

D TRAFFIC OPERATIONS ANALYSIS

D.1 METHODOLOGY

Traffic operations analyses within the study area are based upon the methodologies outlined in the Highway Capacity Manual (HCM) methodology and the Synchro 7.0 software package. The key performance indicator utilized for the signalized analysis is the volume to capacity (V/C) ratio where a V/C ratio of 1.0 reflects 'at capacity' conditions. The key performance indicator utilized for the unsignalized analysis is a level of service (LOS) measure (ranging from A to F) that is derived based upon average delays. LOS A represents minimal delay while LOS F represents extended delay.

Existing signal timings were obtained from the City of Toronto and utilized as the basis for the signalized analysis. Signal timings have been adjusted, where appropriate, in existing, future background and future total conditions to optimize intersection operations.

The default saturation flow rate of 1900 veh/hr/lane was adopted. In accordance to the City of Toronto guideline for Synchro 7.0, overall intersection peak hour factors have been calculated for the peak hours of each intersection and were used in place of the default 0.90 during the morning and 0.95 during the afternoon. Lane utilization and protected left turn factors have been adjusted to 1.0 at Don Mills Road / Eglinton Avenue East and at Leslie Street / Eglinton Avenue East under busy conditions to reflect equal usage of the remaining east-west lanes along Eglinton Avenue East and more attentive left turn vehicles.

D.1.1 Intergreen Calibration Studies

The lost time adjustment factor have been calibrated based on existing traffic during the intergreen (amber and all-red) period observed at Don Mills Road / Eglinton Avenue East on Tuesday, June 10, 2014. Lost time was reduced by 1 second per vehicle, to the nearest tenth, observed to be active during the intergreen period for each left turn movement.

Similarly, the lost time adjustment factor have been calibrated based on existing traffic during the intergreen period observed at Brentcliffe Road / Eglinton Avenue East on Wednesday, February 6, 2013 and on Wednesday, February 13, 2013.

Intergreen studies are attached in **Appendix G**. Uncalibrated and calibrated Synchro analyses output are provided in **Appendix H**.

D.1.2 HOV Lane Modelling

Due to limitation in the analysis software, the impact of the high-occupancy vehicle (HOV) lanes along Don Mills Road and along Eglinton Avenue East was analyzed differently. The north-southbound HOV lanes along Don Mills Road were modelled as separate legs at the intersection (as the fifth and sixth leg). However, because Synchro 7.0 can accommodate up to only 6-legged intersections, the Eglinton Avenue HOV lanes and associated volumes were removed from the network, resulting in a 2 lane reduction in each direction to simulate the reduced capacity from the HOV restriction. These associated volumes on the HOV lanes were calculated based on the observed ratio of HOV lane usage reported in Section C.1 and total through traffic along Don Mills Road and Eglinton Avenue East. HOV volumes along Eglinton Avenue East were removed from the system whereas HOV volumes along Don Mills Road were isolated to the separate fifth and sixth legs of the intersection. With the completion of the Eglinton Crosstown LRT under future conditions, no reductions are made to east-west volumes under future conditions to simulate removal of the HOV lanes.

D.2 EXISTING TRAFFIC CAPACITY ANALYSIS

The capacity analysis results under existing conditions are summarized in **Table 15**. Detailed Synchro summary tables and analysis sheets for the existing, Scenario A, and Scenario B analysis are attached in **Appendix I** and **Appendix J**.

Results indicate that all signalized intersections operate under busy but acceptable conditions with overall V/C ratios of 0.96 and 0.95 or better during the weekday morning and afternoon peak hour under calibrated existing conditions.

Under existing conditions, the westbound movement at the unsignalized south site access operates with level of service of LOS E (38s) and LOS F (101s) during the weekday morning and afternoon peak hour respectively. Under future conditions, the westbound movement at the unsignalized access will continue to operate with LOS E (40s) and LOS F (104s) during the weekday morning and afternoon peak hour respectively. Proposed development traffic will not change the level of service provided at the area unsignalized intersection.

TABLE 15 EXISTING SIGNALIZED CAPACITY ANALYSIS SUMMARY

Intersection / Movement	Existing		
	V/C	Delay	LOS
Eglinton Ave E / Brentcliffe Rd			
Overall	0.86 (0.95)	31.1 (38.2)	C (D)
EBTR	0.77 (0.84)	37.7 (32.8)	D (C)
WBL	0.90 (0.98)	54.7 (88.5)	D (F)
WBTR	0.81 (0.87)	17.9 (25.7)	B (C)
NBTL	0.30 (0.36)	40.0 (34.0)	D (C)
NBR	0.60 (0.96)	20.9 (70.7)	C (E)
SBLTR	0.83 (0.61)	62.8 (39.5)	E (D)
Eglinton Ave E / Leslie St			
Overall	0.96 (0.94)	30.3 (31.9)	C (C)
EBL	0.94 (0.96)	63.3 (60.1)	E (E)
EBT	0.52 (0.58)	8.7 (8.6)	A (A)
WBT	0.97 (0.97)	37.1 (44.1)	D (D)
WBR	0.28 (0.30)	3.5 (21.9)	A (C)
SBL	0.95 (0.85)	74.2 (61.2)	E (E)
SBR	0.64 (0.49)	2.1 (1.1)	A (A)
Eglinton Ave E / Don Mills Rd			
Overall	0.91 (0.92)	46.6 (44.7)	D (D)
EBL	0.99 (0.99)	92.2 (77.4)	F (E)
EBTR	0.90 (0.85)	38.7 (43.6)	D (D)
WBL	0.95 (0.89)	82.2 (64.3)	F (E)
WBT	0.97 (0.89)	59.1 (44.9)	E (D)
WBR	0.47 (0.30)	28.7 (17.5)	C (B)
NBL	0.94 (0.66)	104.0 (43.9)	F (D)
NBT	0.86 (1.00)	34.8 (54.1)	C (D)
NBR	0.28 (0.56)	30.6 (32.7)	C (C)
SBL	0.90 (0.96)	68.4 (79.2)	E (E)
SBT	0.91 (0.69)	40.3 (33.2)	D (C)
SBR	0.31 (0.35)	30.9 (27.9)	C (C)
Leslie St / N. Site Access			
Overall	0.58 (0.48)	5.1 (4.1)	A (A)
WBL	0.26 (0.20)	39.0 (39.5)	D (D)
WBR	0.17 (0.12)	38.9 (39.0)	D (D)

