO INSTALL AND MAINTAIN A PREMISE ISOLATION DEVICE FOR ALL APPLICABLE WATER SERVICES IN ACCORDANCE WITH THE TORONTO MUNICIPAL CODE, CHAPTER 851 WATER SUPPLY, THE BUILDING CODE AND CSA B64 SERIES STANDARDS.
5. THE BUILDING'S STORM AND SANITARY SYSTEM MUST BE DESIGNED TO BE ABLE TO OPERATE UNDER MUNICIPAL SURCHARGE CONDITIONS.
6. 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.



1 Site Plan
1 : 300

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PRINCIPAL ENTRY
ENTRY/ EXIT
VEHICULAR ENTRY/ EXIT
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
MANHOLE COVER
CATCH BASIN
HYDRO POLE
ELECTRICAL STAND
EXTENT OF BELOW GRADE
BUILDING ELEMENT ABOVE
OPEN TO BELOW
EXTENT OF GROUND FLOOR
GEODETIC ELEVATION
ELEVATION FROM EXTABLISHED GRADE
EXISTING GRADE ELEVATION FH
BARRIER FREE TURNING RADIUS
EXISTING BUILDING
PROPERTY CONVEYANCE
PROPERTY LINE

FFE	FINISHED FLOOR ELEVATION
TOP	TOP OF PARAPET
TOR	TOP OF ROOF
TOS	TOP OF STRUCTURE
TGS	TORONTO GREEN STANDARDS
TPZ	TREE PROTECTION ZONE

NOTE:

SURVEY INFORMATION TAKEN FROM "LOT 1 AND PART OF LOT 2 REGISTERED PLAN 614 YORK AND PART OF LOT 13 SOUTH SIDE OF DANFORTH AVENUE REGISTERED PLAN 90 YORK AND PART OF LOTS 3,4,5,6,7 AND 8 REGISTERED PLAN 580 YORK CITY OF TORONTO"
BY KRCMAR SURVEYORS LTD.
DATED JULY, 27 2022.

No.	Date	Issue/Revision
2	SEP 10, 2025	Re-Issued for OPA and ZBA
1	OCT 28, 2024	Issued for OPA and ZBA

ONTARIO ASSOCIATION OF ARCHITECTS

2451-2495 Danforth

2451-2495 Danforth Avenue, Toronto, ON M6R 2J5

Title:

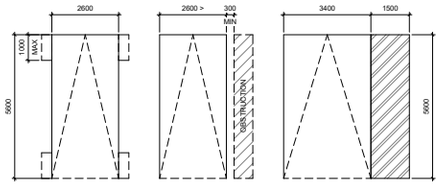
SITE PLAN

Project No. 2216 | Scale As indicated

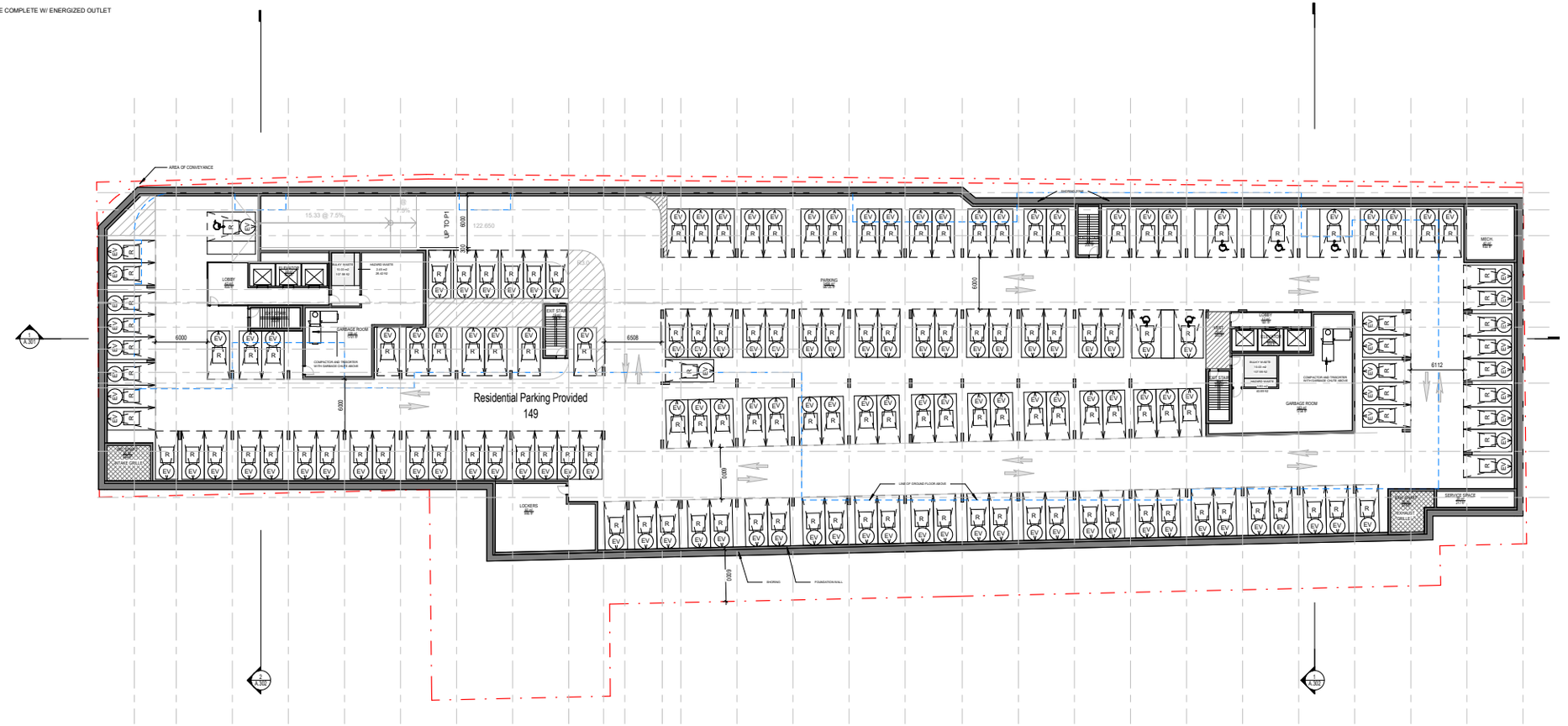
Drawing No.

A.100

VEHICLE PARKING DIMENSIONS



EV - PARKING SPACE COMPLETE W/ ENERGIZED OUTLET
V - VISITOR
R - RESIDENTIAL
EB - BIKE PARKING SPACE COMPLETE W/ ENERGIZED OUTLET



1 P2
1 : 250

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1	OCT 28, 2024	Issued for OPA and ZBA

ONTARIO ASSOCIATION OF ARCHITECTS
ANDRE D'ELIA
LICENCE
9626

2451-2495 Danforth

2451-2495 Danforth
Avenue, Toronto, ON
M6R 2J5

Title:
FLOOR PLAN - P2

Project No. 2216 | Scale As indicated

Drawing No.

A.101

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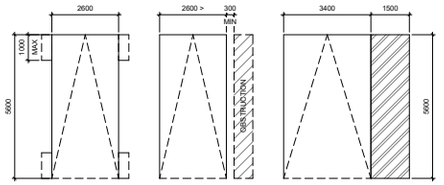
VEHICLE PARKING DIMENSIONS



TYPICAL PARKING SPACE

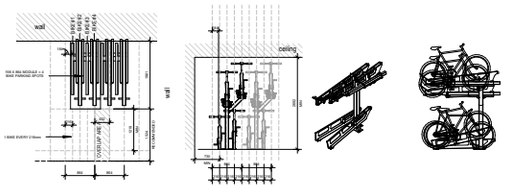
TYPICAL OBSTRUCTED PARKING SPACE

TYPICAL BARRIER FREE PARKING SPACE PER S69-2017

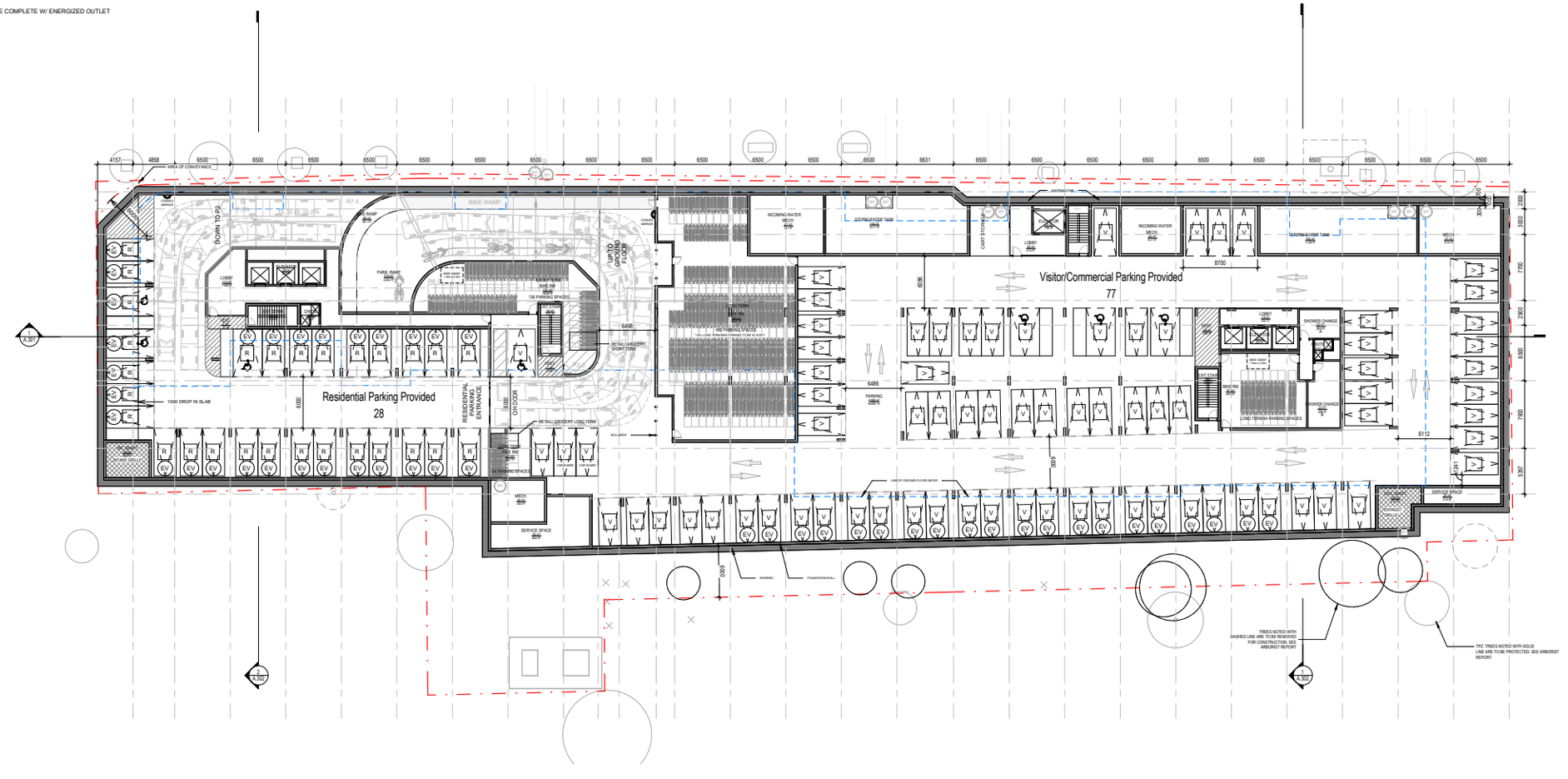
BICYCLE SPACE LEGEND

STACKABLE BIKE PARKING, TYPICAL DETAIL

DERO DECKER or SIMILAR - 2 TEIRED SYSTEM (4 BIKES / UNIT TOTAL)



EV - PARKING SPACE COMPLETE W/ ENERGIZED OUTLET
V - VISITOR
R - RESIDENTIAL
EB - BIKE PARKING SPACE COMPLETE W/ ENERGIZED OUTLET



1 P1
1 : 250

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ANDRE D'ELIA
LICENCE
9626

2451-2495 Danforth

2451-2495 Danforth Avenue, Toronto, ON M6R 2J5

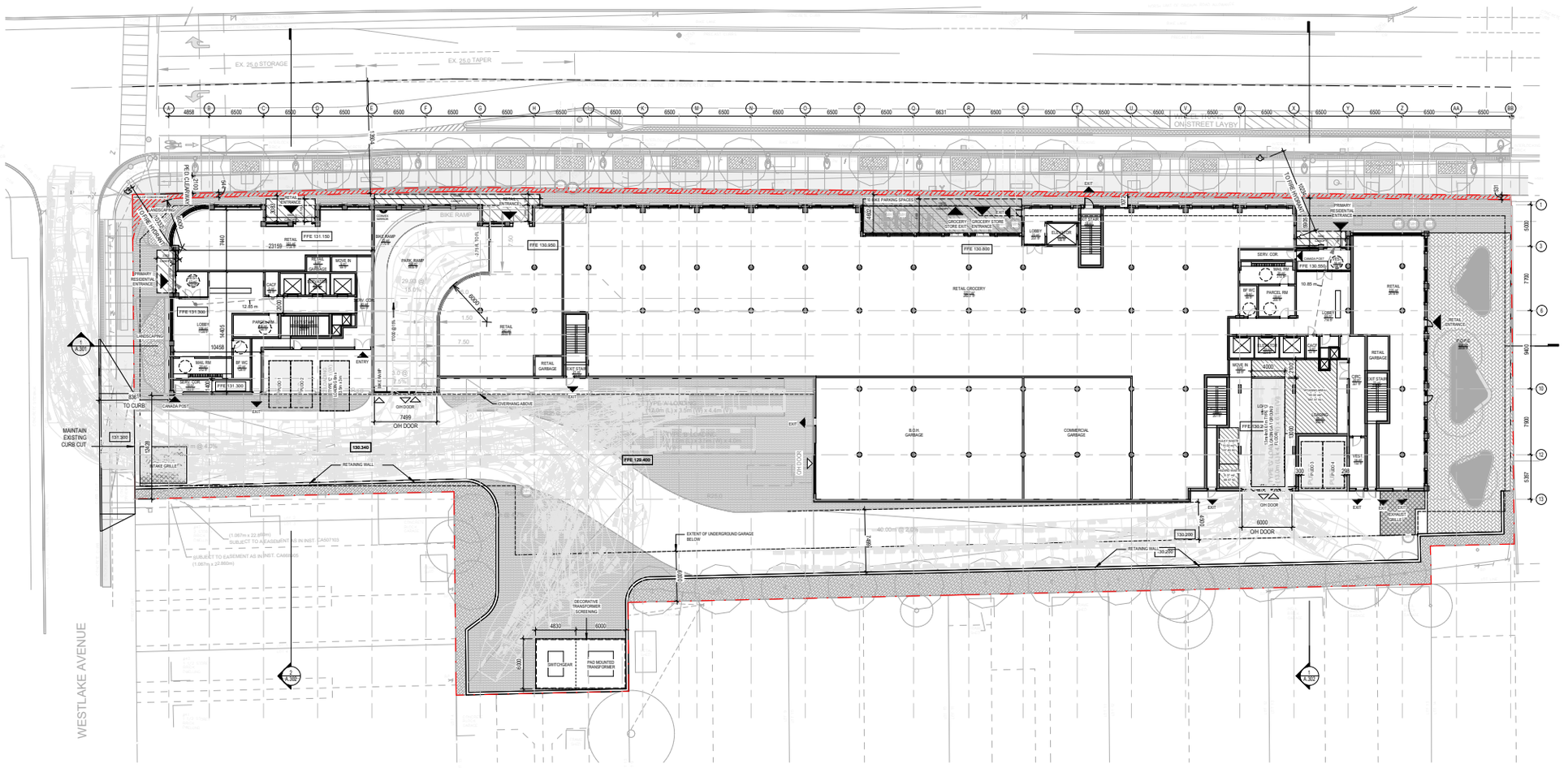
Title:
FLOOR PLAN - P1

Project No. 2216 | Scale As indicated

Drawing No.

