

April 12, 2023

Elsa Fancello
EVP, Development
Fora Developments
200-2440 Dundas St W
Toronto, ON M6P 1W9

RE: 15 & 17 Elm Street

Dear Elsa:

1.0 INTRODUCTION

BA Group is retained by 17 Elm GP Inc. to provide urban transportation consulting services in relation to a Zoning By-law Amendment application being made to the City of Toronto for a proposed mixed-use development located at 15 & 17 Elm Street in the City of Toronto (herein referred to as the “Site”).

The Site is located in the downtown Toronto area, west of the intersection of Yonge Street and Elm Street and approximately 220m from TTC Dundas Station.

1.1 BACKGROUND

In relation to this application, BA Group completed a transportation impact study entitled “*15 & 17 Elm Street Proposed Mixed-Use Development Urban Transportation Considerations*” dated August 25 2022 (herein referred to as the “August 2022 report”). The mixed-use development proposal reviewed in the August 2022 report included a total of 174 residential units and 212m² of retail gross floor area (GFA).

Since the August 2022 submission comments have been received from City of Toronto Transportation Services staff in a memorandum dated November 28, 2022.

2.0 DEVELOPMENT PROPOSAL UPDATE

Minor changes have been made to the development programme as a result of the ongoing design development process and in response to stakeholder and City of Toronto staff comments. The key changes from a transportation perspective include an increase in the number of residential units and non-residential gross floor area (GFA).

Notwithstanding the above, the transportation-related arrangements incorporated into the current development plans have generally remained consistent with the previous August 2022 report. A summary of the previous and current development proposal and the transportation-related elements are provided in **Table 1**. Reduced scale architectural plans are provided in **Appendix A**.

TABLE 1 DEVELOPMENT PROGRAMME COMPARISON

| Development Components | | Previous Application (August 2022) | | Current Application | |
|---------------------------|-------------------|--|---|--|---|
| Development Uses | Residential | 174 units | | 216 units | |
| | Retail | 200 m ² GFA | | 303 m ² GFA | |
| Parking Supply | Residential | 22 spaces | Provided within a single level fully automated underground garage | 23 spaces | Provided within a single level fully automated underground garage |
| | Non-Residential | 0 spaces | | 0 spaces | |
| Loading Space Supply | | 1 Type 'G' loading space | | Consistent with previous application | |
| Bicycle Parking Supply | Short Term | 40 spaces | Provided on the ground floor, second floor and the first level below grade (P1 level) | 45 spaces | Provided on the ground floor, second floor and the first level below grade (P1 level) |
| | Long Term | 158 spaces | | 158 spaces | |
| | Total | 198 spaces | | 203 spaces | |
| Proposed Access Locations | Pedestrian Access | Residential and retail access is provided via Elm Street. | | Consistent with previous application | |
| | Bicycle Access | Long-term at grade bicycles access is provided via Harry Barberian Lane and Level 2 of the building can be accessed via the elevators. Short-term bicycle parking is located along Elm Street and is publicly accessible. | | Consistent with previous application | |
| | Vehicle Access | Vehicular access to the Site is provided via a widened Harry Barberian Lane, the loading space is accessed on the east side of the Site, and the parking garage is accessed via two (2) vehicle elevator cabins located on the south side of the building. | | Vehicular access to the Site is provided via a widened Harry Barberian Lane, the loading space is accessed on the east side of the Site, and the parking garage is accessed via one (1) vehicle elevator cabins located on the south side of the building. | |

3.0 PARKING FACILITIES UPDATE

3.1 PARKING REQUIREMENTS

Parking rates outlined in the August 2022 report have been accepted by City Staff as part of their November 2022 memorandum. **Table 2** summarizes the minimum parking supply standards identified in the August 2022 report.

TABLE 2 MINIMUM PARKING REQUIREMENTS

| Resident | 0.13 spaces / unit |
|-----------------|--------------------|
| Visitor | 0 spaces |
| Non-residential | 0 spaces |

3.2 UPDATES TO PARKING SUPPLY

Since the August 2022 submission there has been an increase in the number of residential units included in the proposed development programme. The current proposal includes a total of 216 units. Based on a parking supply rate of 0.13 spaces per unit, 28 parking spaces would be required.

Application of the parking standards included within Zoning By-law 89-2022 (as amended by Zoning By-law 125-2022) is summarized in Table 3 for the updated development programme. Based on Map 486 of Zoning By-law 125-2022, the Site is located in Parking Zone A.

Based on the Zoning By-law, a minimum of 4 visitor spaces are required and a maximum of 168 parking spaces are permitted.

The current proposal includes a total of 23 vehicle parking spaces. Due to the nature of the automated parking system proposed for the Site, all spaces would be for exclusively for use by residents. The proposed supply equates to 0.11 spaces per unit. While this represents a slight reduction as compared to the previous submission, the proposed supply remains consistent with the City’s intention to reduce parking demand and the use of personal vehicles within the downtown area as demonstrated by the introduction of Zoning By-law 089-2022. By-law 089-2022, introduced a new perspective on the provision of parking supply in the City of Toronto. By-law 89-2022 eliminates minimum parking requirements and instead enforces maximum parking rates, demonstrating the City’s long-term commitment to reducing its reliance on the automobile, and subsequently promoting alternative modes of travel.



TABLE 3 ZONING BY-LAW 89-2022 (PARKING ZONE A) VEHICLE PARKING REQUIREMENT

| Units / GFA | | Minimum Rate | Minimum Parking Req ¹ | Maximum Rate | Maximum Parking Req ¹ |
|---------------------|--------------------|---------------------------|----------------------------------|--|----------------------------------|
| Resident | | | | | |
| 1-Bedroom | 131 units | None | 0 | 0.50 spaces / unit | 65 |
| 2-Bedroom | 62 units | None | 0 | 0.80 spaces / unit | 49 |
| 3-Bedroom | 23 units | None | 0 | 1.00 spaces / unit | 23 |
| Subtotal | 216 units | - | 0 | 0.63 spaces / unit (blended) | 137 |
| Non-Resident | | | | | |
| Residential Visitor | 216 units | 2 plus 0.01 spaces / unit | 4 | 1.0 space / unit for the first 5 units and 0.10 spaces / unit for the sixth and subsequent units | 21 |
| Retail | 303 m ² | None | 0 | 3.5 spaces /100m ² | 10 |
| Subtotal | - | - | 4 | - | 31 |
| TOTAL | | - | 4 | - | 168 |

Notes:

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

3.2.1 Automated Parking System

A fully automated parking system is proposed on the Site to provide access and egress to and from the underground parking levels.

A fully automated parking system offers “driver-less” parking and retrieval of a vehicle without the need for a ramp system to connect vehicles between all parking levels. The garage will be equipped with a purpose-built facility that utilizes mechanical devices (shuffling pallets and lifts) that take a vehicle between the transfer interface facility (i.e. the transfer cabin located at grade) and a parking space within the underground levels. This system uses individually controlled “pallets” which manoeuvre and “shuffle” each car independently to create a flexible and highly efficient parking and retrieval solution.

One Parking Garage Lifts (PGLs) will serve the P2 underground garage level, where 23 parking spaces are located. Vehicle access to the PGLs is provided via Harry Barberian Lane. Users will park their vehicles in the elevator cabin, exit the vehicle, and, if it is an electric vehicle, the user will plug the vehicle to the EV charging on the parking pallet.