A.102

2025/09/05/3:57 PM



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- PRINCIPAL ENTRY
- ENTRY/ EXIT
- VEHICULAR ENTRY/ EXIT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- MANHOLE COVER
- CATCH BASIN
- HYDRO POLE
- ELECTRICAL STAND
- EXTENT OF BELOW GRADE
- BUILDING ELEMENT ABOVE
- OPEN TO BELOW
- EXTENT OF GROUND FLOOR
- 123.45 GEODETIC ELEVATION
- HT: 12.30 m ELEVATION FROM EXTABLISHED GRADE
- 78.20 EXISTING GRADE ELEVATION FH
- BARRIER FREE TURNING RADIUS
- EXISTING BUILDING
- PROPERTY CONVEYANCE
- PROPERTY LINE

FFE	FINISHED FLOOR ELEVATION
TOP	TOP OF PARAPET
TOR	TOP OF ROOF
TOS	TOP OF STRUCTURE
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NOTE:

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ONTARIO ASSOCIATION OF ARCHITECTS
ANDREA DELLA
LICENCE
9826

2451-2495 Danforth

2451-2495 Danforth
Avenue, Toronto, ON
M6R 2J5

Title:

FLOOR PLAN - GROUND FLOOR

Project No. 2216	Scale As indicated

Drawing No.

A.103

2025/09/05/3:59 PM

Appendix B:
City of Toronto ECS Comments

TORONTO

Memorandum

Hamid Mazaheri, P. Eng., PMP.
Manager, Development Engineering
Development Review

Metro Hall
55 John Street
16th Floor
Toronto, Ontario M5V 3C6

Tel: 416-397-5117
hamid.mazaheri@toronto.ca

Reply to: Eyoel Kebede, P.Eng.
Tel: 437-870-0364
Eyoel.Kebede@toronto.ca

Date: January 6, 2025

To: Sarah Henstock, Manager, Community Planning
Toronto & East York District
Attention: Alexa Legge

From: Hamid Mazaheri, P. Eng., PMP, Manager, Development Engineering
Toronto & East York – South District
Attention: Eyoel Kebede, P. Eng.

Subject: **Official Plan/Zoning By-Law Amendment Application No. 24 241176 STE 19 OZ**
Your Circulation Memorandum Dated: December 19, 2024
Owner: FCHT Holdings (Ontario) Corporation
Applicant: First Capital Reality Inc.
Location: 2455 Danforth Ave **Ward 19**

APPLICATION DESCRIPTION

This is in reference to the Official Plan and Zoning By-Law Amendment application made by First Capital Reality Inc. on behalf of FCHT Holdings (Ontario) Corporation for a 13 and 35 storey mixed-use building connected by a 2-storey podium, containing 620 dwelling units, 3,197 square metres of non-residential gross floor area. A total of 278 parking spaces are proposed within a two-level underground garage consisting of 190 residential parking spaces, 86 visitor parking spaces, and two (2) car-share spaces. The site fronts Danforth Avenue to the north and Westlake Avenue to the west.

The following comments and conditions are based on the drawings and reports submitted in support of the Official Plan and Zoning By-Law Amendment application for review, all received electronically by Development Review staff on December 19, 2024:

- Cover Letter, prepared by First Capital Reality Inc., dated December 16, 2024.
- Architectural Plans A000 to A006, A100 to A111, A201 to A203, A301 and A302, prepared by Superkul, dated October 28, 2024.
- Functional Servicing & Stormwater Management Report, prepared by civilGo Engineering Inc, dated November 11, 2024.
- Hydrogeological Investigation Report, prepared by WSP Canada Inc., dated November 8, 2024.
- Hydrological Review Summary, prepared by WSP Canada Inc., dated November 8, 2024.

- Servicing Report Groundwater Summary, prepared by civilGo Engineering Inc., dated November 11, 2024.
- Civil Plans, Drawing Nos- CV101, CV102, CV103, CV201 and CV501 prepared by civilGo Engineering Inc., dated November 11, 2024.
- Landscape Plans - Drawing Nos. L100, L101, L400 and L500, prepared by JRS Inc., dated December 13, 2024.
- Survey Plans, prepared by KRCMAR Surveyors Ltd., dated August 4, 2022.

The following comments and conditions pertain solely to the Zoning By-law Amendment aspects of the subject proposal for the above-noted site. This project will be subject to a future Site Plan Control application and additional comments and/or requirements related to stormwater management report, servicing and grading plans, site access, site circulation and layout and design of the proposed entrance driveways, their respective operations and streetscape/landscape will be provided through the site plan review process.

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 plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Chief Engineer & Executive Director, 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

1.1. Clarify/revise the required right-of-way widening along Danforth Avenue as follows:

(a) Provide a dimension for the width of the conveyance (0.4 metres required).

(b) Revise the labels on the landscape and any other plans to provide a free simple conveyance (i.e. not stratified).

(c) Remove the underground parking garage encroachment from the corner rounding conveyance.

1.2. Provide a minimum of one (1) shower and change facility for each gender to meet the requirements of Zoning By-law 569-2013, Chapter 230.

1.3. Revise all applicable plans to clarify and reduce the width of the driveway access, which should be as narrow as possible while accommodating the necessary truck manoeuvres.

1.4. Confirm whether changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements.

2. Solid Waste Services

Multi-Residential Component – Building A

2.1. Revised drawings must indicate and annotate that the staging pad is located at the front of the Type G loading space will be at least 62 square metres. Currently when measured under scale, only 33.66 square metres is provided.

2.2. Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.

2.3. Revised drawings must show an additional 3.79 square metre, at a minimum for the storage of household hazardous waste.

Multi-Residential Component – Building B

2.4. Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.

2.5. Revised drawings must show an additional 2.41 square metre, at a minimum for the storage of household hazardous waste.

3. Engineering & Construction Services

3.1. Revise the Functional Servicing & Stormwater Management Report to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 1 – Functional Servicing & SWM Comments.

3.2. Revise the Hydrogeological Report to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 2 – Hydrogeological Report Comments.

3.3. Revise the Hydrogeological Review Summary to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 3 – Hydrogeological Review Summary Comments.

3.4. Revise Servicing Report Groundwater Summary to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 4 – Servicing Report Groundwater Summary.

3.5. Provide Foundation Drainage Summary Form as per template, appended to this memorandum as Attachment 5 – Foundation Drainage Summary Form.

B. (PRELIMINARY) ZONING BY-LAW AMENDMENT CONDITIONS

The Owner is required as (preliminary) conditions 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.

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:

- One (1) Type A space
- One (1) Type B space
- One (1) Type C space; and
- One (1) Type G space.

2. Engineering & Construction Services

2.1. The zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:

a) The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and

b) If the Functional Servicing and Stormwater Management Report accepted and satisfactory from (a) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

   i. The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; or,

   ii. The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and

c) All necessary approvals or permits arising from (1)(b)(i) or (1)(b)(ii) above are obtained, where required all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services.

C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS

The Owner is advised that the future Site Plan Application will need to address the following:

1. Transportation Services

1.1. Prior to site plan approval, the applicant must submit acceptable civil plans and a financial security in the form of a letter of credit or certified cheque (amount to be determined) for the cycle track to be constructed along the Danforth Avenue frontage, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Transportation Services.

1.2. Prior to site plan approval, the applicant must submit an acceptable pavement marking and signage plan and payment in the form of a certified cheque (amount to be determined) for any pavement marking and signage modifications/installations required along Danforth Avenue and/or Westlake Avenue, to the satisfaction of the General Manager, Transportation Services.

1.3. Prior to site plan approval, the applicant must submit a detailed signal drawing and financial security in the form of a letter of credit or certified cheque (amount to be determined) for any required signal modifications at the southeast corner of Danforth Avenue and Westlake Avenue, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Transportation Services.

1.4. 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.

1.5. The applicant must prepare all documents and convey the following lands to the City for a nominal sum:

(a) A 0.40-metre-wide strip of land along the entire Danforth Avenue frontage of the site.

(b) A 6.0 metre corner rounding at the northwest corner of the site (the southeast corner of Danforth Avenue and Westlake Avenue).

Such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public right-of-way purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor.

1.6. The applicant must submit to the Chief Engineer and Executive Director, Engineering & Construction Services, a draft Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the lands to be conveyed to the City, as identified in C(5), the remainder of the site, and any appurtenant right-of-way, for review and approval, prior to depositing it in the Land Registry Office.

1.7. That in conjunction with the future Site Plan Control application for this project, it will be necessary to:

(a) Illustrate the locations (and any required relocations) of all street furniture items along the proposed site frontages, including hydro poles, light standards, fire hydrants, and other streetscape features.

(b) With respect to the proposed cycle track along Danforth Avenue:

(i) Review the feasibility of replacing the curb stone island with green infrastructure.

(ii) Widen the concrete paver band to 0.6 metres from 0.4 metres – the additional width can be regained from the flush curb (minimum 0.2 metres wide) and the parking lane (minimum 2.0 metres wide);

(c) Clarify whether modifications/relocations are required to the traffic signal infrastructure at Danforth Avenue and Westlake Avenue. If so:

(iii) Provide signal drawings showing all required removals and installations.

(iv) Bicycle signal heads and a leading bike interval (LBI) must be provided for eastbound and westbound cyclists.

(d) Provide a draft signage and pavement marking drawing, including quantities of all required removals and installations.

(e) Provide and maintain the following Transportation Demand Management (TDM) measures on-site:

(v) A minimum of two (2) car-share parking spaces
(vi) One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy.
(vii) One (1) Presto card per unit, preloaded with the value of a monthly pass, offered for the first year of occupancy.
(viii) A minimum of two (2) bike repair stations provided on-site
(ix) Coordination with Bike Share Toronto to maintain the existing Bike Share station on-site or along the site frontage.

(f) Remove all existing accesses, curb cuts, and traffic control sign(s) that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

(g) Provide and maintain off-street vehicular parking and loading facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

(h) Provide and maintain on-site pavement markings and signage (including "No Parking" signs adjacent to the proposed loading spaces), as required.

(i) Provide and maintain a warning system to alert drivers when exiting the underground parking garage that large trucks are manoeuvring within the surface driveway and provide documentation as needed on the type of warning system used and how it will be activated.

(j) Provide and designate a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres that are required to enter or exit the site and the proposed loading space by controlling pedestrian, cyclist, and all other vehicular activity in the immediate area.

(k) Construct the Type G loading space and all driveways and passageways providing access thereto in accordance with the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures.

(l) Provide and maintain interior service connections between the shared loading spaces and the residential garbage/recycling room, moving room, retail garbage room, and each commercial and residential unit established.

(m) Provide and maintain a physical separation, by means of an overhead door or gate controls and with appropriate turnaround space, between the residential and non-residential parking supply provided on-site.

(n) Provide and maintain convex mirrors at the top and bottom of the primary and secondary ramps, at the turns in the ramps, and at all right-angled turns within the underground parking garage and position them in such a manner as to give all motorists clear views of oncoming traffic.

(o) As per Toronto Green Standard Ver. 4.0, provide and maintain a minimum of 25 percent of non-residential parking spaces and 100 percent of residential spaces with an energized outlet capable of providing Level 2 charging or higher.

1.8. With respect to any proposed boulevard improvements, including any non-standard soil cells, planters, street furniture, and/or concrete pavers, as shown on the Landscape Plans, dated _____ by JRS Inc.:

(a) The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules "B" to the satisfaction of the General Manager of Transportation Services (the "Boulevard Improvements"). The Owner's boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining public highway.

(b) The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager of Transportation Services.

(c) The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8, and the City may recover its costs in a like manner as municipal taxes.

(d) The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager of Transportation Services or their designate. In default of the removal not occurring as requested, the City may carry out the removal, at the Owner's expense, and may recover its costs in a like manner as municipal taxes

(e) The Owner acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The Owner agrees that the City or utility shall have the right to remove the Boulevard Improvements for the purpose of carrying out such installation, replacement, repair, or maintenance. Prior to removing the Boulevard Improvements, the City shall give the Owner 48 hours' notice of its intention to remove the Boulevard Improvements for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement, repairs or maintenance, the Owner, at its sole expense, shall proceed immediately to restore the Boulevard Improvements to the condition it was in prior to the commencement of such installation, replacement, repairs, or maintenance.

Under no circumstances shall the City be required to so restore the lands or to compensate the Owner for the cost of doing so.

(f) The Owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City in respect of the Owner's use of the boulevard area of the adjoining public highways for Boulevard Improvements;

(g) The Owner releases, waives and forever discharges the City and its agents, officials, servants, contractors, representatives, elected and appointed officials, successors and assigns and any other agencies, corporations, boards, commissions or related bodies having utilities or services which may in any manner be affected by the installation or maintenance of the Boulevard Improvements (collectively, the "Released Parties"), of and from all claims, demands, suits, actions and causes of action, whether in law or equity, in respect of death, injury, loss or damage to the person or any property of the Owner however caused, and all damages, costs, expenses losses and charges whatsoever arising or to arise by reason of the permission granted pursuant to this Agreement, including consequential damages (collectively, "Claims"). Without limiting the generality of the foregoing, no claims shall be made against the Released Parties by the Owner for damage occurring to the Boulevard Improvements as a result of the City's snow removal operations.

(h) The Owner must obtain and maintain third-party bodily injury and property damage insurance in the amount of $5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager of Transportation Services. Such insurance shall be kept in good standing.

1.9. That 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.

1.10. That, following City Council approval of the Zoning By-law Amendment application, a separate report will be submitted regarding the potential exclusion of residents and visitors of the subject site from eligibility for on-street parking permits.

1.11. Of the need to contact Traffic Operations staff in Transportation Services a minimum of six (6) months prior to any occupancy of the project to allow for the necessary reports to be prepared and By-laws to be enacted with respect to the any required parking regulation changes.

1.12. 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.

1.13. Of the need to make separate applications to the General Manager of Transportation Services for permits to carry out any works involving the construction in or occupancy of the abutting public rights-of-way.

1.14. The applicant must 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.

1.15. That approval 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.), must be received from the Transportation Services Division. The Owner must contact the Street Furniture Management Unit to coordinate 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 applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca. For all other works within the public right-of-way, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at 392-7877.

1.16. To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of $433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of:

Rohan Majmudar
Transportation Review, Public Realm
Street Furniture Management
433 Eastern Avenue
2nd Floor, Block B
Toronto, ON M4M 1B7
Tel: 416-338-5406
Rohan.Majmudar@Toronto.ca; and

1.17. That further changes and/or requirements may be imposed by the General Manager of Transportation Services upon receipt of the revised plans and/or additional documentation required under Section A above.

2. Solid Waste Management Services

Multi-Residential Component – Building A

2.1. Revised drawings must 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. Revised drawings must provide an accurate scale.

2.2. The planned movement of the collection vehicle is adjacent to entrance/exit from the parking garage. Revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.

2.3. Revised drawings must indicate and annotate the Staging Pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete.

2.4. Revised drawings must ensure that all doorways along the path to the staging pad are double doors or roll-up doors.

Non-Residential Component – Both Buildings

2.5. Revised drawings must indicate a dedicated waste storage area that is on private property and large enough to allow storage of all non-residential waste material between collection days. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.

Conditions

In addition to the conditions above, the following post-approval conditions must be completed and provided to the City before solid waste collection services are to begin:

2.6. A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (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

2.7. Provide written certification to the Chief Engineer & Executive Director of Engineering and Construction Services by the “qualified professional” who designed and supervised the construction that all solid waste management facilities, including vertical and horizontal clearances have been constructed in accordance with the accepted Site Plan and Waste Management Report.

2.8. Provide Solid Waste Management Services with a copy of a Waste Management Plan in compliance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" document. The Waste Management Plan is to be placed in a common area within the building and be accessible to all residents.

2.9. Construct and maintain all facilities necessary to permit front-end waste collection services by the City in accordance with Chapter 844 of the City of Toronto Municipal Code, Waste Collection, Residential Properties

2.10. Notify and advise all owners/tenants/future purchasers of the retail/commercial/non-residential components or units that all waste materials (including but not limited to garbage, recycling, and organic materials) must be collected by a private waste collection firm. The retail/commercial/non-residential components are ineligible for City waste collection services in accordance with Chapter 841 of the Toronto Municipal Code, Waste Collection, Commercial Properties.

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.

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

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. Please provide cross sections of municipal boulevards 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).

ii. 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.

iii. Provide two structural engineers' stamps on the landscape drawings 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 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."

4.4. Implementation of Superpave Asphalt Specifications

The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects delivered in 2018 and onward in the City of Toronto.

4.5. That the Owner is required to obtain a permit or enter into a private water discharge agreement with Toronto Water, Environmental Monitoring and Protection, in the event that short or long-term discharge of groundwater into the City's sewer is required.

4.6. 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.

4.7. 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 watermains 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

4.8. The applicant is required to contact municipal numbering staff at 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).

4.9. The City of Toronto has implemented a new foundation drainage policy where no groundwater will be permitted to the City's sewer system. The Foundation Drainage Policy and Guidelines apply to all new development applications received by the City of Toronto under the Ontario Planning Act, except for Committee of Adjustment applications, starting January 1, 2022. The policy and details can be reviewed at the following link:

https://www.toronto.ca/wp-content/uploads/2021/10/97db-Foundation-Drainage-Policy-AODA-1Nov21.pdf

4.10. Please ensure that all submitted reports, servicing drawings and grading drawings are stamped and signed by a qualified professional engineer.