With the proposed automated system, each PGL can service approximately 50 spaces. For the Site, a total of 23 spaces are proposed and therefore a single PGL can appropriately accommodate the demand of 23 parking spaces. During peak periods, the Site is forecast to generate 15 to 20 two-way vehicle trips. This



forecast is conservative as it represents 65 to 87% of the garage turning over during the peak hours, which is higher than typically observed in the context of resident parking garages. Still, a single PGL can accommodate the forecasted vehicle trips and is adequate for the Site.

3.2.2 Accessible Parking Supply

The elevator cabin is designed to meet the space requirements of an accessible parking space. Therefore, all of the vehicle parking can be considered as accessible spaces for a total of 23 accessible spaces.

3.2.3 Electric Vehicle Infrastructure

Toronto Green Standard Version 4 (Tier 1) requires that all resident spaces and 25% of residential visitor and non-residential parking spaces are equipped with an energized outlet with Level 2 charging or higher (e.g. marked and identified for electric vehicle charging). All spaces within the automated parking garage can be energized and provided as EVSE spaces. Users can plug vehicles into the pallet and vehicle is charged while stored within the parking garage. All 23 spaces are therefore EVSE spaces.

3.3 SUMMARY OF PROPOSED PARKING SUPPLY

Based upon the City's intention to reduce parking supplies and move towards zero parking, the proposed parking supply of 23 residential spaces is considered to be appropriate and in line with now in force By-law 89-2022.

The Site is located in an area that is well served by transit, cycling routes and is within walking distances of a number of employment, retail, entertainment and recreation centres. The number of transit services, cycling routes and car-share services that are in proximity to the Site.

The Site is excellently located for intensification from a transportation perspective given the high degree of pedestrian, transit and cycling accessibility provided to the Site today and in the future. The Site is ideally located relative to TTC Line 1 Yonge-University-Spadina subway and TTC streetcar lines on Dundas Street and College Street. Cycling facilities are located on nearby streets provide good east-west and north-south connections and the Site is connected to a robust pedestrian network within the downtown Toronto area. Based on the above, the proposed concept plan with 23 parking spaces can appropriately support the development and further encourage residents and visitors to use non-auto modes of travel to get to and from the Site.

4.0 BICYCLE PARKING UPDATE

4.1 BICYCLE REQUIREMENTS

The minimum bicycle parking requirements of Zoning By-law 569-2013 and Toronto Green Standards Version 4 Tier 1 is summarized in **Table 4**.

TABLE 4 ZONING BY-LAW 569-2013 BICYCLE REQUIREMENTS (ZONE 1) / TGS V.4, TIER 1

| Use | | Units/GFA | Parking Rate | Parking Required ² |
|---------------------|------------|--------------------|----------------|-------------------------------|
| Residential | Long-term | 216 units | 0.9 sps / unit | 195 spaces |
| | Short-Term | | 0.2 sps / unit | 44 spaces |
| Retail ² | Long-term | 303 m ² | N/A | 0 spaces |
| | Short-Term | | N/A | 0 spaces |
| Public spaces | Short-Term | N/A | N/A | 10 spaces |
| Long-Term | | | | 195 spaces |
| Short-Term | | | | 54 spaces |
| Total | | | | 249 spaces |

Notes:

1. Zoning By-law 569-2013 specifies that if the calculation of the number of required bicycle parking spaces results in a number with a fraction, the number is rounded up to the nearest whole number.
2. If a bicycle parking spaces is required for uses on a lot other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2,000 m² or less, than no bicycle parking space is required.

Application of the TGS V4 Tier 1 to the proposed development would require the provision of a total of 249 bicycle parking spaces, including 54 short-term spaces and 195 long-term spaces.

4.2 PROPOSED BICYCLE PARKING SUPPLY AND FACILITIES

The proposed development incorporates a total of 203 on-site bicycle parking spaces (including 45 short-term and 158 long-term spaces for residential uses).

Short term bicycle parking spaces are provided at grade in bicycle rooms located off Harry Barberian Lane and publicly accessible along Elm Street. All long-term bicycle parking spaces are provided on the P1 level and level 2 in secure, weather-protected rooms. Access to the bicycle parking facilities is provided from a dedicated bicycle elevator and bicycle entrance which is located on the south end of the site.

The proposed bicycle facilities are generally consistent with our previous August 2022 submission.

5.0 LOADING FACILITIES UPDATE

5.1 ZONING BY-LAW 569-2013 REQUIREMENTS

Application of the City of Toronto Zoning By-law 569-2013 loading space requirements to the proposed development are summarized in **Table 5**. Application of these standards requires 1 Type 'G' loading space.

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

| Use | Area or Unit Count | Type 'A' Loading Spaces | Type 'B' Loading Spaces | Type 'C' Loading Spaces | Type 'G' Loading Spaces | Total |
|-----------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|----------|
| Residential | 216 units | - | - | - | 1 | 1 |
| Retail | 282 m ² | - | - | - | - | 0 |
| Total before sharing | | - | - | - | 1 | 1 |

Notes:

1. Based on site statistics provided by Partisans Architects dated April 12 2023

5.2 PROPOSED LOADING SUPPLY AND ARRANGEMENTS

The proposed loading supply consists of 1 Type 'G' loading space as required by Zoning By-law 569-2013. The loading space is provided within the at-grade loading facility which can be accessed off of Harry Barberian Lane. The at-grade loading facility will accommodate refuse collection and moving / delivery activity for the residential component of the building and general loading activity for the retail portion of the development.

The proposed loading facilities meet the requirements of By-law 569-2013 and are therefore considered to be appropriate.

Detailed vehicle maneuvering diagrams illustrating a City of Toronto refuse collection vehicle, TAC 'Heavy Single-Unit' (HSU), and TAC 'Single Unit' (SU) accessing these loading spaces by entering and exiting the site in a forward motion are provided in **Appendix B**.

Due to the condition of city trucks reversing into the public lane, the following conditions are proposed:

- On-site staff to be available assist as flagmen for the City vehicle on collection days
- Warning signage on laneway with flashing beacons to warn motorists in the laneway that trucks are manoeuvring ahead.

A signage plan is attached in **Appendix C** indicating the location and function of the warning signage.

6.0 TRANSPORTATION DEMAND MANAGEMENT

The Transportation Demand Management (TDM) plan will remain relatively consistent with the August 2022 submission.

The following TDM measures are proposed to support non-automobile dependent travel and reduce automobile dependency.

- The mixed-use nature of the site (i.e. residential and retail) allows for enhanced internalization of travel demands by giving residents an opportunity to live and shop in the same building
- The site is also part of a vibrant neighbourhood with a variety of uses in close proximity, allowing most trips pertaining to daily needs to be made on foot
- The site is located in close proximity to a number of higher order and surface transit routes, including the 2 TTC subway stations
- Pre-loaded Presto cards with the value of a monthly transit pass will be offered to residents in the first year of occupancy
- The site is located in close proximity to a variety of cycling route options
- A bicycle repair station will be provided on the site to facilitate quick and easy bicycle repairs for residents
- A one year bike-share membership will be offered to residents in the first year of occupancy
- Vehicular parking at a reduced rate consistent with the prevailing zoning by-law will be provided
- The proposed development provides pedestrian connections and pedestrian sidewalks along the Elm Street frontage



7.0 VEHICLE TRAFFIC CONSIDERATIONS

A review of the impact of site related traffic volumes on the area road network was included in the August 2022 report. While the number of residential units included in the current proposal is marginally higher than contemplated at the time of the August 2022 report (216 units compared with 174 units), the site is not anticipated to generate additional vehicle traffic as the supply of vehicle parking included in the current proposal is virtually the same as previously considered (23 spaces compared with 22 spaces).

As summarized in **Table 6**, the site is forecast to generate 20 and 15 two-way vehicle trips in the morning and afternoon peak hours, respectively. As concluded in the August 2022 report, site related traffic could appropriately be accommodated on the area road network.

TABLE 6 PROPOSED SITE AUTO DRIVER VEHICLE TRAFFIC

| Site | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | |
|----------------------------|---------------------------|-----------|-----------|-----------------------------|----------|-----------|
| | In | Out | 2-Way | In | Out | 2-Way |
| Residential Vehicle Trips | 5 | 15 | 20 | 10 | 5 | 15 |
| Total Vehicle Trips | 5 | 15 | 20 | 10 | 5 | 15 |



8.0 RESPONSE TO CITY COMMENTS

City of Toronto staff provided transportation related comments in a memorandum from the Development Engineering department. The responses have been organised by source and on a comment-by-comment basis with a summary discussion.

8.1 DEVELOPMENT ENGINEERING COMMENTS – MEMORANDUM DATED NOVEMBER 28TH, 2022 – TRANSPORTATION SERVICES COMMENTS

Comment A.1.1.1

For the proposed stratified 3.0 metre wide north-south laneway (Harry Barberian Lane) conveyance along the east side of the site, delineate and identify the required minimum depth of 1.2 metres between the finished grade and the top of the below-grade structure.

Response

A Public Access Surface Easement is proposed along the laneway widening. See architectural plans attached in Appendix A.

Comment A.1.1.2

Remove the proposed underground and at-grade structural encroachments from within the required 0.56 metre wide strip of land along the south frontage of the site abutting the east west public lane (Harry Barberian Lane), with this area to be labelled as "lands to be conveyed to the city," free and clear of any obstruction and encumbrance.

Response

It is proposed to provide a Public Access Surface Easement along the laneway widening lands of 3.0 metres to the east and 0.56 metres to the south of the Site.

Comment A.1.3

Review the feasibility of providing a minimum of one (1) car-share space onsite, and providing it within the automated parking system.

Response

Due to the nature of the automated parking system proposed for the Site, it is not feasible to have public access to the system as would be required by a car share operator.

Comment B.1.2

Provide and maintain minimum parking in accordance with the following rates and provisions:

- | | |
|------------------------|-------------------------------|
| a) Resident Parking: | 0.13 spaces per unit; |
| b) Visitor Parking: | Zero (0) spaces per required; |
| c) Commercial Parking: | Zero (0) spaces required; |
| d) Car-Share Parking: | To be determined; |



Response

Vehicle parking updates are summarized in Section 3.0 of this report.

Comment B.1.2

Include the following definitions in the Site-Specific By-law for this project:

- i. Car share 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;*
- ii. Car share parking means a parking space that is reserved and actively used for car-sharing; and*

Response

Noted. A car share space is not feasible for this Site due to the nature of the automated parking system proposed for the Site. Training is required in order to operate the parking system and therefore cannot be publicly accessible as required by car share operators.

Comment B.1.3

Provide a minimum of one (1) Type G loading space for the project.

Response

One Type G loading space is provided. Refer to architectural plans attached in Appendix A.

Comment C.1.7 (g)

Provide a warning system to alert drivers, cyclists, and pedestrians within the public laneway that large trucks are manoeuvring on-site and provide documentation on the type of warning system used and how it will be activated.

Response

A signage plan detailing the proposed warning signs and systems has been prepared and is attached in Appendix C.

Comment C.2.4 & Site Plan Requirements (6)

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

A signage plan detailing the proposed warning signs and systems has been prepared and is attached in Appendix C.

* * * * *



We trust the forgoing addresses the comments provided as well as providing an update on the changes to the transportation considerations given the revisions to the development proposal. Please feel free to contact us directly if you have any questions or require any additional information.

Sincerely,

BA Consulting Group Ltd.



Hilary Monfared, P.Eng.
Transportation Engineer

CC: Alun Lloyd



Appendix A: Architectural Plans



PARTISANS

Partisana Architects
950 Dupont St, Toronto, ON M6H 1Z2
647 846 3428 www.partisans.com

15 & 17 Elm Street

Toronto, Ontario

for:

17 Elm GP Inc.
200 - 2440 Dundas St. W, Toronto, ON, M6P 1W9
416 536 3600 www.toradevelopments.com

| ARCHITECTURAL LIST | |
|--------------------|--|
| A0000 | Cover Sheet / Project Info / Consultants / Code Menu |
| A0001 | Project Statistics |
| A0002 | 17/15 Site Plan |
| A0010 | Site Survey |
| A0011 | Site Plan |
| A0012 | Level 1/F |
| A0013 | Level 2/F |
| A0014 | Ground Floor Plan |
| A1000 | Level 2 (Mechan) |
| A1001 | Level 3 (Mechan) |
| A1004 | Typical Podium Floor (Level 4-7) |
| A1005 | Level 8 |
| A1006 | Typical Tower Floor (Level 9-20) |
| A1008 | Mechanical Room (Level 20) |
| A1010 | MPI (Level 22) |
| A1011 | Roof Plan |
| A2000 | Building Elevations |
| A3010 | Building Elevations |
| A3020 | Developer Building Elevations |
| A3030 | Building Sections |
| A4000 | Project Renderings |
| A4001 | Project Renderings |

| PLANNING CONSULTANT | CIVIL ENGINEER | LANDSCAPE ARCHITECT | MECHANICAL & ELECTRICAL ENGINEER | STRUCTURAL ENGINEER | TRAFFIC CONSULTANT | ARCHITECT |
|--|---|--|--|--|--|---|
| GOLDBERG GROUP 2098 Avenue Road Toronto, Ontario, M5M 4A8 | IBI GROUP 8133 Warden Ave, Unit 300 Markham ON L6G 1B3 | STUDIO TLA 20 Champlain Blvd., Suite 102 Toronto, ON, M3H 2Z1 | MCW CONSULTANTS LTD. 207 Queen's Quay W, Suite 615 Toronto, ON, M5J 1A7 | JABLONSKY AST & PARTNERS 3 Concorde Gate #400 North York, ON, M3C 3N7 | BA CONSULTING GROUP LTD. 45 St. Clair Ave. W., Suite 300 Toronto, ON, M4V 1K9 | PARTISANS 950 Dupont St Toronto, Ontario M6H 1Z2 |



| NO. | DESCRIPTION | DATE |
|-----|-------------------|------------|
| 1 | Issue for IFC | 09/10/2020 |
| 2 | Revised for IFC 2 | 10/11/2020 |