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 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

The site fronts Danforth Avenue to the north and Westlake Avenue to the west. There are no public lanes abutting this property.

There is a requirement of 0.4 metre widening along Danforth Avenue as lands to be conveyed to the City for a nominal sum, free and clear of any obstructions and encumbrances at, above, and below grade to satisfy the Official Plan requirement of a 27 metre right-of-way. This appears to be provided on the architectural and other plans, but a dimension is not provided. The plans must be revised to provide a dimension for the required 0.4 metre right-of-way widening conveyance. In addition, this is noted on the landscape plans as a stratified conveyance, which is not acceptable. The plans must be revised to provide a fee simple conveyance with no obstructions or encumbrances at, above, or below grade.

The applicant must also convey a 6.0 metre corner rounding at the northwest corner of the site (the southeast corner of Danforth Ave and Westlake Ave). This has been shown on the provided plans, in conjunction with the above road widening conveyance. However, no encroachments are permitted

within the widened right-of-way. Accordingly, the plans for the underground parking garage must be revised to remove the encroachment of the northwest corner of the garage into the corner rounding.

As previously advised by staff, as part of the reconstruction of the site frontage, the Danforth Avenue cycle track must be raised and built to current City standards. This has been shown on the submitted plans, which is generally acceptable. However, further refinement will be required as the part of the future Site Plan Control application, including the following:

(a) Review the feasibility of replacing the curb stone island with green infrastructure.

(b) Widen the concrete paver band to 0.6 metres from 0.4 metres – the additional width can be regained from the flush curb (minimum 0.2 metres wide) and the parking lane (minimum 2.0 metres wide).

(c) Clarify whether modifications/relocations are required to the traffic signal infrastructure at Danforth Avenue and Westlake Avenue. If so:

    (i) Provide signal drawings showing all required removals and installations.
    (ii) Bicycle signal heads and a leading bike interval (LBI) must be provided for eastbound and westbound cyclists; and

(d) Provide a draft signage and pavement marking drawing, including quantities of all required removals and installations.

Driveway Access and Site Circulation

Vehicular access to the site is proposed via a direct driveway connection to Westlake Avenue, extending along the south edge of the site, which would provide access to the site's parking garage and loading spaces. The driveway access has been designed in accordance with City Standard T-310.050-1. This is generally acceptable.

However, it is noted that there appear to be two driveway accesses/curb depressions shown in the same area, one (1) in grey that is approximately 8.0 metres wide, and another in black that is approximately 14.5 metres wide, with additional splaying to a width of 23.0 metres. Based on the submitted vehicle manoeuvring diagrams (VMDs), the 8.0 metre driveway is too narrow to accommodate the required large truck manoeuvres, but the wider 14.5 metre driveway is wider than necessary, extending beyond the retaining wall along the south edge of the site. The plans must be revised to clarify the width of the proposed driveway access, which must be as narrow as possible while accommodating the necessary truck movements.

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.

Encroachments

The submitted site and landscape plans do not appear to show any structural encroachments in the public rights-of-way along Danforth Avenue or Westlake Avenue.

However, as noted above, the underground parking garage encroaches within the required corner rounding conveyance at the northwest corner of the site. The plans must be revised to remove this encroachment.

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.

Sidewalks / Public Boulevards / Streetscaping

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 adjacent to the sidewalk.
- A 0.6 metre wide buffer zone adjacent to the curb.
- A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.5 metres required for tree planting).
- Minimum 2.1 metre wide pedestrian clearways along Danforth Ave and Westlake Ave; and
- Additional setback area for a marketing zone, if desired.

Along Danforth Avenue, the landscape plans show a 2.1 metre wide pedestrian clearway, along with a 1.7–1.9 metre wide furnishing/planting zone containing street trees and a standard 2-paver band along the curb edge adjacent to the cycle track. This is acceptable.

Along Westlake Avenue, the plans show a 2.1 metre wide pedestrian clearway, along with a 1.25 metre furnishing/planting zone and standard 2-paver band. The pedestrian clearway transitions to the existing alignment across the site driveway. This is generally acceptable, subject to the comments above about the driveway width.

The applicant will be required to provide tactile walking surface indicator (TWSI) plates at the depressed curbs/pedestrian crossings adjacent to the site. This includes providing tactile plates at the southwest corner of Danforth Avenue and Westlake Avenue (the northwest corner of the site) which have been provided as per the submitted drawings.

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 Danforth Avenue and Westlake Avenue, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The Owner is advised that approval for any work to be carried out within the abutting public rights-of-way must comply with City of Toronto standards and be approved by this Division. If clarification is required on how these standards will apply to this site, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at (416) 392-7877.

For City of Toronto bicycle post and rings located within the site frontages, the Owner is advised to submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of $433.92/unit, including HST.

Additional comments and/or requirements pertaining to the public rights-of-way, the streetscaping elements, and other landscape concerns will be provided through the Site Plan Control application process.

Traffic Impact Assessment

In support of the subject proposal, the applicant's transportation consultant, BA Group, prepared an Urban Transportation Considerations Report, dated November 8, 2024. In this study, the consultant estimates the new site traffic generated based on observed rates at similar developments. As a

result, the proposed development is projected to generate 75 and 85 new two-way vehicular trips during the morning and afternoon peak hours, respectively. These new trips are associated with the additional of residential development, with the grocery element estimated to continue generating 85 and 100 trips in the morning and afternoon peak hours, reallocated from the existing Danforth Avenue accesses to the proposed Westlake Avenue site access.

Given this level of trip generation and the results of the traffic analyses, the consultant concludes that the projected development traffic will have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network.

It is noted that the provided trip generation and traffic analysis does not explicitly estimate the number of trips associated with pick-up/drop-off (PUDO) of passengers and goods, which may be substantial, given the size of the development. That being said, it is acknowledged that the projected trip generation rates are reasonable overall, and the traffic analysis shows excess capacity at Danforth Avenue and Westlake Avenue and other intersections to accommodate additional PUDO traffic.

As such, with the proposed parking supply and site context, Transportation Review accepts the methodology and conclusions of the submitted report with regard to vehicular traffic.

Transportation Demand Management (TDM)

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 Urban Transportation Considerations Report by BA Group, dated November 8, 2024, the proposed TDM measures include:

(a) Car-share Spaces and Vehicles – Provide a minimum of two (2) car-share spaces and vehicles on-site.
(b) Preloaded Transit Pass – Provide one pre-paid PRESTO card per unit, preloaded with the value of a monthly pass, available for the first year of occupancy.
(c) Bike-share Station – Coordinate with Bike Share Toronto to relocate and maintain the existing Bike Share station on-site or along the site frontage.
(d) Bike Repair Stations – Provide bicycle repair stations above the minimum by-law requirement, accessible to short-term visitor bicycle parking spaces. The number, locations and dimensions will need to be specified on the plans.

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

(a) Bike-share/Car-share Membership – Provide a one-year pre-paid bike-share and/or car-share membership per unit, available for the first year.

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.

Vehicular Parking

The proposed development includes an overall parking supply of 278 spaces, consisting of 190 spaces for residents, 86 spaces for shared residential visitors and office use, and two (2) spaces for car-share. Included within this parking supply would be 13 accessible parking spaces, distributed proportionally between the different uses. These parking spaces would be located within a two-level underground garage with the resident parking spaces separated by an overhead door.

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. 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[1]	Maximum Spaces[1]	Effective Spaces[1]
Residential					
Bachelor	139 units	0 / 0.3 / 0.3 per unit	0	41	41
1-Bedroom	266 units	0 / 0.5 / 0.5 per unit	0	133	133
2-Bedroom	152 units	0 / 0.8 / 0.8 per unit	0	121	121
3-Bedroom	63 units	0 / 1.0 / 1.0 per unit	0	63	63
Subtotal (Residential)			0	358	358
Non-Residential					
Residential Visitor	620 units	2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit[2] / 0.1 per unit	8	66	62
Retail and Grocery	3,197 sq. m	0 / 3.5 / 1.0 per 100 sq. m	0	111	31
Subtotal (Non-Residential)			8	177	93
Total Minimum Spaces			**8**		
Total Maximum Spaces				**535**	
Total Effective Spaces					451
Minimum Number of Accessible Spaces		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.			**13**

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 eight (8) residential visitor spaces and 13 accessible spaces, and is permitted a maximum of 358 residential parking spaces and 177 non-residential spaces. Therefore, the proposed supply of 278 parking spaces, including 190 resident spaces, 86 non-residential spaces, and 13 accessible spaces, satisfies the by-law requirements. As such, the proposed parking supply is acceptable.

The design of the parking garage, as shown on the provided plans, was reviewed and found to be generally acceptable. All parking spaces and drive aisles appear to meet the dimensional requirements of Zoning By-law 569-2013. However, convex mirrors must be added at the top and bottom of the primary and secondary ramps, at the turn in the ramps, and at all right-angled turns in the garage.

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[1]	
		Short-term	Long-term	Short-term	Long-term
Residential	620 units	0.2 per unit	0.9 per unit	124	558
Retail & Grocery	3,197 sq. m	3 plus 0.3 per 100 sq. m	0.2 per 100 sq. m	13	7
Subtotal				**137**	**565**
Total				**702**	

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.

2. For non-residential uses, if the total GFA is under 2,000 sq meters, no bicycle parking spaces are required.

A total of 714 bicycle parking spaces are proposed, including 567 long-term spaces, 137 short-term spaces, and 10 additional publicly accessible short-term spaces at grade, which satisfies the Zoning By-law and TGS requirements, as discussed further below.

According to Chapter 230.5.1.10(12), a bicycle maintenance facility is required. Two (2) bicycle maintenance been provided on the P1 level within the long-term and short-term bike rooms, which is acceptable to Transportation Review.

Chapter 230 requires one (1) shower and change facility be provided for each gender when five (5) or more long-term bicycle parking spaces are required for non-residential uses. The plans must be revised accordingly to meet the Zoning By-law requirements and encourage bicycle use by grocery/retail employees and other visitors to the building.

Loading

The site is subject to the loading requirements of Zoning By-law 569-2013, as summarized below.

Table 3: Loading Space Requirements – Zoning By-law 569-2013

Land Use	Units/GFA	Loading Spaces Required				
		Type A	Type B	Type C	Type G	Total
Residential	620 units	-	-	1	1	2
Retail	939 sq. m	-	1	-	-	1
Grocery	2,258 sq. m	1	1	-	-	2
Total (Without Sharing)		**1**	**2**	**1**	**1**	**5**
Total (With Sharing)[1]		**1**	**1**	**0**	**1**	**3**

1. As per Regulations 40.10.90.1(1) and 40.10.90.1(2) for a CR zone.

As per the submitted plans, a total of four (4) loading spaces have been provided, a Type G space at the base of the east tower, a Type C space at the base of the west tower, and Type A and Type B spaces have been provided at the rear of the grocery store. An additional two (2) PUDO parking spaces are provided at the base of each tower. The proposed loading supply meets the above requirements, and the proposed arrangement appropriately serves the different uses on-site.

Vehicle manoeuvring 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.

However, it is unclear from the submitted drawings whether parking regulation changes are required on Westlake Avenue to accommodate the inbound and outbound truck movements. Confirmation must be provided and, if necessary, the VMDs and functional plan must be revised to identify the necessary parking regulation changes.

In order to improve vehicular and pedestrian safety in the immediate area, a vehicular warning system 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 will be required on the type of warning system used and how it will be activated.

As well, a trained building maintenance person 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.

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.

Toronto Green Standards (TGS) Version 4

The Toronto Green Standard (TGS) Version 4.0 applies to the site since the application for the development proposal was received by the City 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.

Be advised that parking space reductions below the by-law requirement do not count towards the required 25 percent reduction. Measures that are not site-specific can be identified in the report but cannot be counted as part of the 25 percent requirement.

A TDM plan has been provided in the TIS. This is acceptable, subject to the additions noted above.

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 4: Electric Vehicle Charging Requirements – TGS Version 4

Use	Parking Spaces Proposed	Percent Required	EV Spaces Required
Residential	190	100%	190
Visitor/Non-Residential	86	25%	22
Total			**212**

Based on the above, 212 EV spaces are required. Based on the site plan submitted, all residential and 22 visitor spaces have been provided as EV spaces, satisfying the above requirement.

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 714 bicycle parking spaces are provided, including 567 long-term spaces and 147 short-term spaces, which meets the 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).

All long-term bicycle parking has been provided on the P1 level, which is acceptable.

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.

Short-term bicycle parking has been provided primarily on the P1 level, in close proximity to the bike ramp and exit stairs, along with 10 spaces at-grade along the site frontage. This is acceptable.

AQ 2.4 Electric Bicycle Infrastructure
At least 15% 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.

A total of 565 long-term bicycle parking spaces are required, hence, 84 EV spaces are required. Based on the site plan submitted, 84 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, for non-residential use only.

As noted above, this has not been provided. The plans must be revised accordingly.

AQ 2.6 Publicly Accessible Bicycle Parking
For all uses within 500m 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.

A total of 10 additional parking spaces are provided at the grade level of the site and within the public boulevard, which meets the minimum requirement.

AQ 3.2 Sidewalk Space
Provide a context-sensitive pedestrian clearway that is a minimum of 2.1m wide to safely and comfortably accommodate the pedestrian flow.

The provided landscape plans indicate a pedestrian clearway of 2.1 metres along the site's Danforth Avenue and Westlake Avenue frontages, which is acceptable.

SOLID WASTE MANAGEMENT SERVICES

Methane Testing

A portion of the real property where a development is or will be proposed, lies within 500 metres of a closed municipal landfill. Therefore, the owner of the real property (the ""Owner"") shall retain a qualified person (as that term is defined in Ontario Regulation 153/04) (the ""Qualified Person"") to conduct a subsurface investigation for the possible presence of methane gas at the property.

The investigation shall provide coverage across the property and shall be carried out such that the possible presence of methane gas can be adequately assessed.

Solid Waste is requesting that this be done as part of the current application.

Once the investigation is complete then:

(a) A gas investigation report shall be provided to the City along with a certified letter that is signed and stamped by a qualified person. The letter will state whether or not the investigation indicates that methane gas was detected at or above 1% volume in air, at any (subsurface) location on the property.

Depending on the results of the subsurface investigation, Solid Waste may request further conditions.

Currently a report has been received by SWMS and is currently undergoing review.

Multi-Residential Component – Building 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.

Multi-Residential Component – Building B

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 – Both Buildings

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 v4

SW 1.1 (Sorting) has been satisfied.
SW 1.2 (Storage) has been satisfied.

SW 1.3 (Oversized) has NOT been satisfied.
SW 1.4 (Compaction) has been satisfied.
SW 1.5 (HHW) has NOT been satisfied.

Prepared by:

Eyoel Kebede, P. Eng., Engineer
Development Engineering
Toronto & East York – North District

Signed by:

Hamid Mazaheri, P. Eng, PMP.
Manager, Development Engineering
Toronto & East York – South District
Development Review

Attachments:
1) Functional Servicing & SWM Comments
2) Hydrogeological Report Comments
3) Hydrological Review Summary Comments
4) Servicing Report Groundwater Summary Comments
5) Foundation Drainage Summary Form

Appendix C:
Toronto Transit Commission Comments

Toronto Transit Commission
1900 Yonge Street, Toronto, ON M4S 1Z2
416-393-4000

January 13, 2025

Director - Community Planning
Toronto & East York District
Toronto City Hall
100 Queen Street West
18th Floor, East Tower
Toronto, Ontario
M5H 2N2

Attention: Alexa Legge

Dear Ms. Bowman:

Re: 24 241176 STE 19 OZ
2455 DANFORTH AVE
City of Toronto, Toronto & East York District

While a pick-up / drop-off with a 10-metre radius is preferred to accommodate Wheel-Trans service, we recognize that this is not practical on all sites. Operators are discouraged from reversing their vehicle due to safety concerns. However, we are satisfied if a Wheel-Trans vehicle can enter and exit the site with a 6 foot (~1.8m) correction (reverse movement). If Wheel-Trans access is to be accommodated on-site, a vehicle maneuvering diagram should be provided for a 7-metre Promaster vehicle.

Where it is not possible to accommodate this vehicle on-site, the applicant can accommodate service on-street, provided that the on-street pick-up / drop-off location:

- is not on an arterial roadway (unless it is in a layby);
- includes a hard surface 2.1 metres wide and 2.4 metres deep connected to (or part of) the sidewalk to accommodate side-door loading;
- is within 70 metres of an accessible building entrance; and
- has a clear line of sight to the accessible building entrance (this is to ensure that operators do not leave their vehicle and passengers unattended).

Sincerely,

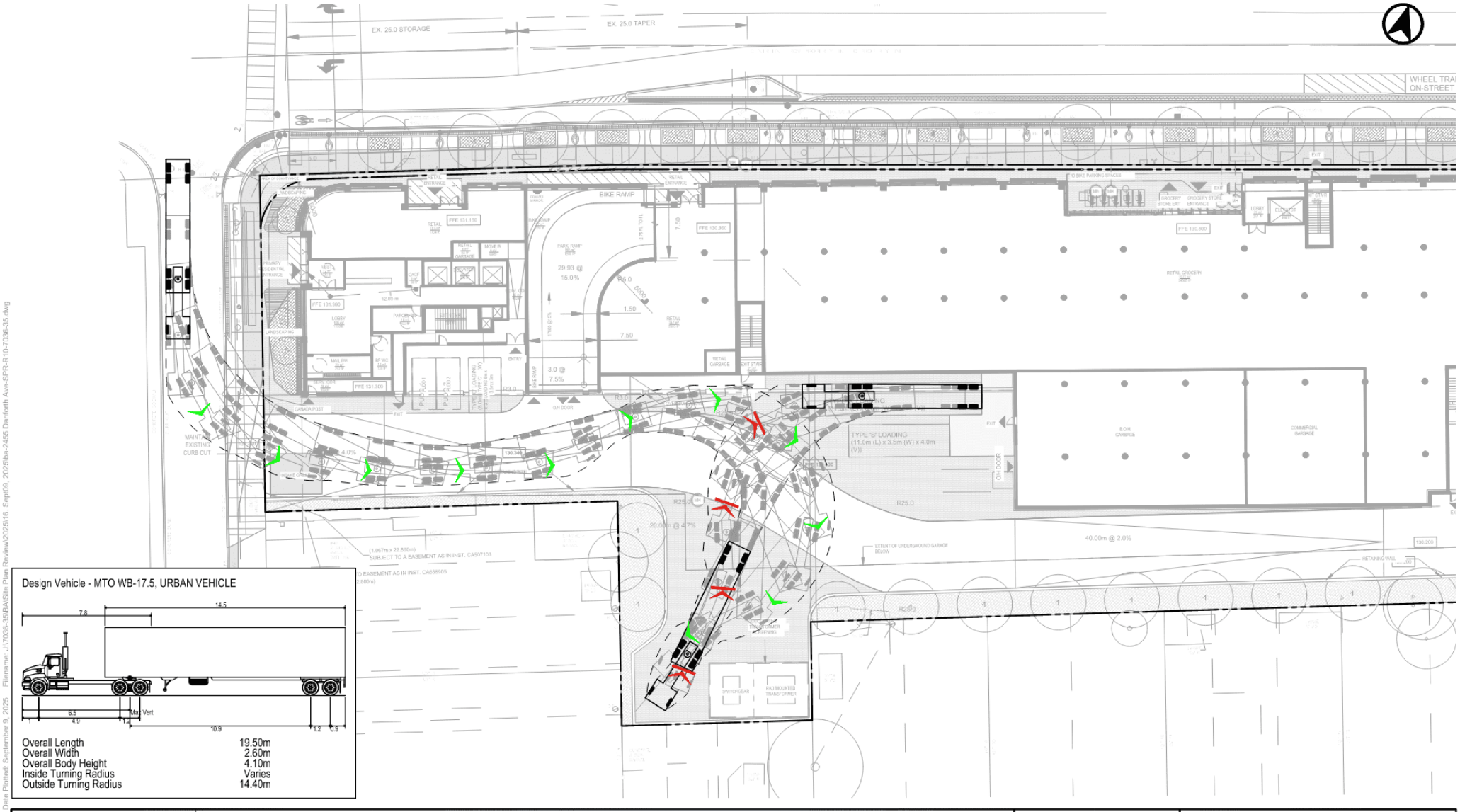
Andrea Castillo
Transportation Planning Analyst – Project Development and Planning

11-ML-92

Attachments: None

Copy: Nigel Tahair, Program Manager – Transportation Planning, Toronto & East York District
Lukasz Pawlowski, Manager – Traffic Planning, Transportation Services, South District

Appendix D:
Vehicle Manoeuvring Diagrams (VMDs)



Design Vehicle - MTO WB-17.5, URBAN VEHICLE

Overall Length	19.50m
Overall Width	2.60m
Overall Body Height	4.10m
Inside Turning Radius	Varies
Outside Turning Radius	14.40m

BA Group

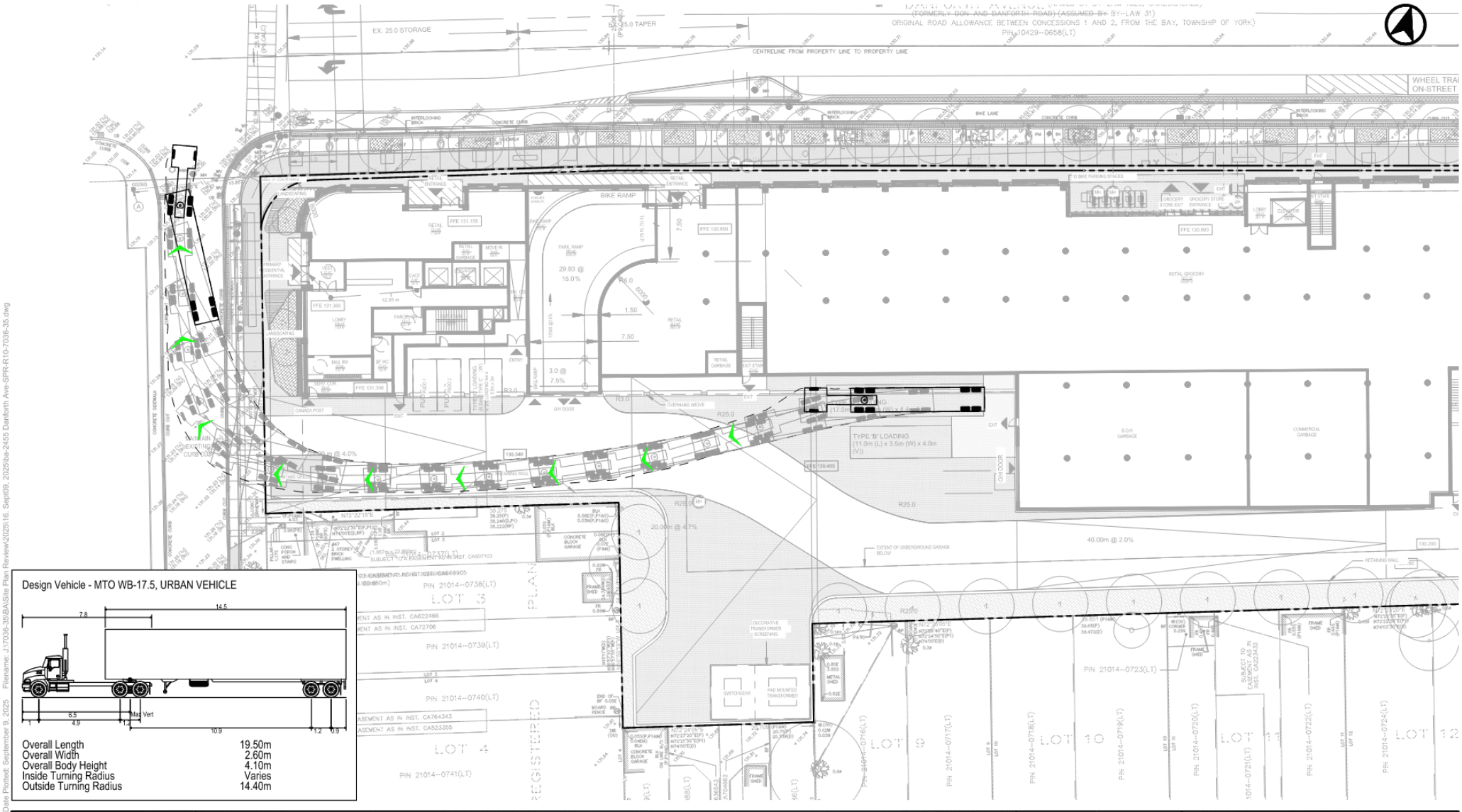
2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM
MTO WB-17.5 - INBOUND
TYPE 'A' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:400 — 0 2 4 6 8 10 20m

Drawing No. VMD-01



2451 - 2495 DANFORTH AVENUE

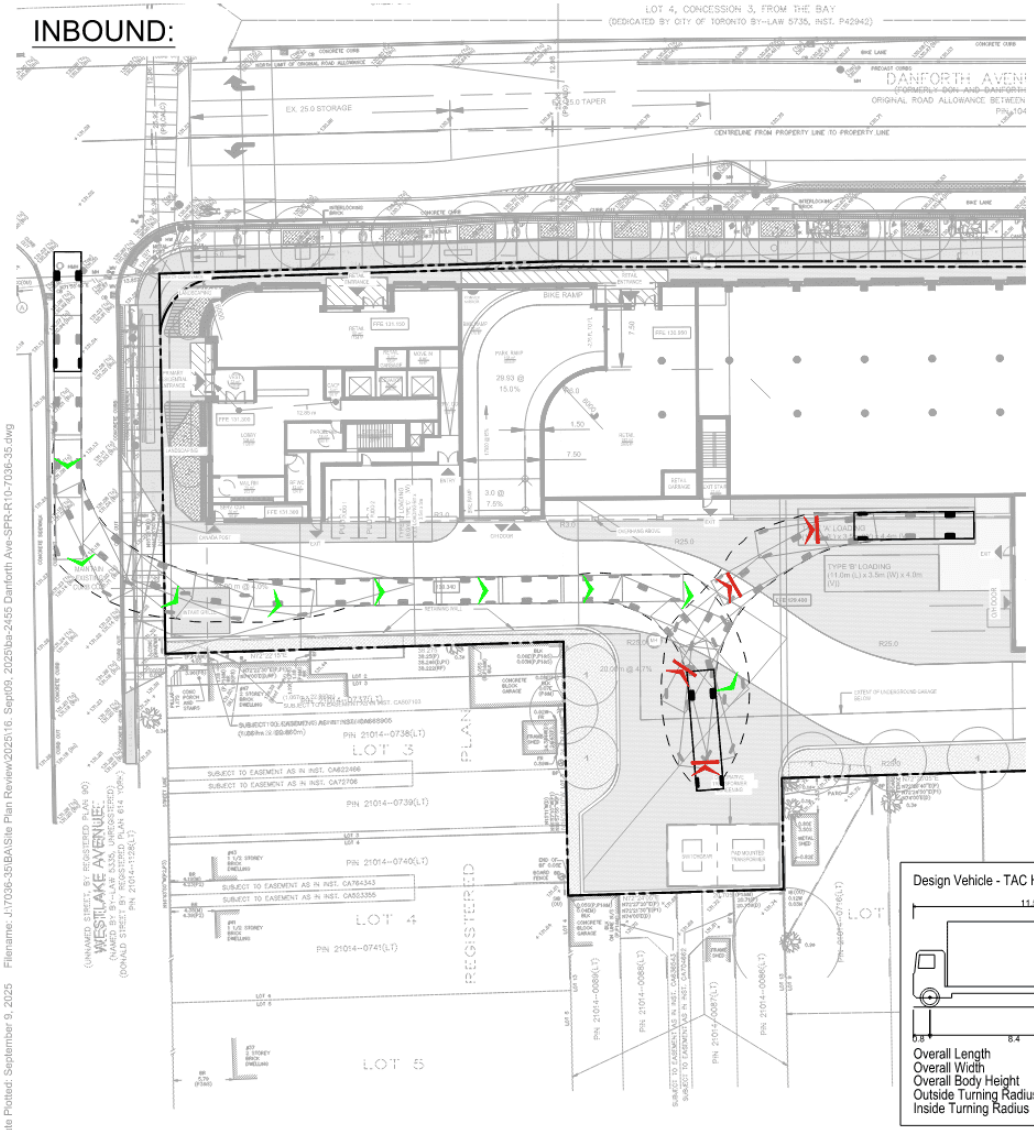
VEHICLE MANOEUVRING DIAGRAM
MTO WB-17.5 - OUTBOUND
TYPE 'A' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-02

INBOUND:



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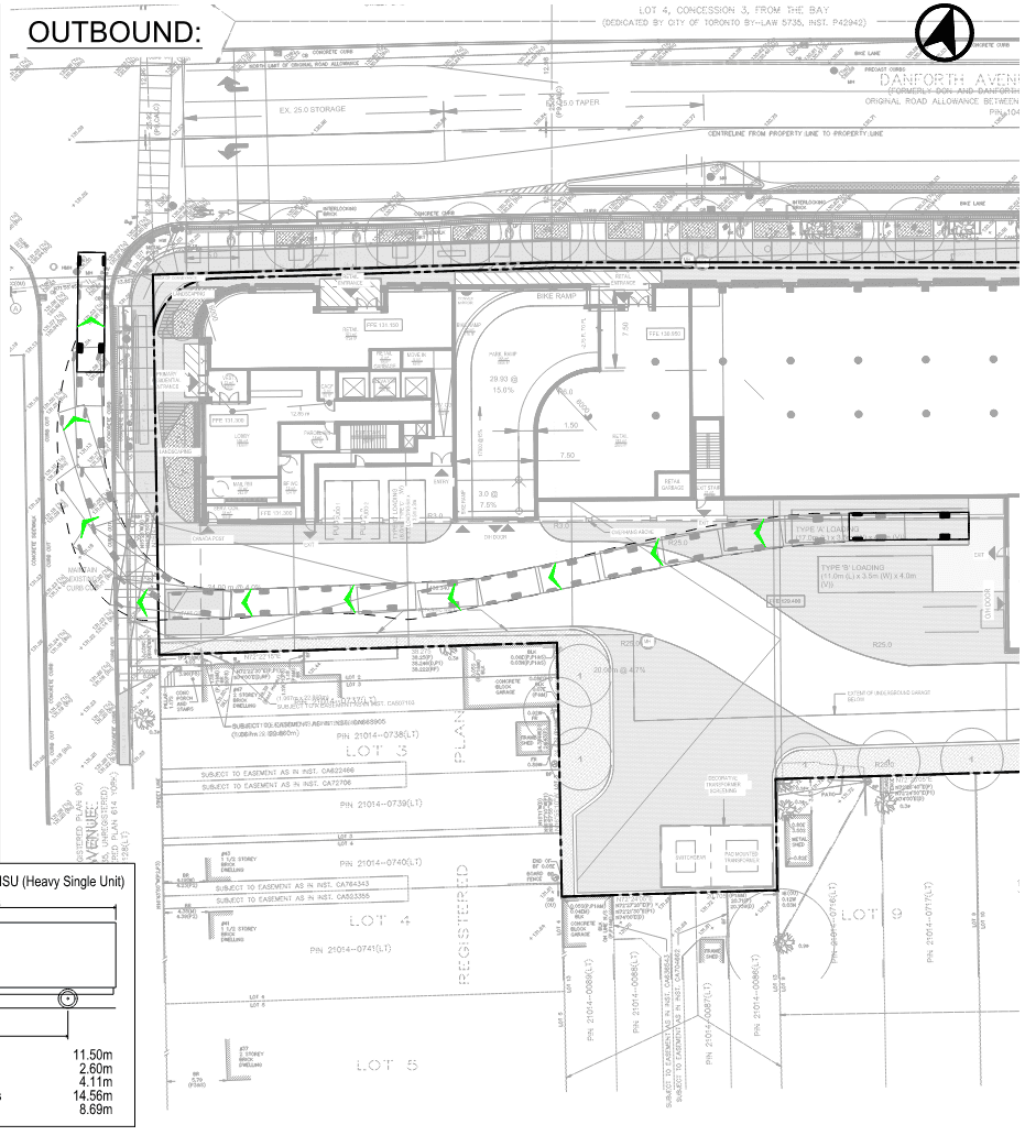
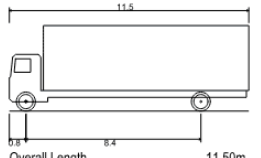


Design Vehicle - TAC HSU (Heavy Single Unit)