NOT FOR CONSTRUCTION

PARTISANS



17 Elm GP Inc.

15-17 ELM STREET

175 King Street
Toronto, Ontario
M5H 1K1

Cover Sheet / Project Info /
Consultants / Code Menu

88 A0000

| 1. Project Summary | |
|-----------------------|----------------|
| | m ² |
| Site Area | 793 |
| Total GFA | 13844 |
| FSI | 17.46 |
| New Residential Units | 216 |

| 2. Building Heights | |
|----------------------|------|
| | (m) |
| Tower | 93.3 |
| Mechanical Penthouse | 5.7 |
| Total | 99 |

| 3. Floor Area | | | | | | | | | | | | |
|---------------|---------------------|---|----------------|----------------------|----------------------------|---------------------|----------------------|--------------------|----------------------|--------------------|--------------------|--------------|
| Level | GBA (no exclusions) | | GFA | | | Amenity | | Suite Breakdown | | | | |
| | Total GBA (m2) | GFA Deductions * As per By-law 569-2013 | Total GFA (m2) | Residential GFA (m2) | Non-residential GFA/Retail | Indoor Amenity (m2) | Outdoor Amenity (m2) | 40-46 1 Bedroom | 47-56 1 Bed + Den | 42-81 2 Bedroom | 78-88 3 Bedroom | Total Suites |
| P2 | 769 | 757 | 12 | 12 | | | | 0 | 0 | 0 | 0 | 0 |
| P1 | 769 | 506 | 261 | 0 | 261 | | | 0 | 0 | 0 | 0 | 0 |
| 1 | 542 | 402 | 140 | 98 | 42 | | | 0 | 0 | 0 | 0 | 0 |
| 2 (Amenity) | 495 | 458 | 37 | 37 | | 225 | | 0 | 0 | 0 | 0 | 0 |
| 3 (Amenity) | 583 | 553 | 30 | 30 | | 395 | 92 | 0 | 0 | 0 | 0 | 0 |
| 4 | 487 | 59 | 428 | 428 | | | | 6 | 2 | 0 | 0 | 8 |
| 5 | 547 | 59 | 488 | 488 | | | | 2 | 2 | 4 | 0 | 8 |
| 6 | 595 | 59 | 536 | 536 | | | | 2 | 2 | 4 | 0 | 8 |
| 7 | 595 | 59 | 536 | 536 | | | | 2 | 2 | 4 | 0 | 8 |
| 8 | 554 | 62 | 492 | 492 | | | | 3 | 2 | 2 | 1 | 8 |
| 9 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 10 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 11 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 12 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 13 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 14 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 15 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 16 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 17 | 554 | 62 | 492 | 492 | | | | 3 | 2 | 2 | 1 | 8 |
| 18 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 19 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 20 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 21 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 22 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 23 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 24 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 25 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 26 | 554 | 62 | 492 | 492 | | | | 3 | 2 | 2 | 1 | 8 |
| 27 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 28 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 29 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 30 | 554 | 59 | 495 | 495 | | | | 3 | 2 | 2 | 1 | 8 |
| 31 | 554 | 554 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 |
| 32 - MPH | 128 | 128 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 |
| Roof | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| Total | 18806 | 4952 | 13844 | 13541 | 303 | 620 | 187 | 81 | 54 | 58 | 23 | 216 |

* As per By-law 569-2013, Gross Floor Area is reduced by parking, loading and bicycle parking below-ground, required loading spaces at the ground level and required bicycle parking spaces at or above-ground, storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement, shower and change facilities and bicycle maintenance facilities required by the By-law for required bicycle parking spaces, amenity space required by the By-law, elevator shafts, garbage shafts, mechanical penthouses and exit stairwells in the building.

| 4. Vehicle Parking (Automated)* | | |
|---------------------------------|----------|-----------|
| | Required | Provided |
| Residential | | 23 |
| Visitor | | 0 |
| Non-residential | | 0 |
| Total | | 23 |

*All parking spaces marked with "EV" supplied with an emergency outlet capable of providing Level 2 charging or higher

| 5. Bicycle Parking | | |
|----------------------------|------------|------------|
| | Required | Provided |
| Residential Long Term | 157 | 158 |
| Residential Short Term | 28 | 45 |
| Non-residential Long Term | 0 | 0 |
| Non-residential Short Term | 0 | 0 |
| Total | 185 | 203 |

| 6. Loading and Garbage | | |
|--------------------------|----------|----------|
| | Required | Provided |
| Type | G | G |
| Total Loading Spaces | 1 | 1 |
| Garbage Room Size | 68 | 58 |
| Bulky Waste Storage Room | 10 | 13 |

| Rev | Description | Date |
|-----|-------------------|-------------|
| 1 | Issue for RFP | 14 Jun 2024 |
| 2 | Revised for RFP 4 | 14 Jul 2024 |
| 3 | Revised for RFP 4 | 14 Jul 2024 |

NOT FOR CONSTRUCTION

Partisans
Architectural & Engineering Inc.
15-17 Elm Street
Toronto, Ontario
M5G 1H1
9050



1:1
Author
Checker
Approver

17 Elm GP Inc.
15-17 ELM STREET

Project Address
15-17 Elm Street
Toronto, Ontario
M5G 1H1

Project Name
Project Statistics



Statistical Templates - Toronto Green Standard Version 4.0
**Mid to High Rise Residential and
 all New Non-Residential Development**

The Toronto Green Standard Version 4.0 Statistical Templates submitted with Site Plan Control Applications and stand alone zoning bylaw amendment applications. Complete the table and copy it directly into the Site Plan submitted as part of the application.

For zoning bylaw amendment applications, complete General Project Description and Section 5. To Site Plan Control applications, complete General Project Description, Section 1 and Section 2. For further information, please visit www.toronto.ca/greenstandards

| General Project Description | Proposed |
|-----------------------------------|----------|
| Total Gross Floor Area | 13,884 |
| Residential (sqm) | 13,841 |
| Retail | 303 |
| Commercial | - |
| Industrial | - |
| Public/Community | - |
| Total Number of Residential Units | 276 |

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

| Low Impact/Permeable Pavement | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Number of Parking Spaces | 23 | 23 | 100% |
| Number of parking spaces with PVP permeable | - | 23 | 100% |
| Number of parking spaces with PVP permeable | - | - | - |

| Cycling Infrastructure | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Number of long-term bicycle parking spaces (indoor) | 127 | 130 | 100% |
| Number of long-term bicycle parking located on: | | | |
| a) Entrance of building | - | - | - |
| b) Side entrance of building | - | 130 | - |
| c) Foot level below ground | - | 28 | - |
| d) Second level below ground | - | - | - |
| e) Other level below ground | - | - | - |



Statistical Templates - Toronto Green Standard Version 4.0
**Mid to High Rise Residential and
 all New Non-Residential Development**

| Cycling Infrastructure | Required | Proposed | Proposed % |
|--|----------|----------|------------|
| Number of short-term bicycle parking spaces | 38 | 45 | 142% |
| Number of shower and change facilities (permitted) | - | - | - |

| Tree Canopy | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Total Tree Volume (RTV) of the site area (60 m ² x 30 m) | 184 | 8 | 5% |
| Site Volume provided within the site area (m ³) | - | 8 | 5% |
| Site Volume provided within the public landscape (m ³) | - | 8 | 5% |

Section 2: For Site Plan Control Applications

| Cycling Infrastructure | Required | Proposed | Proposed % |
|--|----------|----------|------------|
| Number of short-term bicycle parking spaces (all used as public on-street level bicycle parking) | 28 | 45 | 161% |
| Number of publicly accessible bicycle parking spaces | - | 45 | - |
| Number of integrated tables for electric bicycles | - | - | - |

| Tree Canopy | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Total Tree Volume (m ³) | 76 | 76 | 100% |
| Total Site Volume (RTV) of the site area (60 m ² x 30 m) | 184 | 8 | 5% |
| Total Number of trees planted | 4 | 5 | 125% |
| Number of surface parking spaces (P permeable) | - | 5 | - |
| Number of shade trees located in surface parking area | - | 5 | - |

| Landscaping & Waterways | Required | Proposed | Proposed % |
|--|----------|----------|------------|
| Total amount of landscape area (m ²) | 234 | 234 | 100% |
| Plant material landscape area treated for colour leech runoff (minimum standards 75% or non-irrigated 50% (m ²)) | 176 | 234 | 133% |
| Area of high-stress surface treated with: (include m ²) | | | |
| a) High-stress surface treatments | 234 | 234 | 100% |
| b) Open-grid pavement | 8 | - | - |
| c) Shade from tree canopy | 8 | - | - |