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

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

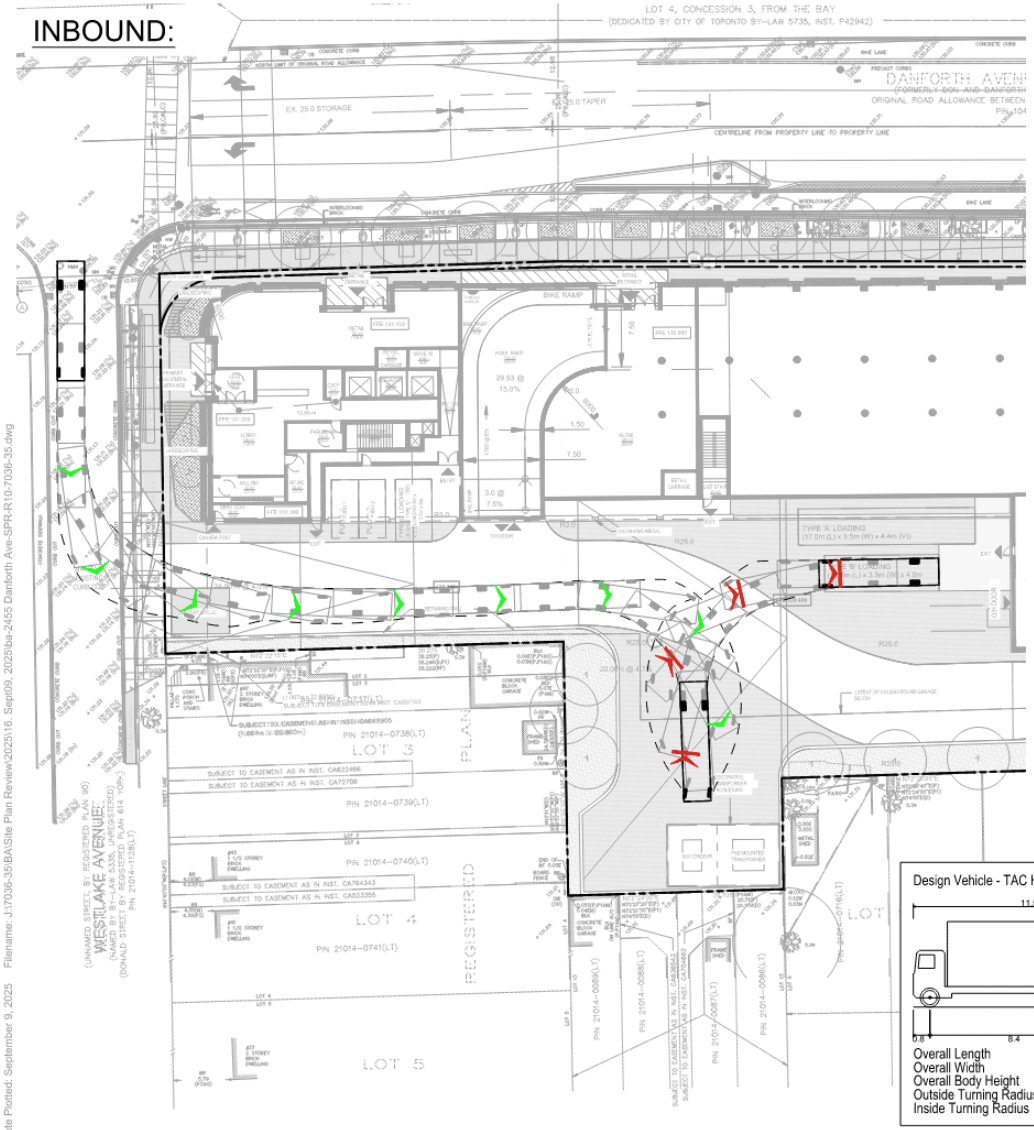
VEHICLE MANOEUVRING DIAGRAM
HEAVY SINGLE UNIT (HSU) VEHICLE
TYPE 'A' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

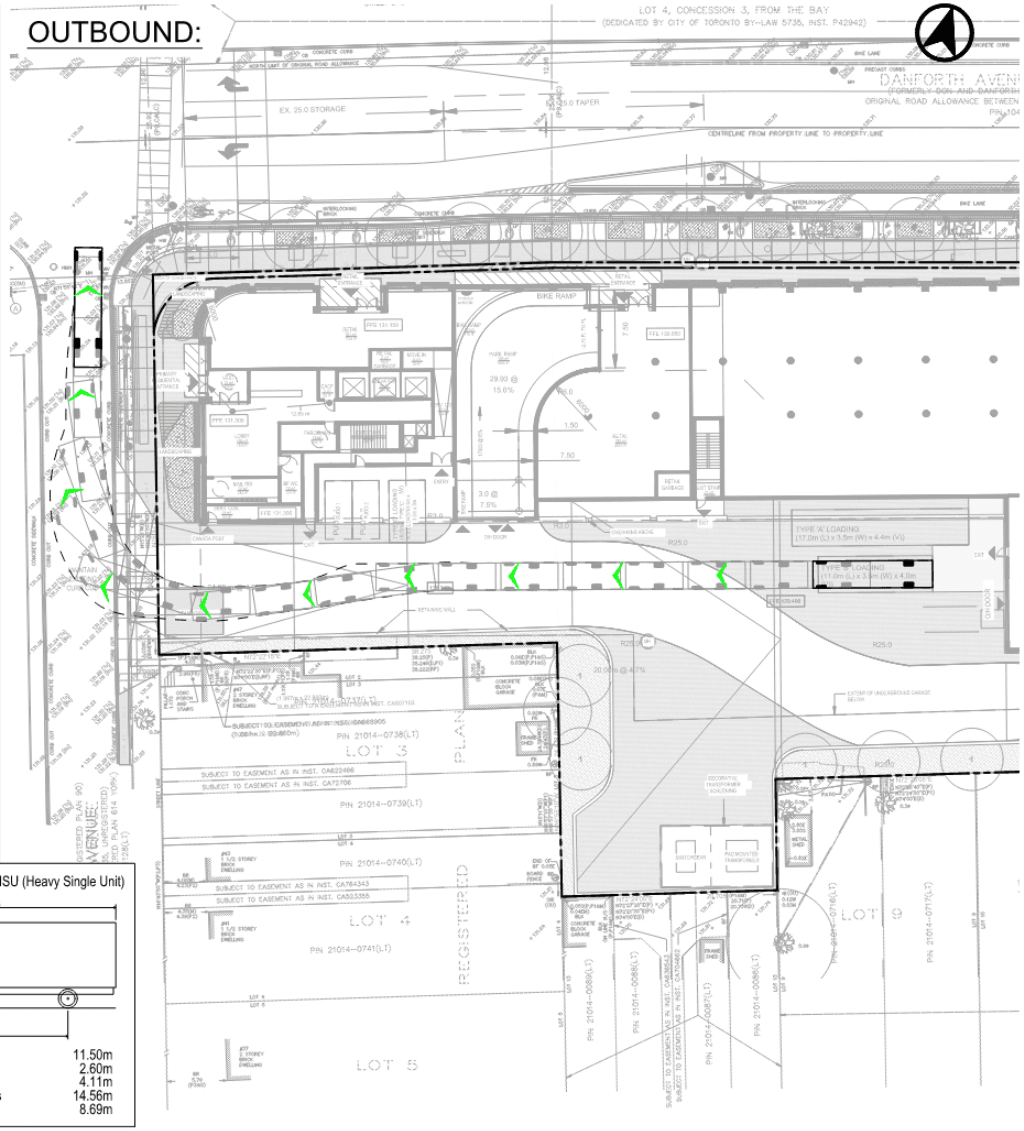
Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-03

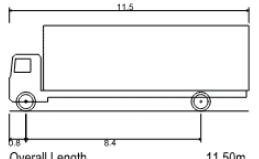
INBOUND:



OUTBOUND:



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

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

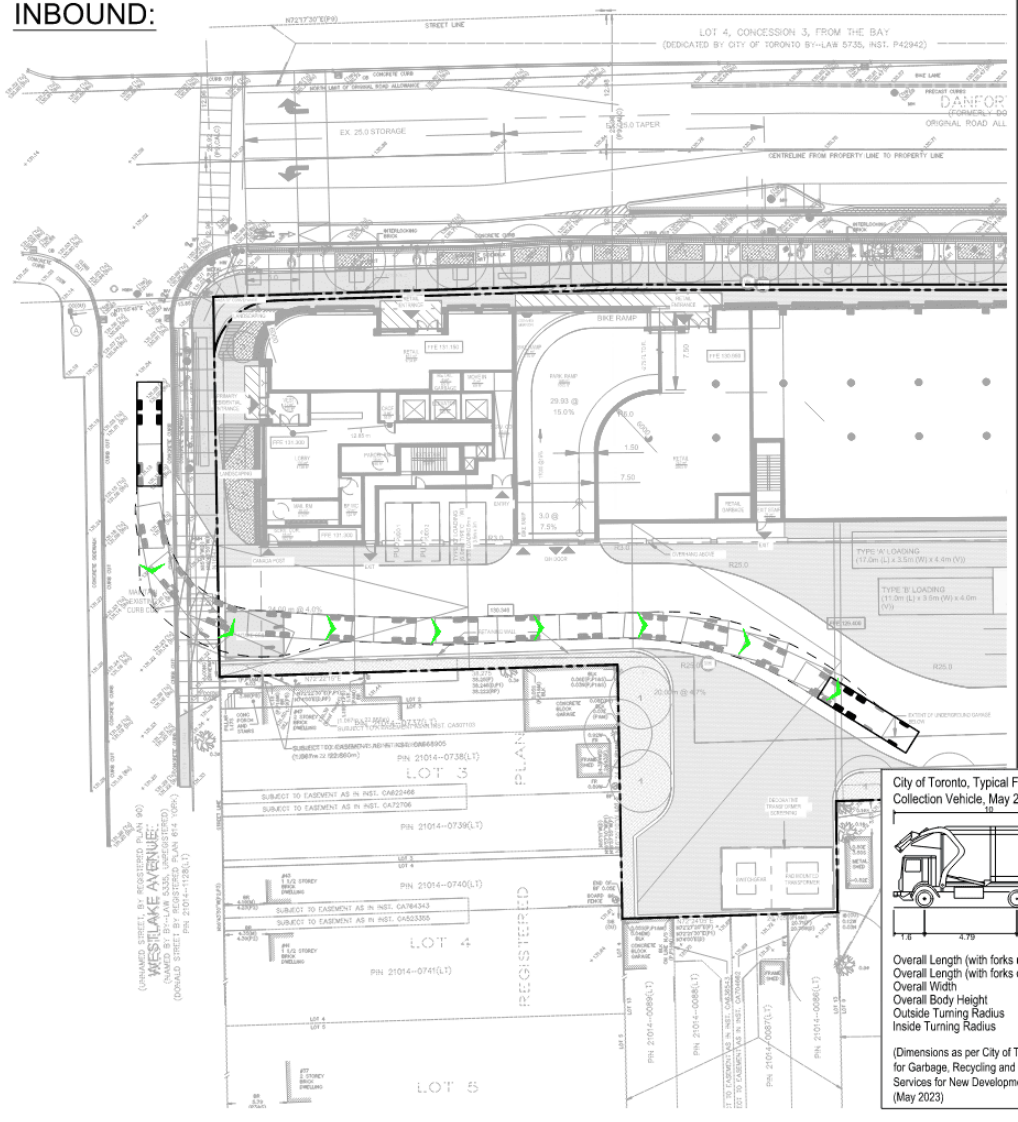
VEHICLE MANOEUVRING DIAGRAM
HEAVY SINGLE UNIT (HSU) VEHICLE
TYPE 'B' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-04

INBOUND:



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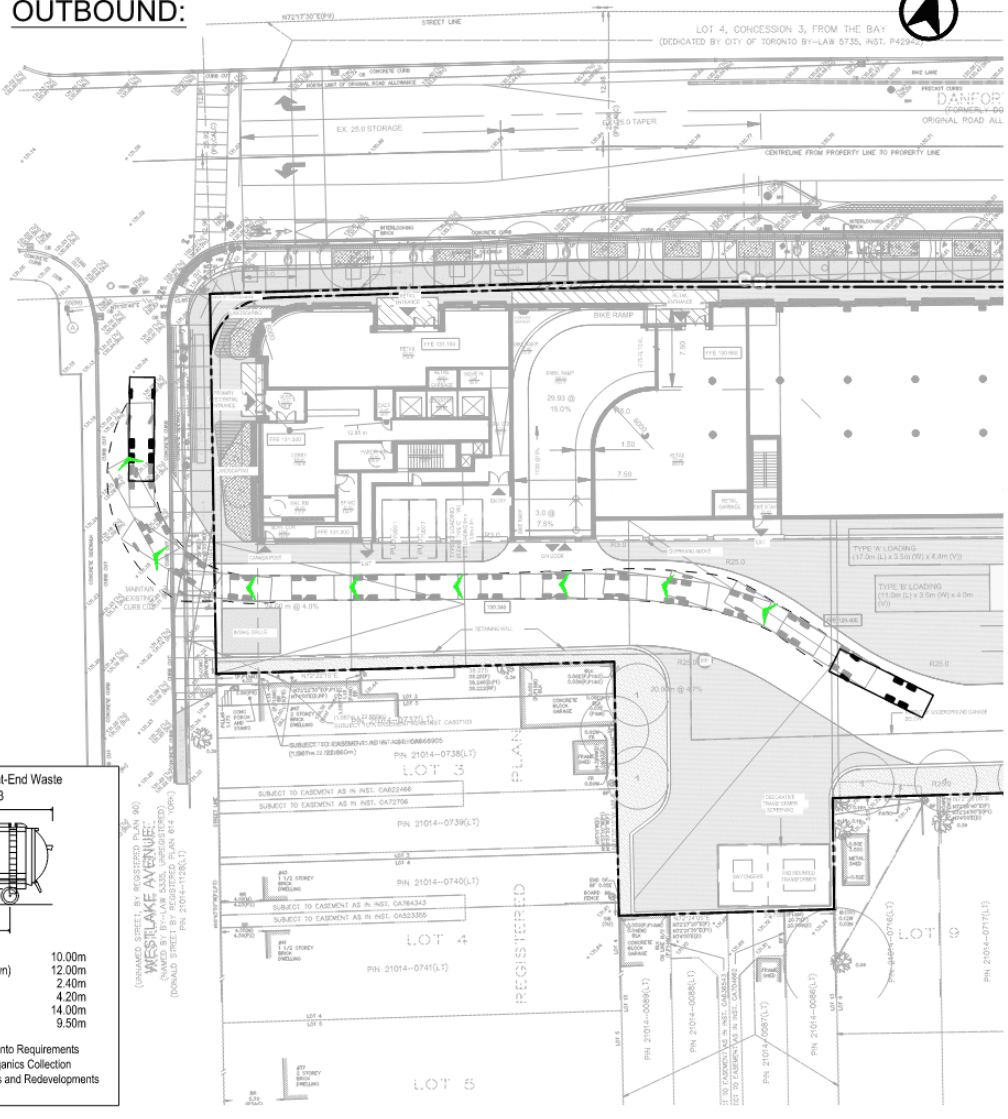
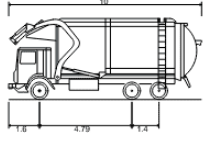


City of Toronto, Typical Front-End Waste Collection Vehicle, May 2023



Overall Length (with forks up)	10.00m
Overall Length (with forks down)	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
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 2023)

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

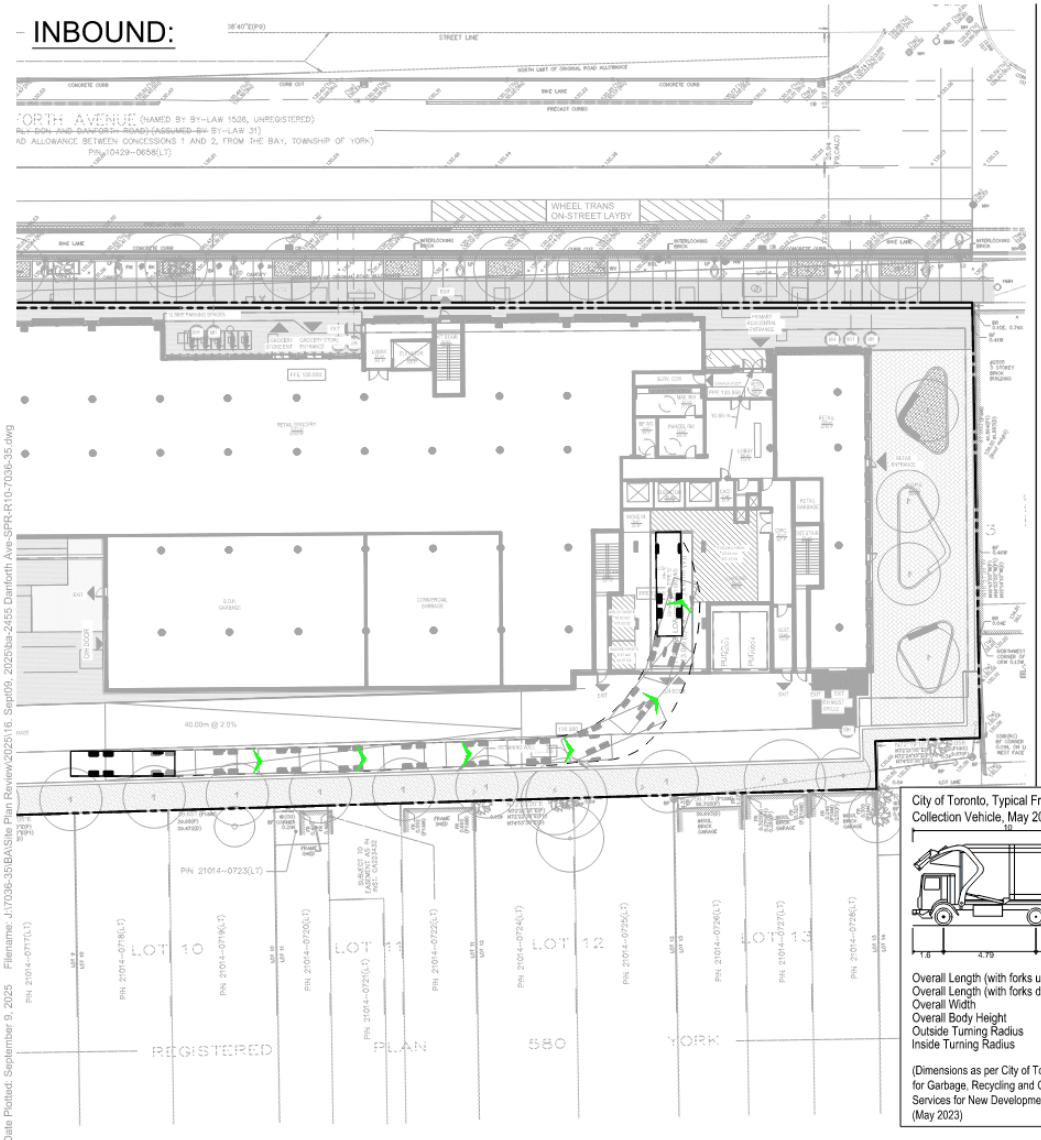
CITY OF TORONTO TYPICAL FRONT-LOADING WASTE COLLECTION VEHICLE ENTERING / EXITING SITE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:500 (0, 5, 10, 15, 20m)

Drawing No. VMD-05A

INBOUND:



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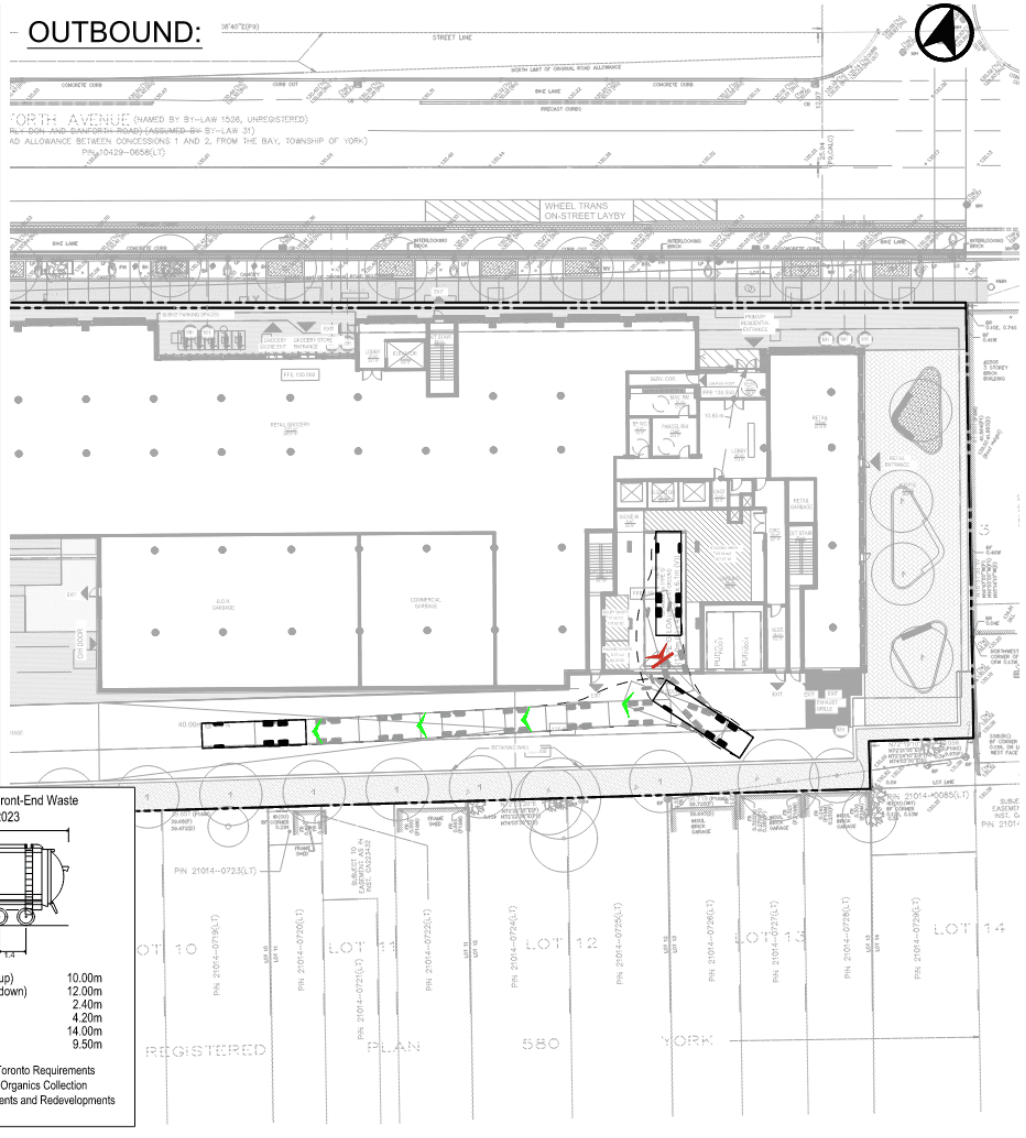
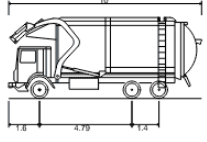


City of Toronto, Typical Front-End Waste Collection Vehicle, May 2023



Overall Length (with forks up)	10.00m
Overall Length (with forks down)	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
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 2023)

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept09, 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

CITY OF TORONTO TYPICAL FRONT-LOADING WASTE COLLECTION VEHICLE

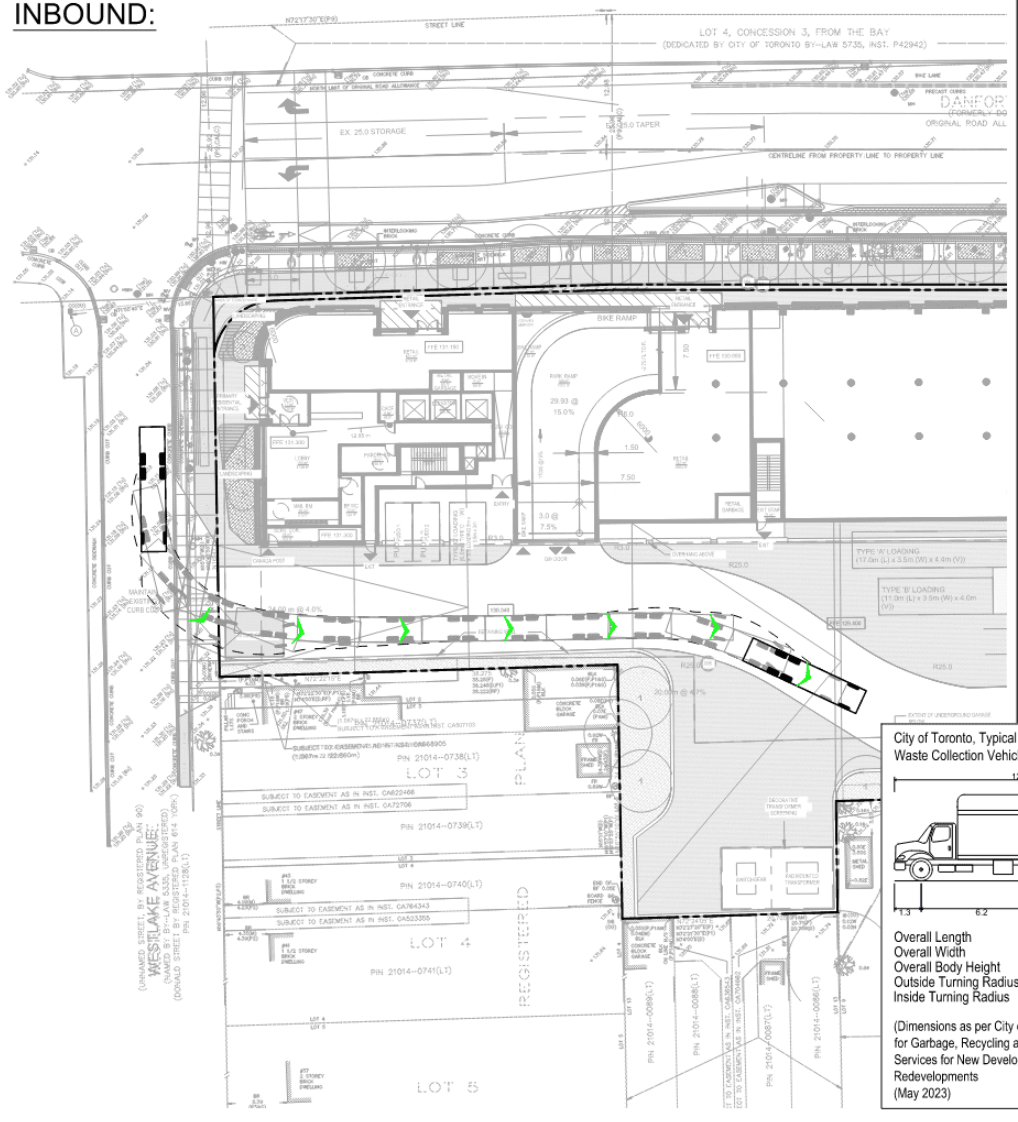
TYPE 'G' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-05B

INBOUND:



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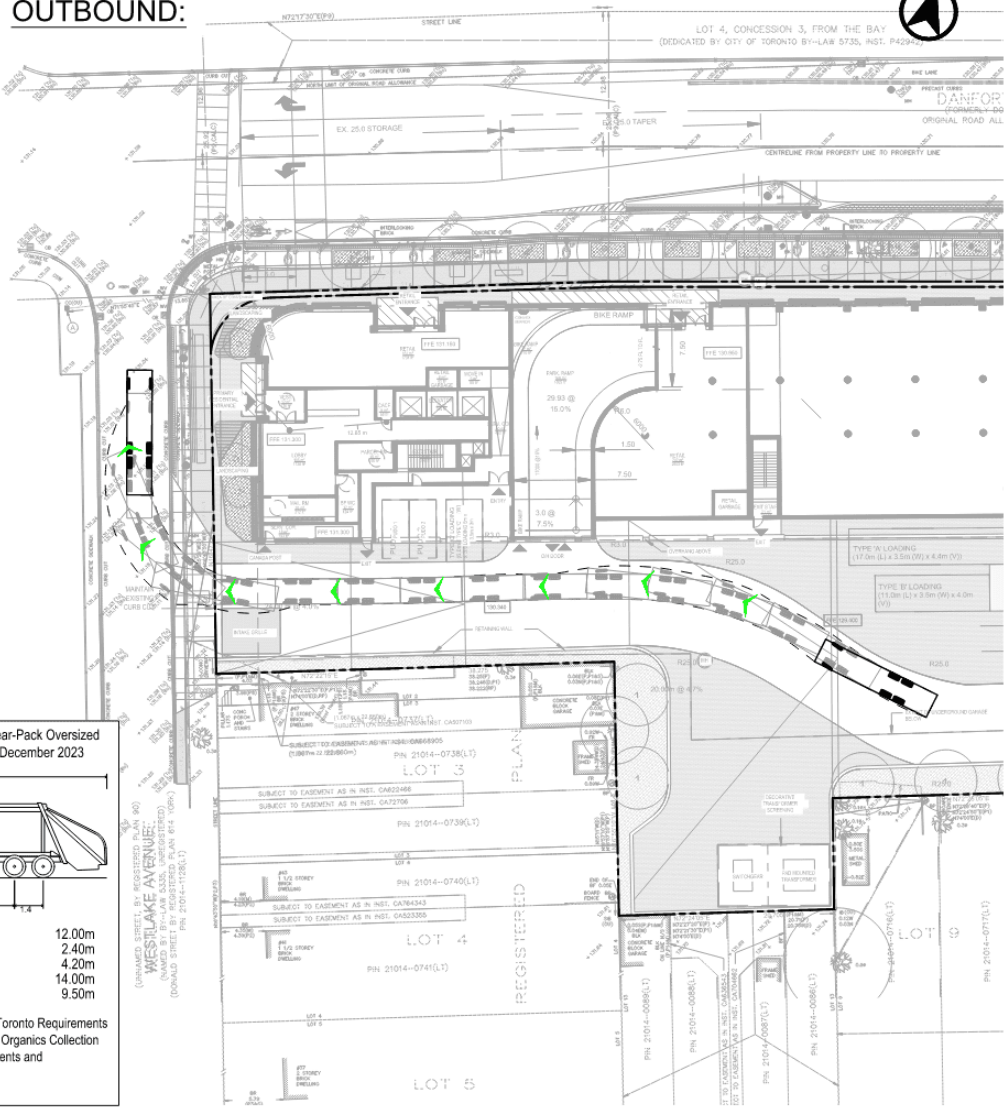
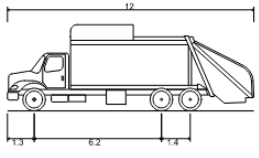


City of Toronto, Typical Rear-Pack Oversized Waste Collection Vehicle, December 2023



Overall Length	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
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 2023)

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

CITY OF TORONTO TYPICAL REAR-PACK WASTE COLLECTION VEHICLE ENTERING / EXITING SITE

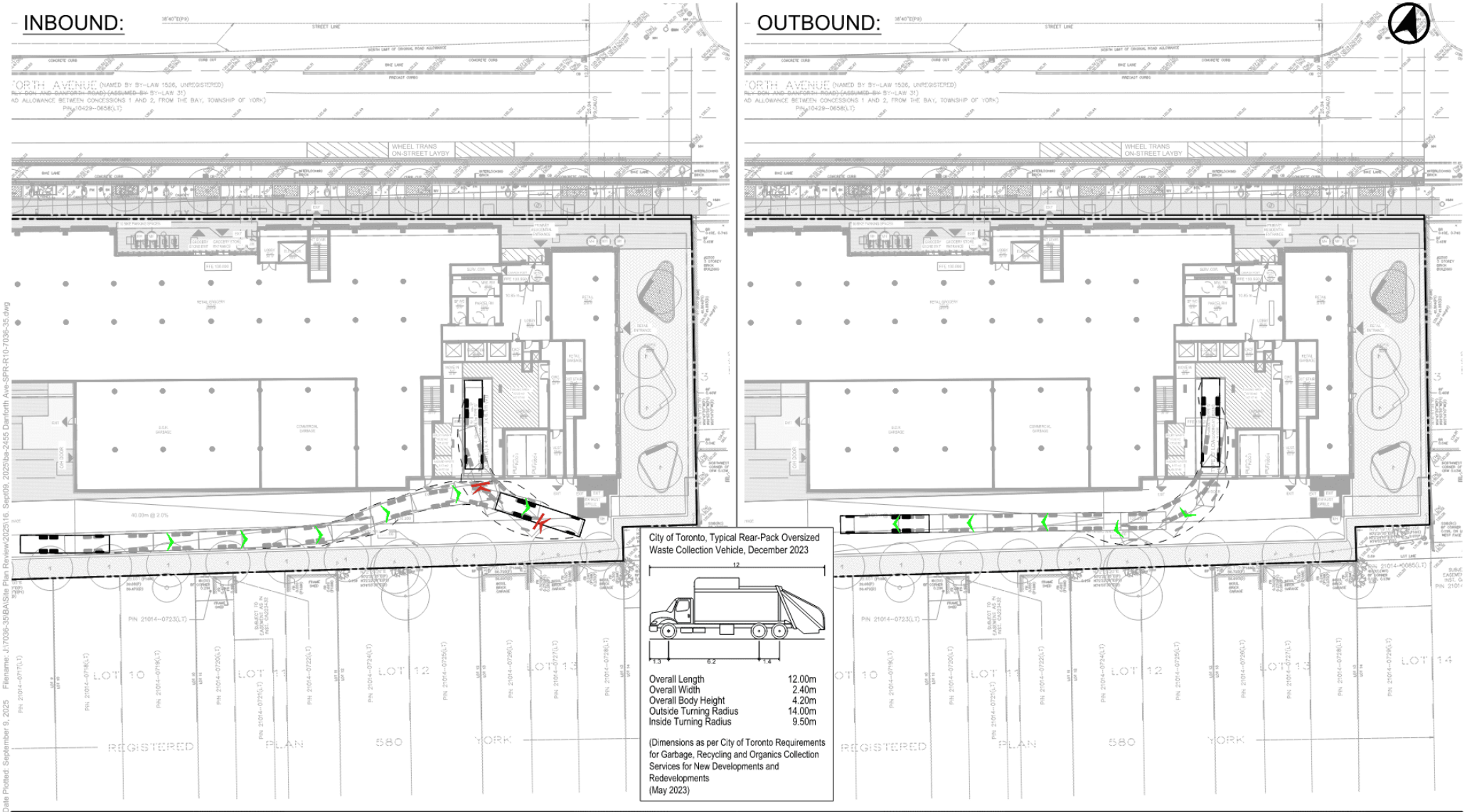
Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:500 (0, 5, 10, 15, 20m)