Statistical Templates - Toronto Green Standard Version 4.0
**Mid to High Rise Residential and
 all New Non-Residential Development**

| Landscaping & Waterways | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| a) shade from high-stress structures | 2 | - | - |
| b) shade from energy generation facilities (non-residential only) | 0 | - | - |
| Percentage of lot Area in soft landscaping (non-residential only) | 0 | - | - |
| Total number of plants | 0 | - | - |
| Total number of water plants over 5% of total plants | - | - | - |
| Available Roof Space (m ²) | - | - | - |
| Available Roof Space provided on Green Roof (m ²) | 9 | 77.7 | - |
| Available Roof Space provided on Cool Roof (m ²) | - | - | - |
| Available Roof Space provided as Solar Panels (m ²) | - | - | - |

| Roof Canopy Infrastructure | Required | Proposed | Proposed % |
|--|----------|----------|------------|
| Total area of shading of all elevations within 1km above grade (Total area of rooftop shading (minimum 85% of total area of shading within 1km above grade) (m ²)) | 538 | 538 | 80% |
| Percentage of shading within 1km above grade treated with: | | | |
| a) Vented markers | 424 | 81% | |
| b) non-reflective glass | - | - | - |
| c) building integrated features | 112 | 19% | |

| Landscaping & Waterways | Required | Proposed | Proposed % |
|--|----------|----------|------------|
| Total amount of landscape area (m ²) | 234 | 234 | 100% |
| Plant material landscape area treated for colour leech runoff (minimum standards 75% or non-irrigated 50% (m ²)) | 176 | 234 | 133% |
| Area of high-stress surface treated with: (include m ²) | | | |
| a) High-stress surface treatments | 234 | 234 | 100% |
| b) Open-grid pavement | 8 | - | - |
| c) Shade from tree canopy | 8 | - | - |

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PARTISANS

17 Elm GP Inc.

15-17 ELM STREET

10-11 St. Paul Street, Toronto, Ontario M5S 2H1

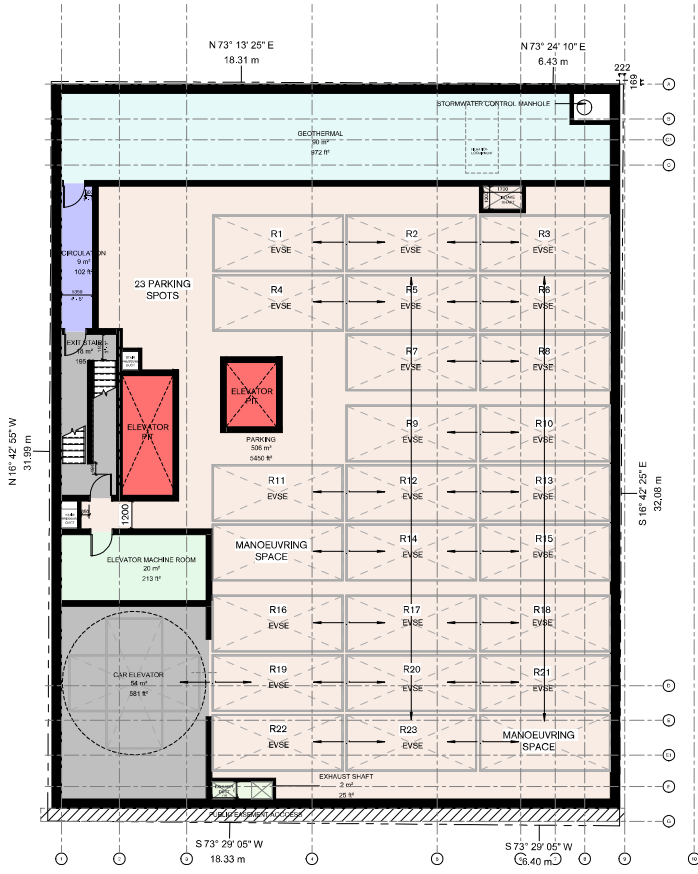
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10-11 St. Paul Street, Toronto, Ontario M5S 2H1

10-11 St. Paul Street, Toronto, Ontario M5S 2H1

10-11 St. Paul Street, Toronto, Ontario M5S 2H1

NOTES:
 #PALLETS SYSTEMS AUTOMATED, ARROWS SHOW DIRECTION THAT PALLETS MOVE.
 -ALL SPACES ARE EQUIPPED WITH EVSE



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| OWNER | |
| DESIGNER | |

| NO. | DESCRIPTION | DATE |
|-----|--------------------|------------|
| 1 | ISSUED FOR PERMITS | 2023-04-11 |
| 2 | ISSUED FOR PERMITS | 2023-04-11 |
| 3 | ISSUED FOR PERMITS | 2023-04-11 |

| NO. | DESCRIPTION | DATE |
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| 1 | ISSUED FOR PERMITS | 2023-04-11 |
| 2 | ISSUED FOR PERMITS | 2023-04-11 |
| 3 | ISSUED FOR PERMITS | 2023-04-11 |

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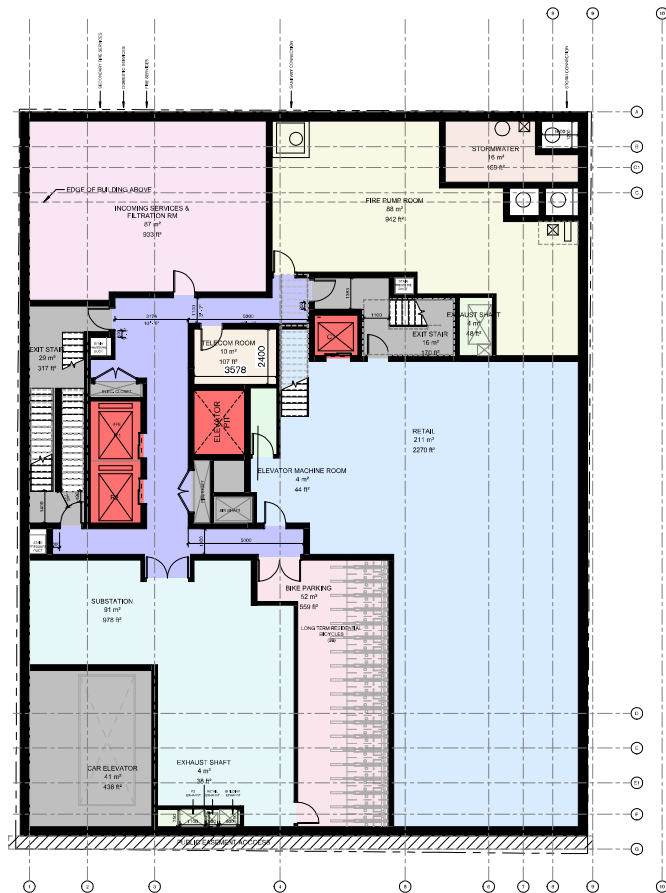
PARTISANS
 ARCHITECTS
 15-17 ELM STREET
 CHICAGO, IL 60601

As Issued
 Author
 Checker
 Approver

15-17 Elm GP Inc.
 15-17 Elm Street
 Chicago, Illinois
 60601-1411

Sheet 14
 Level P2

88 A900



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| DATE | |
| CLIENT | |
| OWNER | |
| DESIGNER | |
| CONTRACTOR | |

| NO. | DESCRIPTION | DATE |
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| 2 | FOR REVIEW BY CITY | 04/23/2024 |
| 3 | FOR REVIEW BY CITY | 04/23/2024 |
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| 100 | FOR REVIEW BY CITY | 04/23/2024 |