Drawing No. VMD-06A

INBOUND:

OUTBOUND:



City of Toronto, Typical Rear-Pack Oversized Waste Collection Vehicle, December 2023

Overall Length	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
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 2023)

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

CITY OF TORONTO TYPICAL REAR-PACK WASTE COLLECTION VEHICLE

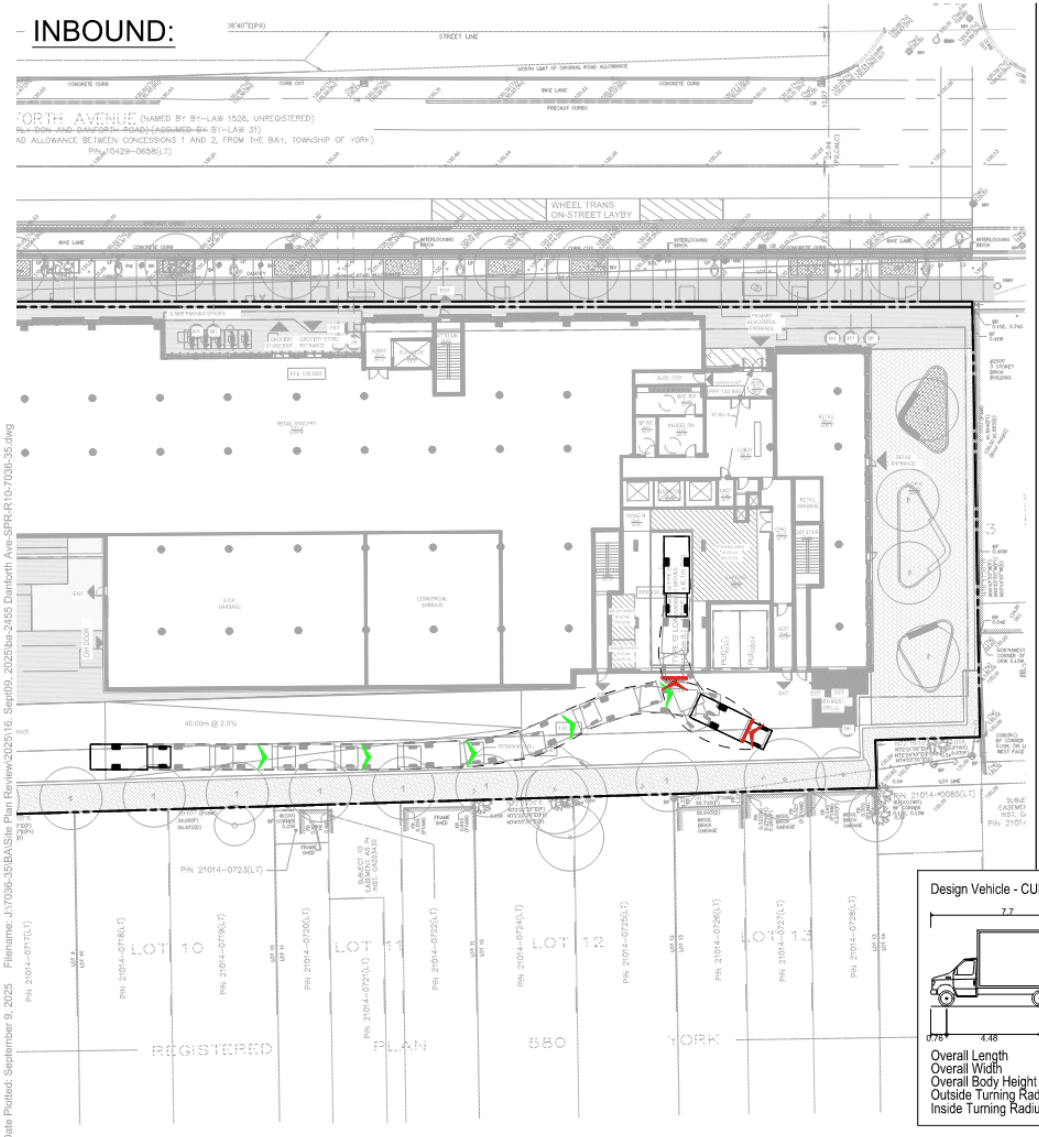
TYPE 'G' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

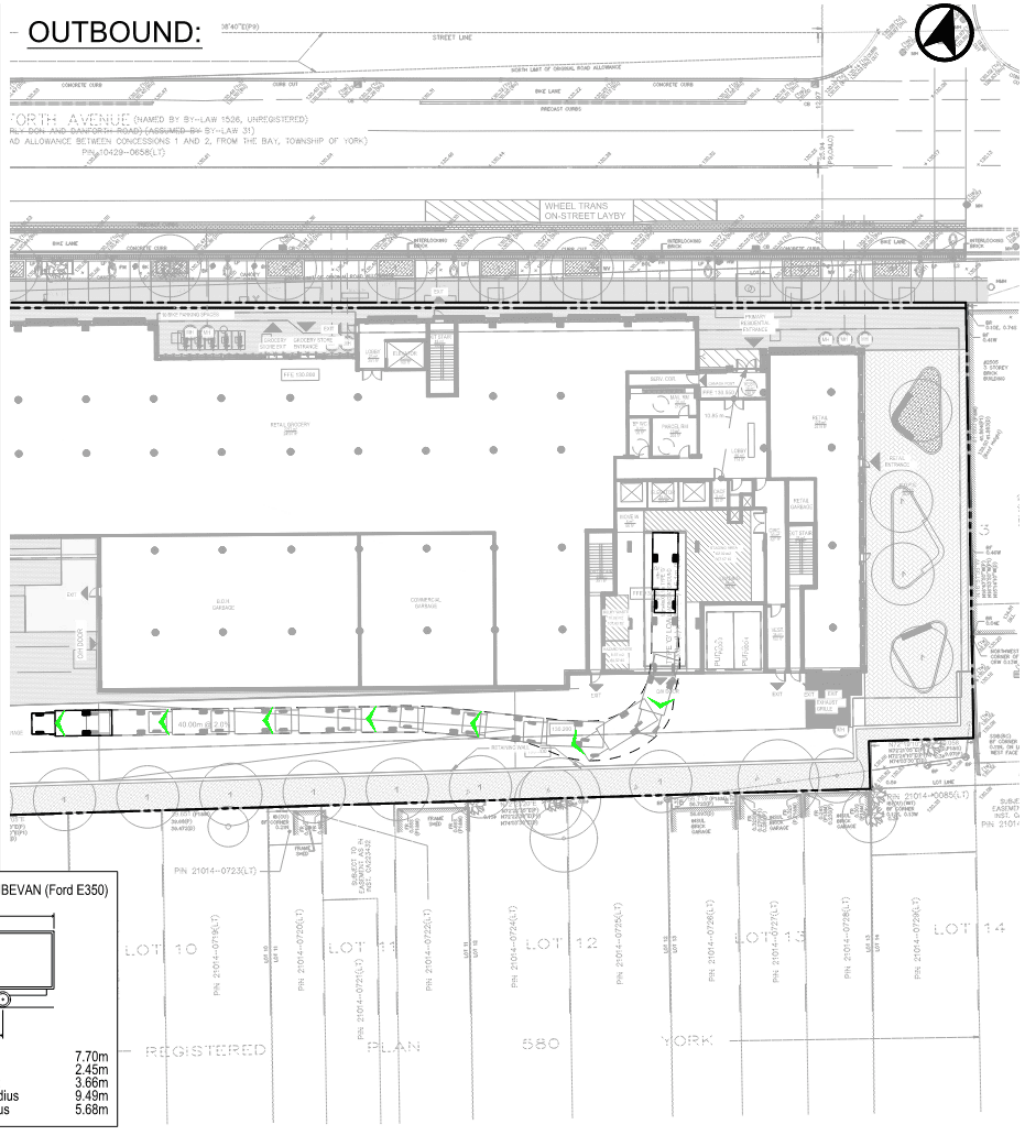
Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-06B

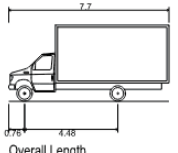
INBOUND:



OUTBOUND:



Design Vehicle - CUBEVAN (Ford E350)



Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

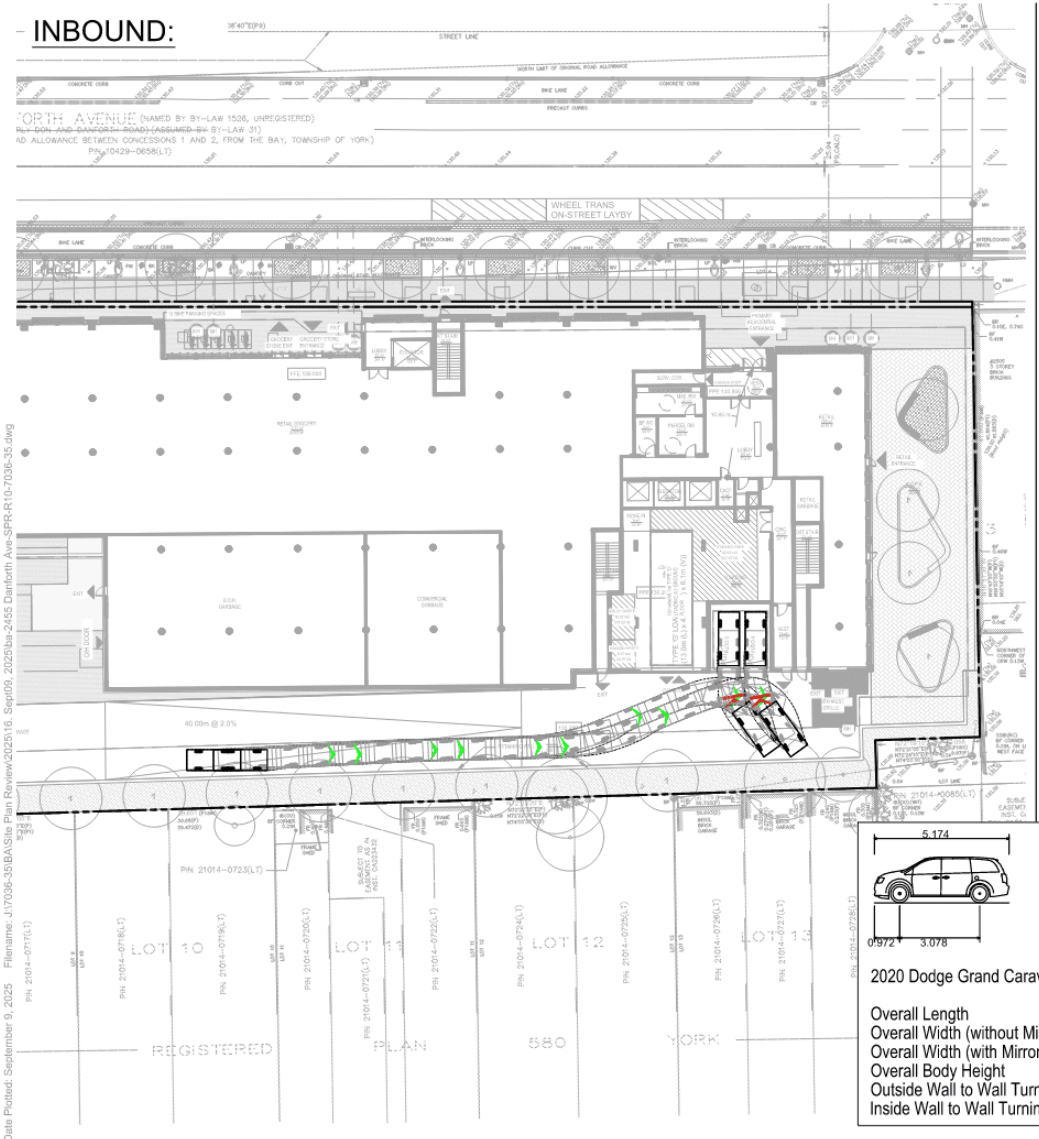
VEHICLE MANOEUVRING DIAGRAM
CUBEVAN (FORD E350)
TYPE 'G' LOADING SPACE

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

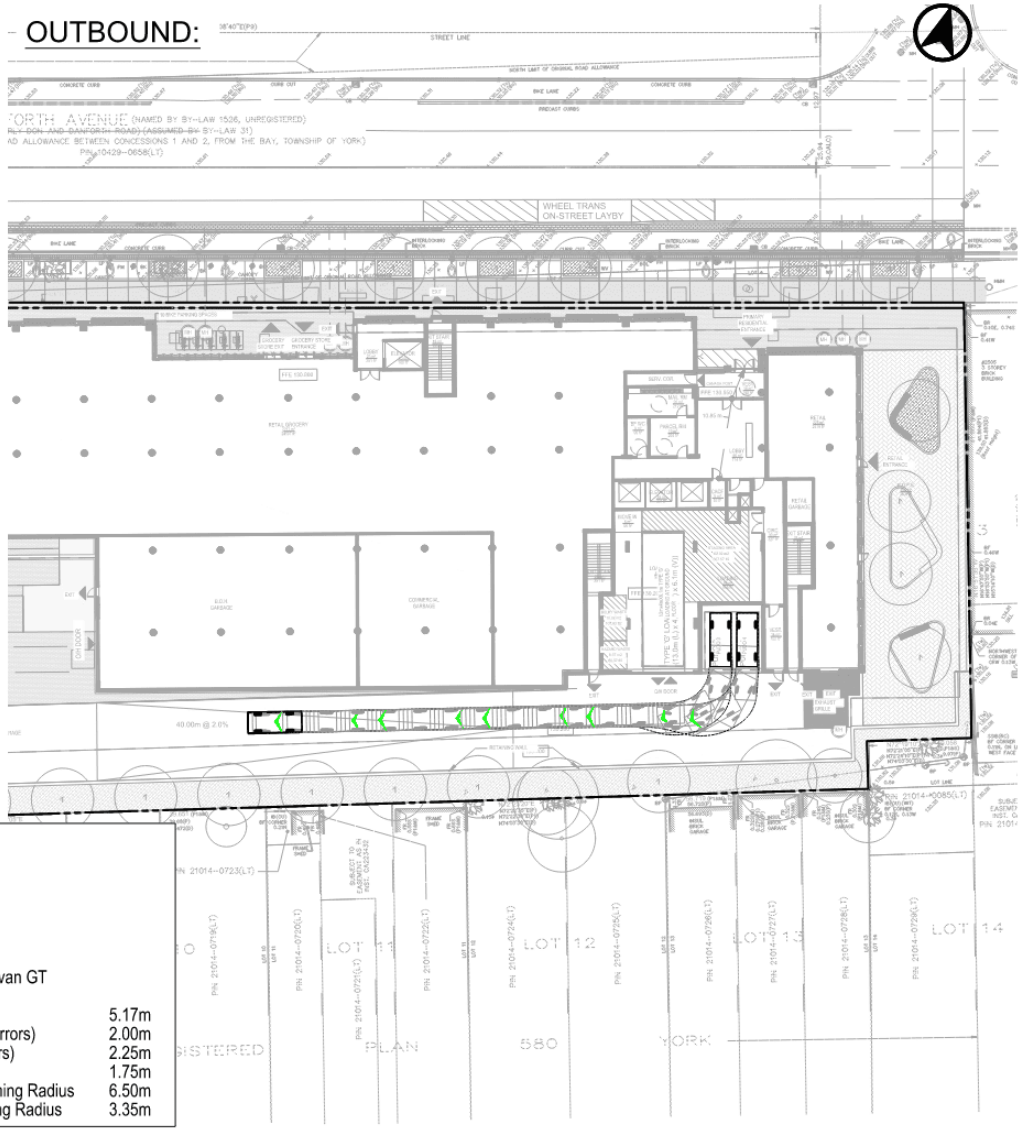
Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-07

INBOUND:



OUTBOUND:



2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width (without Mirrors)	2.00m
Overall Width (with Mirrors)	2.25m
Overall Body Height	1.75m
Outside Wall to Wall Turning Radius	6.50m
Inside Wall to Wall Turning Radius	3.35m

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

2020 DODGE GRAND CARAVAN (95TH PERCENTILE VEHICLE)

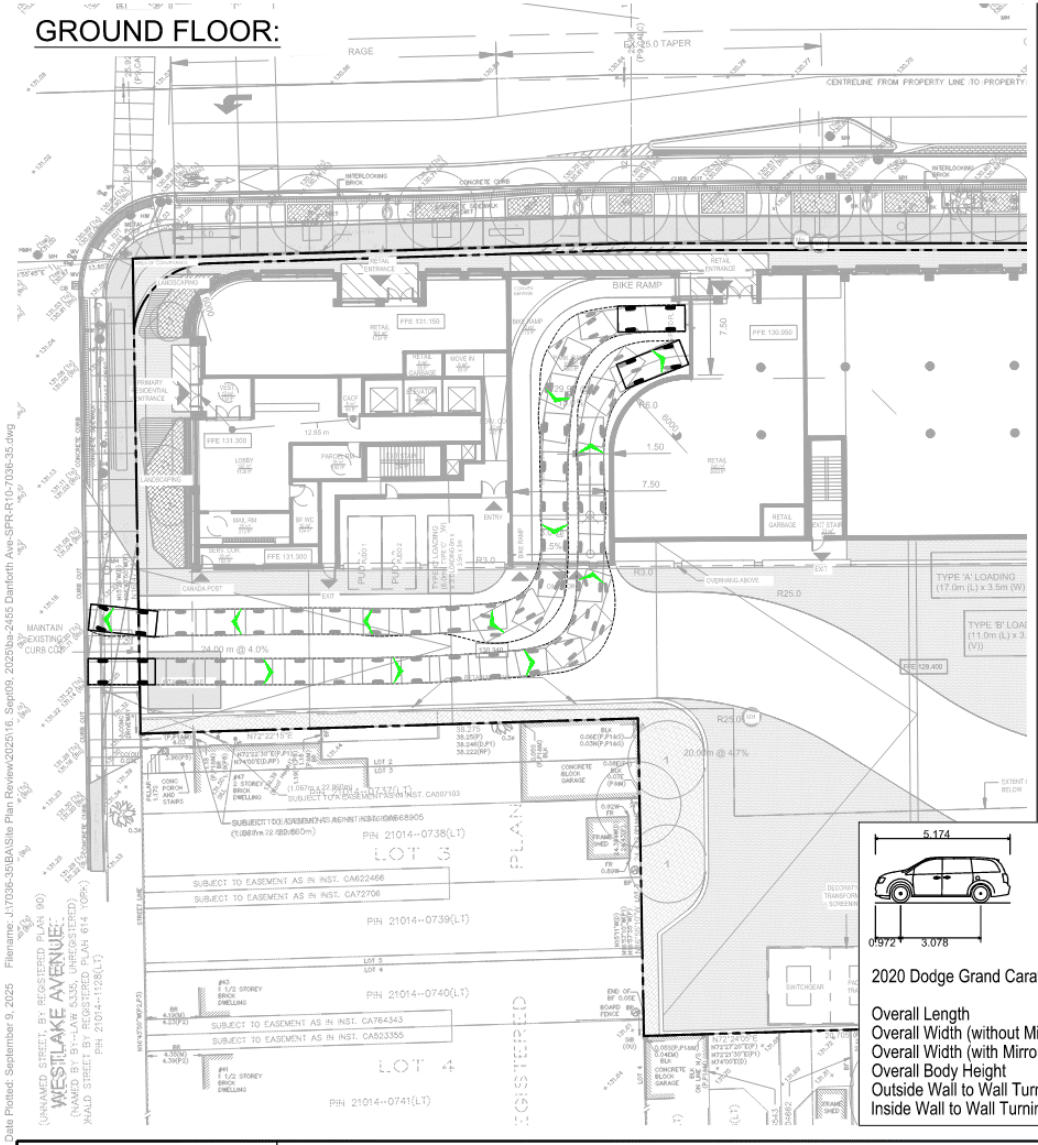
PICK-UP / DROP-OFF

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

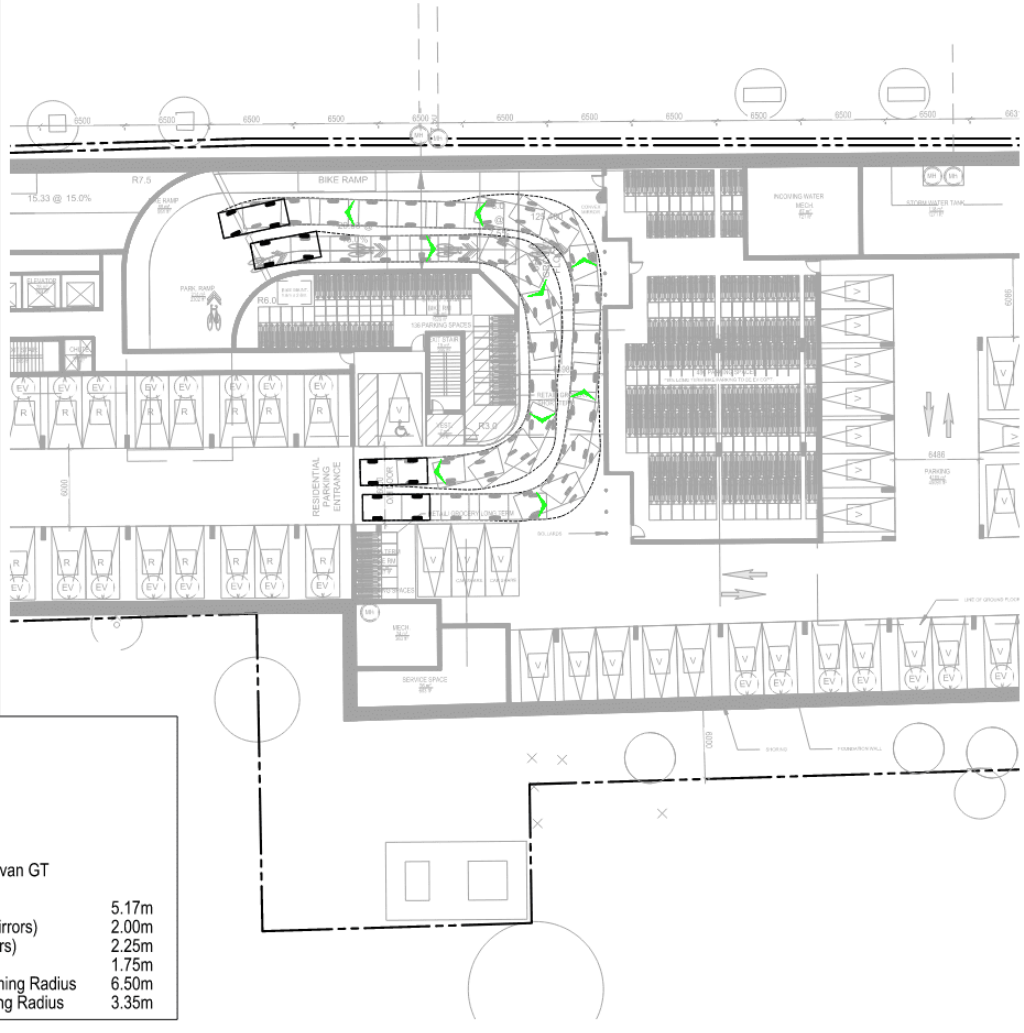
Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-08

GROUND FLOOR:



P1 LEVEL:



2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width (without Mirrors)	2.00m
Overall Width (with Mirrors)	2.25m
Overall Body Height	1.75m
Outside Wall to Wall Turning Radius	6.50m
Inside Wall to Wall Turning Radius	3.35m

Date Plotted: September 9, 2025 Filename: J:\7036-35\BA\Site Plan Review\2025\16. Sept\09. 2025\ba-2455 Danforth Ave-SPR-R10-7036-35.dwg

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

PARKING RAMP - 2020 DODGE GRAND CARAVAN (95TH PERCENTILE VEHICLE)

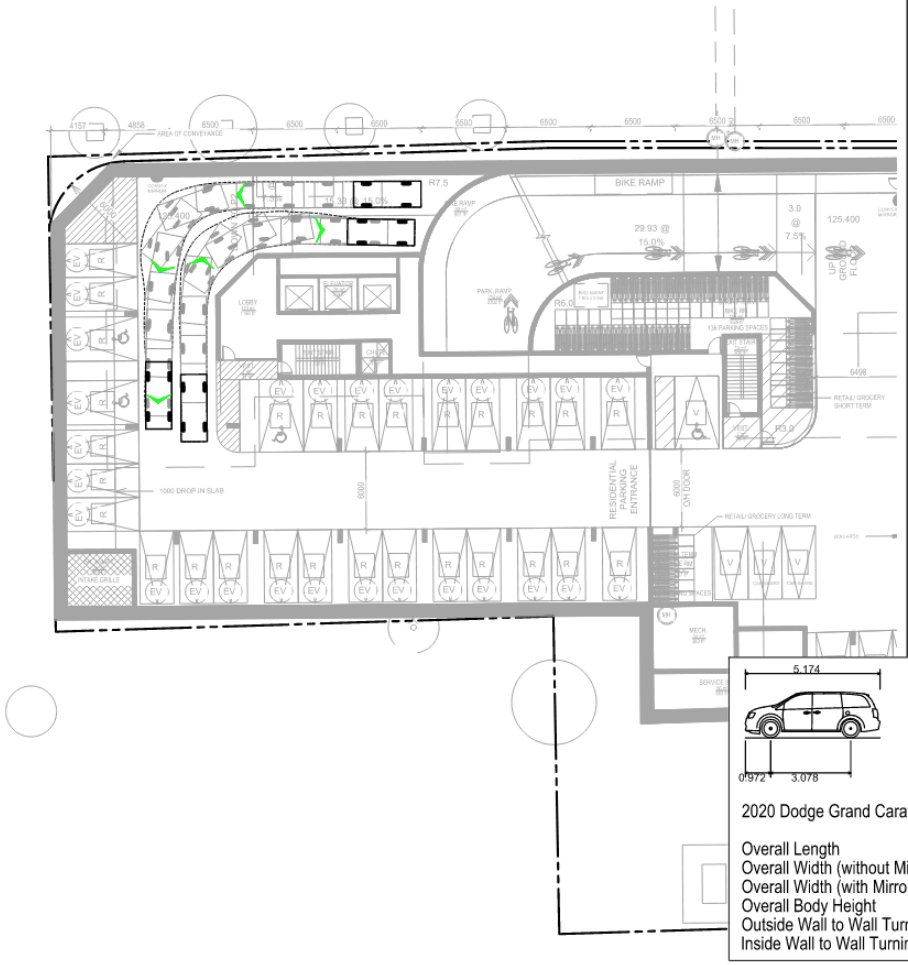
TWO-WAY MANOEUVRING

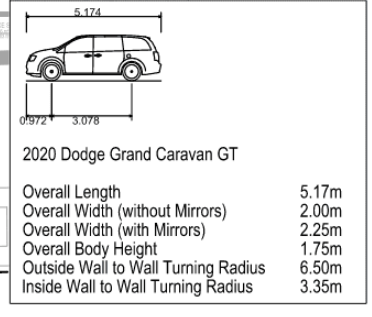
Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:400 0 2 4 6 8 10 20m

Drawing No. VMD-09

P1 TO P2:





2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width (without Mirrors)	2.00m
Overall Width (with Mirrors)	2.25m
Overall Body Height	1.75m
Outside Wall to Wall Turning Radius	6.50m
Inside Wall to Wall Turning Radius	3.35m

P1 TO P2:

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM

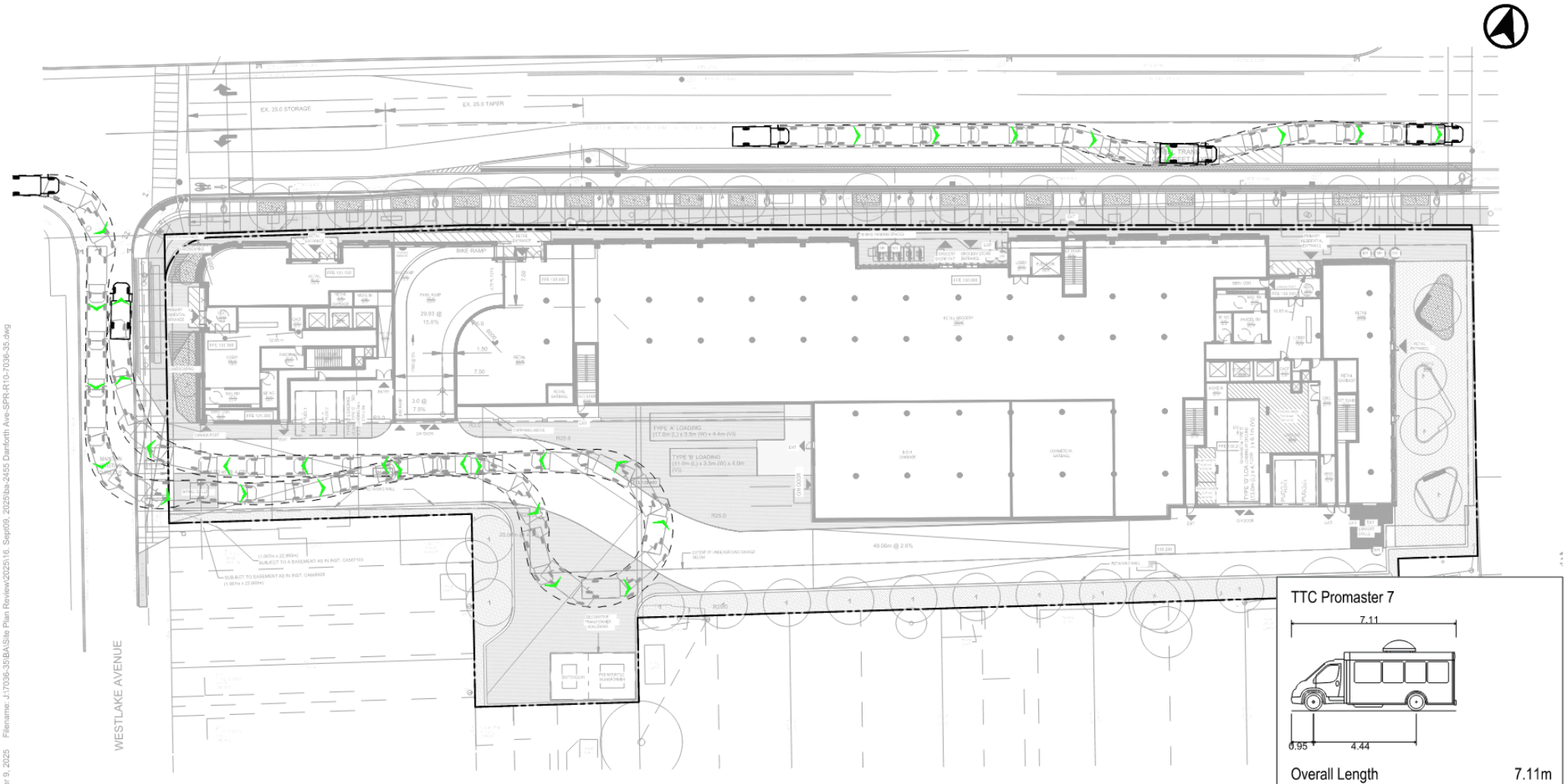
PARKING RAMP - 2020 DODGE GRAND CARAVAN (95TH PERCENTILE VEHICLE)

TWO-WAY MANOEUVRING

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:400 0 2 4 6 8 10 20m

Drawing No. VMD-10



TTC Promaster 7

Overall Length	7.11m
Overall Width	2.74m
Overall Body Height	3.048m
Outside Turning Radius	10.00m
Inside Turning Radius	6.40m

BA Group

2451 - 2495 DANFORTH AVENUE

VEHICLE MANOEUVRING DIAGRAM
TTC PROMASTER 7

Project:	2451-2495 DANFORTH
Project No.	7036-35
Date:	April 09, 2024
Revised:	September 9, 2025

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-11