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ARCHITECTS
15-17 ELM STREET
CHICAGO, IL 60604

17 Elm GP Inc.
15-17 Elm Street
Chicago, Illinois
60604

Project: 15-17 ELM STREET
Drawing: 14
Level: F1

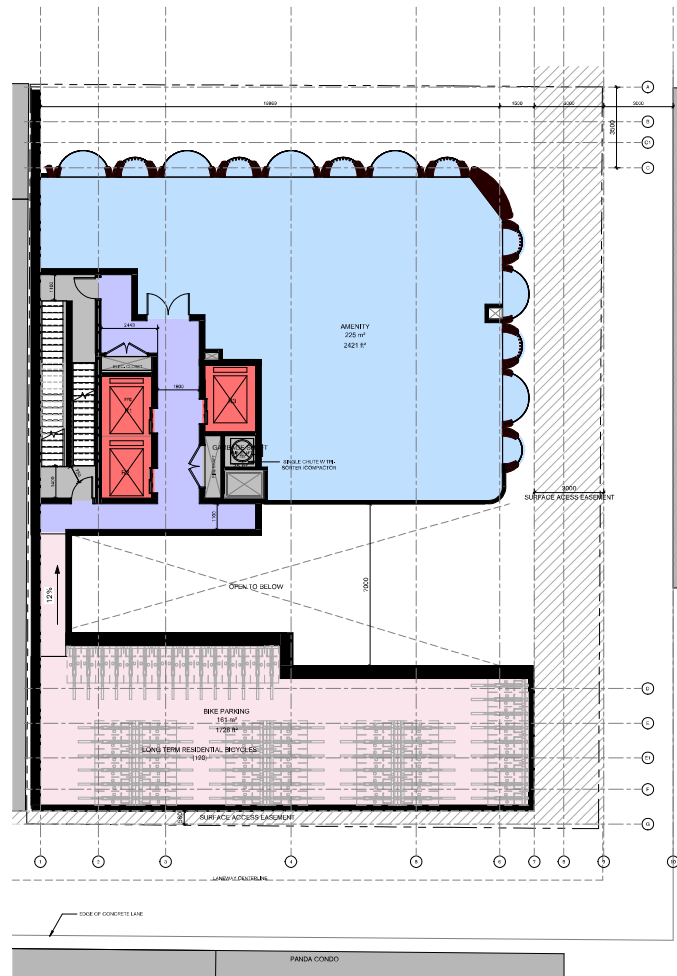
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| OWNER | |
| DESIGNER | |
| DATE | |

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| NO. | DESCRIPTION | DATE |
| 1 | REVISION | 10/20/2023 |
| 2 | REVISION | 11/15/2023 |
| 3 | REVISION | 11/15/2023 |



| REVISIONS | | |
|-----------|-------------|------------|
| NO. | DESCRIPTION | DATE |
| 1 | REVISION | 10/20/2023 |
| 2 | REVISION | 11/15/2023 |
| 3 | REVISION | 11/15/2023 |



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| | |
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| As Indicated | Author |
| Checked | Checker |
| Approved | Approver |

17 Elm GP Inc.

15-17 ELM STREET

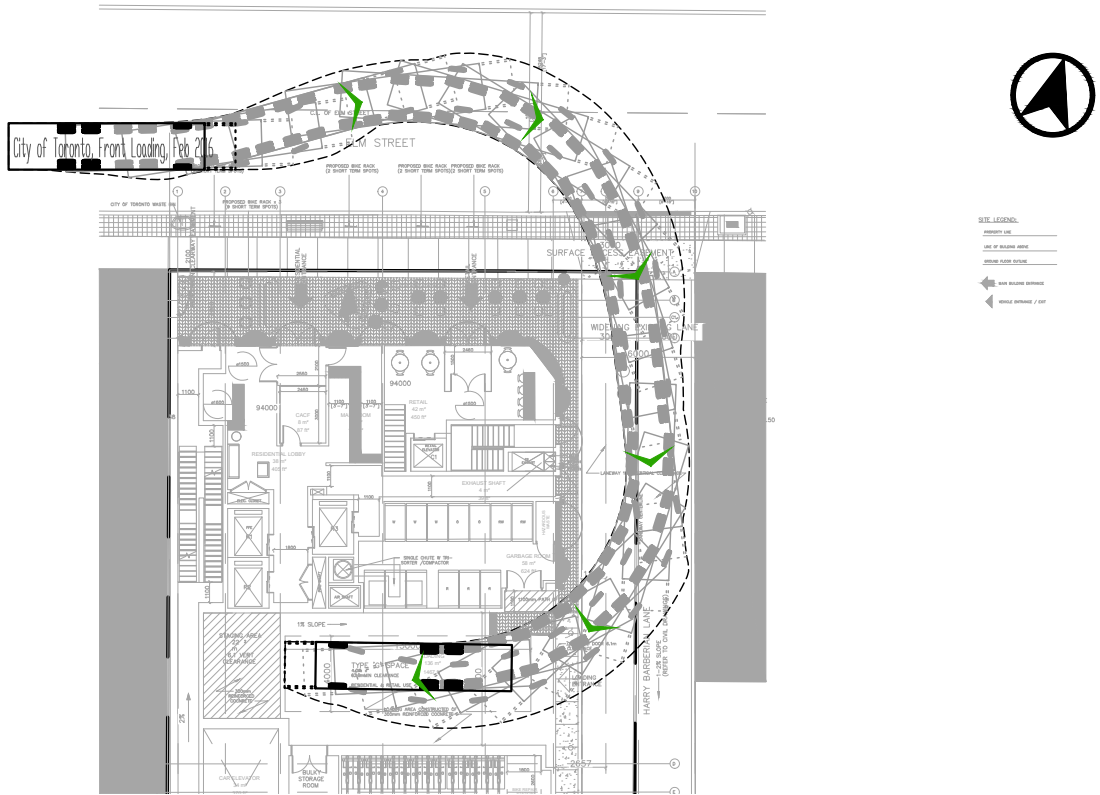
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15-17 Elm Street
Chicago, Illinois
60611-1411

Drawing 1A
Level 2 (Assembly)

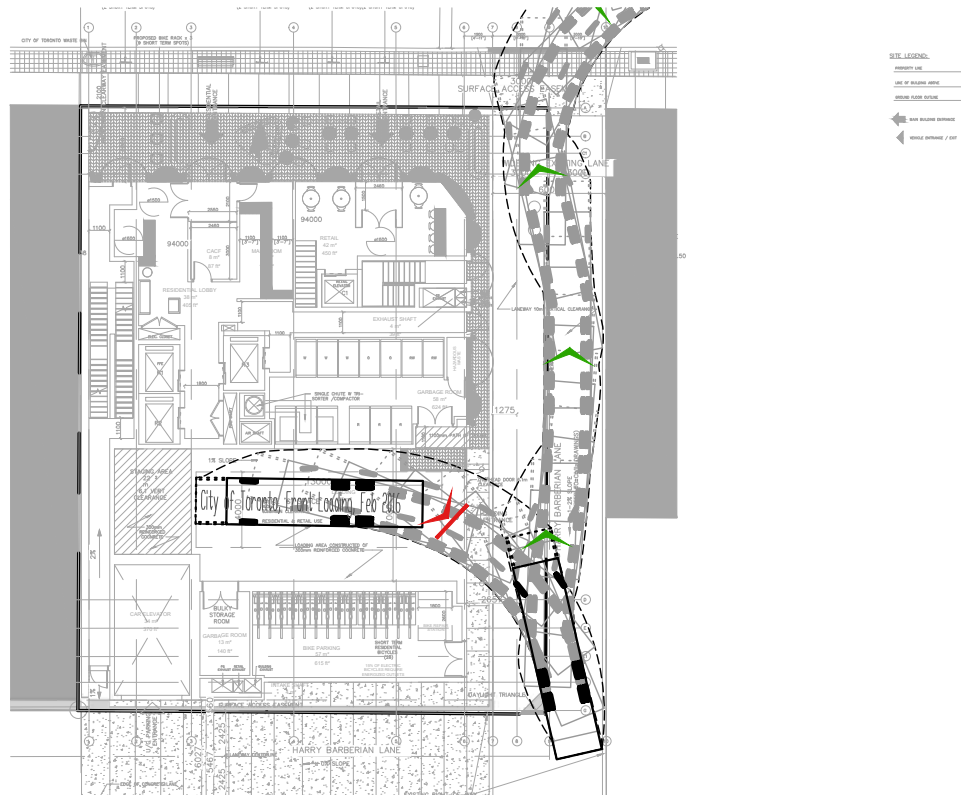
Appendix B: Vehicle Manoeuvring Diagrams



INBOUND



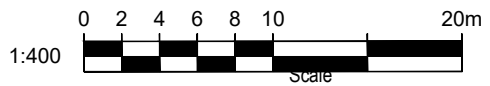
OUTBOUND



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

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

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)
* Field measured by BA Group, Aug. 8/11



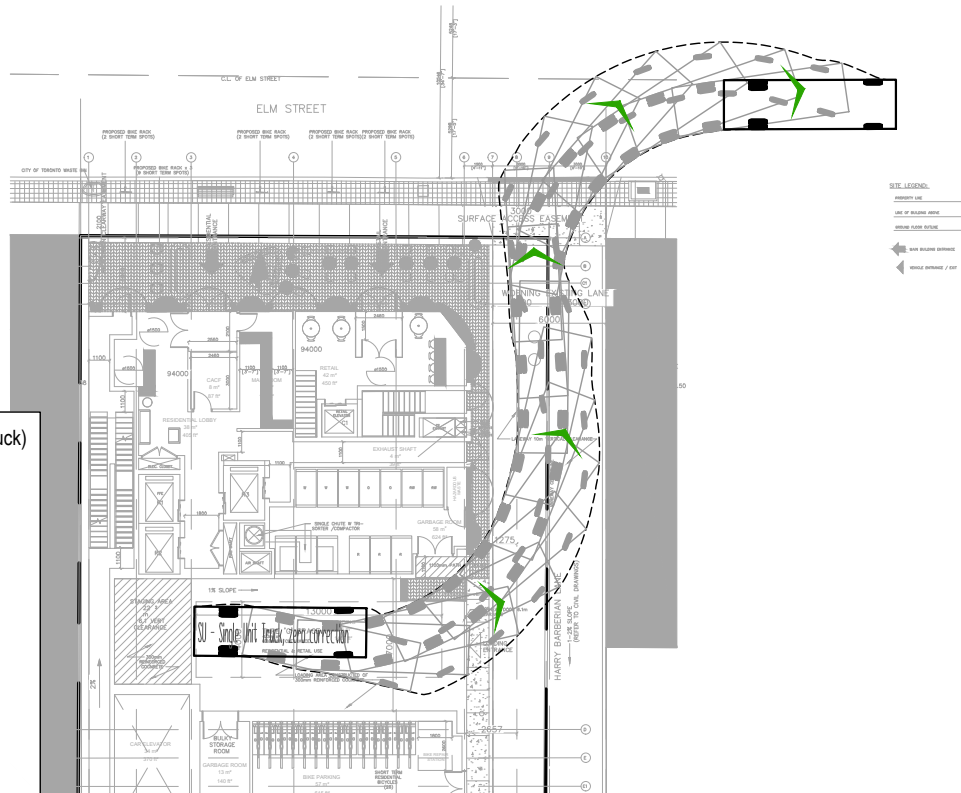
Date Plotted: April 12, 2023 File Name: J:\18159-01\BA\Site Plan Review\2023\R03 - April 12 2023\BA-17 ELM-SPR-R03-8159-01_Apr12-2023.dwg

| | | |
|--|--|---|
| | <h2>17 ELM STREET</h2> <h3>VEHICULAR MANOEUVRING DIAGRAM</h3> <h3>TYPE 'G' SPACE - CITY OF TORONTO</h3> <h3>REFUSE COLLECTION VEHICLE</h3> | Project: 17 ELM STREET Project No. 8159-01 Date: MARCH 22, 2023 Revised: APRIL 12 2023 |
| | Drawing No. VMD-01 | |

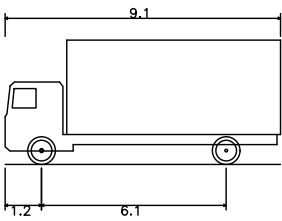
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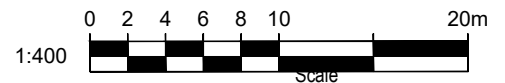
OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)



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



Date Plotted: April 12, 2023 File Name: J:\8159-01\BA\Site Plan Review\2023\R03 - April 12 2023\BA-17 ELM-SPR-R03-8159-01_Apr12-2023.dwg

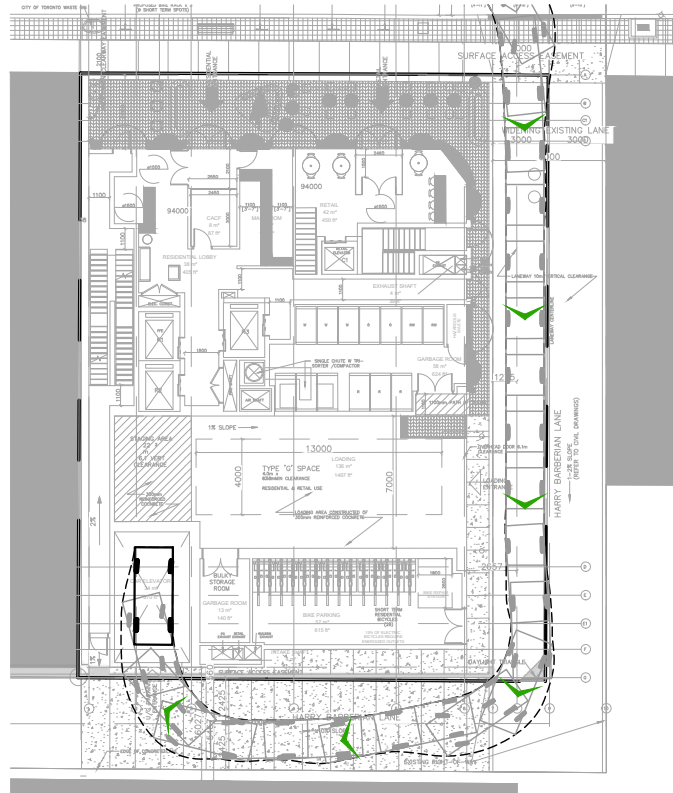


17 ELM STREET VEHICULAR MANOEUVRING DIAGRAM TYPE 'G' SPACE - TAC SINGLE-UNIT VEHICLE

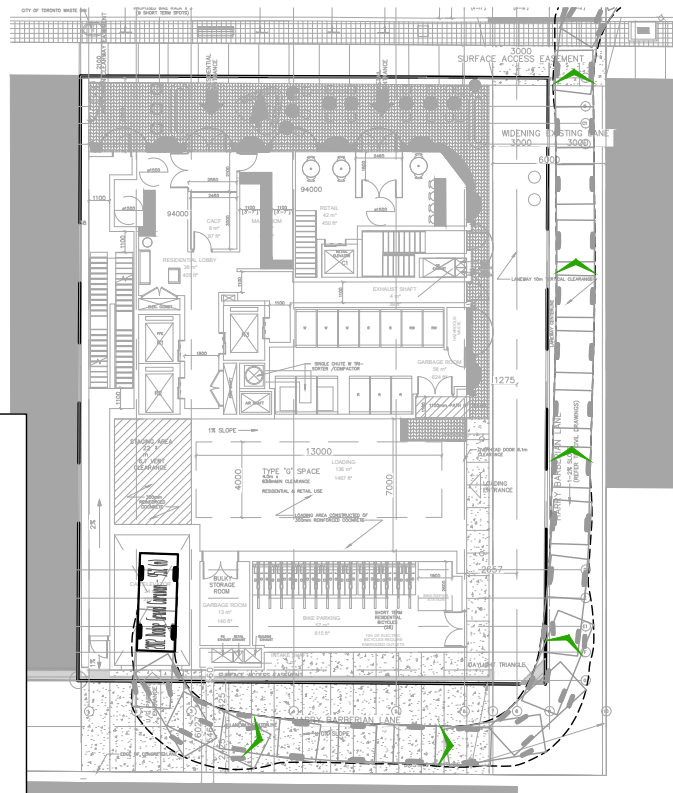
Project: 17 ELM STREET
 Project No. 8159-01
 Date: MARCH 22, 2023
 Revised: APRIL 12 2023

Drawing No. **VMD-02**

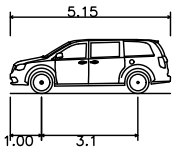
INBOUND



OUTBOUND

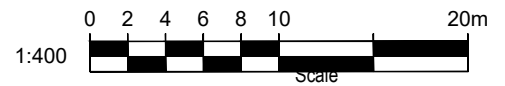


Design Vehicle - 2012 DODGE GRAND CARAVAN (95th Passenger Vehicle)



Overall Length 5.15m
 Overall Width 2.01m
 Overall Body Height 1.74m
 Outside Turning Radius *6.50m
 Inside Turning Radius *3.40m

*Field Measurements By BA Group



Date Plotted: April 12, 2023 File Name: J:\18159-01\18159-01\BA\Site Plan Review\2023\R03 - April 12 2023\BA-17 ELM-SPR-R03-8159-01_Apr12-2023.dwg



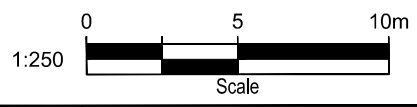
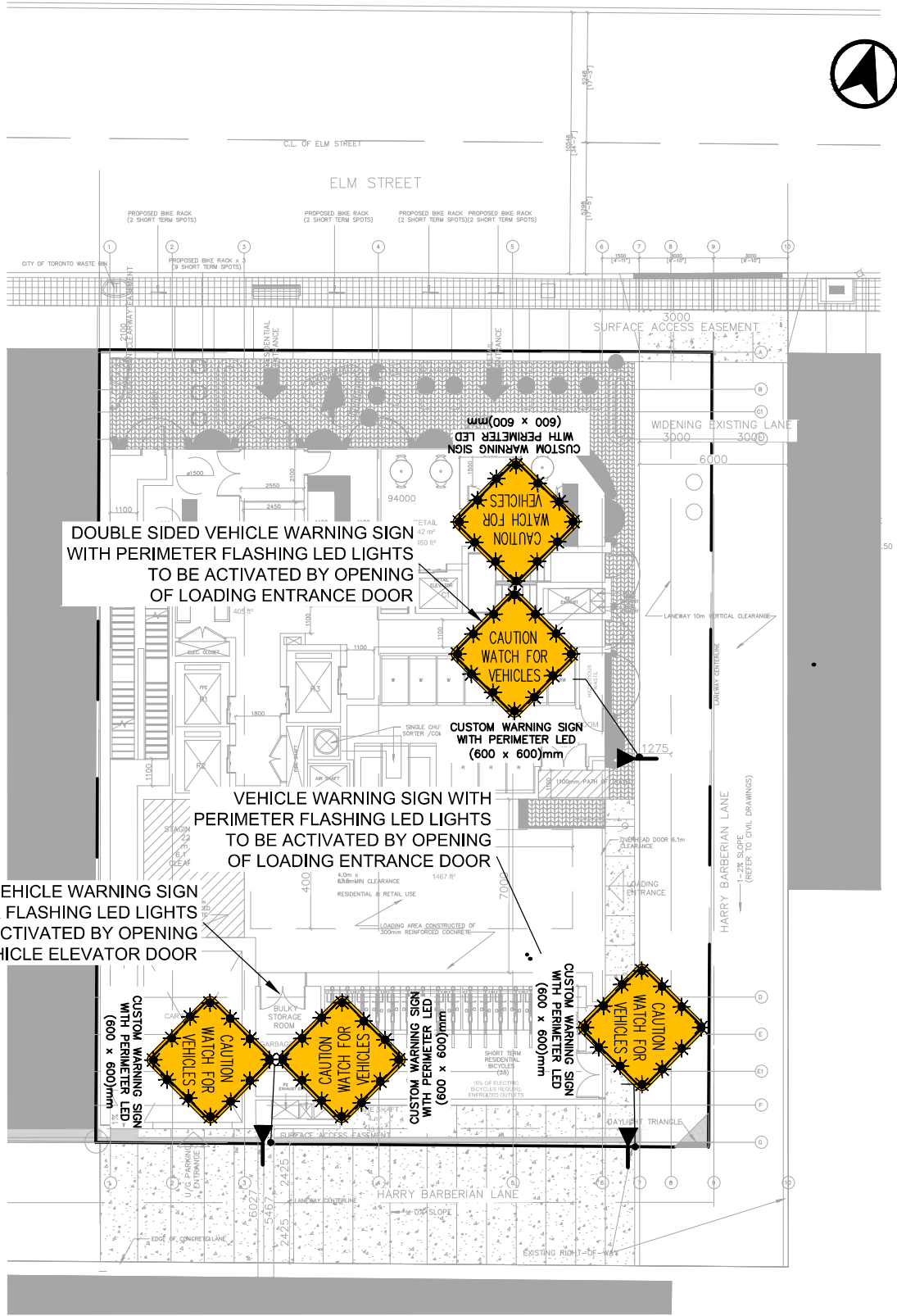
17 ELM STREET VEHICULAR MANOEUVRING DIAGRAM 2012 DODGE GRAND CARAVAN (95TH PERCENTILE VEHICLE)

Project: 17 ELM STREET
 Project No. 8159-01
 Date: MARCH 22, 2023
 Revised: APRIL 12 2023

Drawing No. **VMD-03**

Appendix C: Signage Plan





**17 ELM STREET
TRAFFIC CONTROL SIGNAGE**

| | |
|--------------|----------------|
| Project: | 17 ELM STREET |
| Project No.: | 8159-01 |
| Date: | MARCH 22, 2023 |
| Revised: | APRIL 12 2023 |
| Drawing No.: | TC-01 |