Intersection / Movement	Existing		
	V/C	Delay	LOS
NBTR	0.46 (0.51)	3.1 (3.1)	A (A)
SBL	0.17 (0.14)	3.0 (2.8)	A (A)
SBT	0.61 (0.43)	4.1 (2.7)	A (A)
DVP SB Off Ramp / Eglinton Ave E			
Overall	0.63 (0.53)	8.5 (27.2)	A (C)
EBT	0.33 (0.49)	4.2 (20.0)	A (B)
EBR	0.13 (0.11)	3.9 (22.4)	A (C)
SBL	0.53 (0.72)	55.6 (52.8)	E (D)
SBR	0.21 (0.29)	0.3 (0.5)	A (A)
WBT	0.49 (0.39)	3.4 (11.4)	A (B)
WBR	0.66 (0.49)	14.4 (66.1)	B (E)
DVP NB Off Ramp / Eglinton Ave E			
Overall	0.70 (0.49)	9.8 (5.6)	A (A)
EBT	0.29 (0.44)	2.8 (3.4)	A (A)
EBR	0.28 (0.27)	8.2 (12.5)	A (B)
NBL	0.66 (0.33)	54.9 (53.2)	D (D)
NBR	0.44 (0.32)	0.9 (0.5)	A (A)
WBT	0.71 (0.51)	9.3 (3.9)	A (A)
WBR	0.29 (0.21)	5.3 (2.9)	A (A)

Notes:

1. xx (xx) – AM (PM)
2. NS through movement results are shown separately for the HOV lane and regular through lanes
3. HOV lane results along Eglinton Avenue East and Don Mills Road are omitted as they are not the critical movement
4. Reflects proposed site traffic with diversion based on a 4-legged Gervais Drive / Eglinton Avenue East intersection

D.3 FUTURE CONDITIONS ANALYSIS

D.3.1 Scenario A – Capacity Analysis Overview

Overall analysis results based on the Eglinton Connects future traffic projection at Brentcliffe Road / Eglinton Avenue East is summarized in **Table 16**. These results reflect the adoption of the future Eglinton lane configurations and future volume projections as per the Eglinton Connects study and new proposed site development traffic. Detailed individual movement operations for each intersection are attached in **Appendix K**.

The bottleneck in Scenario A is Brentcliffe Road / Eglinton Avenue East given Eglinton Connects lane configurations and future volume projections. Based on a capacity constraint approach, analysis of this condition indicates approximately a 12% reduction in total east-west traffic at the Brentcliffe – Leslie segment. With the traffic diversion, area signalized intersections operate acceptably with overall V/C ratios of 0.90 and 0.91 or better during the morning and afternoon peak hour, respectively, under future background conditions.

With the addition of proposed site traffic onto the adjusted network, the relative impact of site traffic at the study area intersections is generally small in the order of 0% to 4%. Site traffic impact to overall V/C ratio at Brentcliffe Road / Eglinton Avenue East is higher at 8% but only during the afternoon peak period. Relative site impact, with respect to “As-of-Right” traffic allowance, range from a 0% to 4% increase to overall intersection V/C ratios.

Site access intersections will operate well with overall V/C ratios of 0.66 and 0.53 or better during the morning and afternoon peak hours, respectively, under future conditions.

TABLE 16 SCENARIO A: FUTURE SIGNALIZED CAPACITY ANALYSIS SUMMARY

Intersection / Movement	Future Background			Future Total (AOR)			Future Total (Proposed)		
	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
Eglinton Ave / Brentcliffe Rd	0.90 (0.91)	34.1 (35.9)	C (D)	0.90 (0.98)	34.8 (40.5)	C (D)	0.91 (0.99)	34.6 (41.7)	C (D)
Eglinton Ave / Leslie St	0.85 (0.84)	24.5 (25.3)	C (C)	0.85 (0.88)	24.4 (27.5)	C (C)	0.89 (0.88)	27.2 (28.1)	C (C)
Eglinton Ave / Don Mills Rd	0.91 (0.91)	44.4 (43.2)	D (D)	0.91 (0.95)	44.5 (45.3)	D (D)	0.93 (0.94)	45.9 (45.8)	D (D)
Eglinton Ave / DVP SB Off Ramp	0.64 (0.68)	10.5 (16.6)	B (B)	0.64 (0.70)	10.4 (16.8)	B (B)	0.64 (0.70)	10.4 (16.5)	B (B)
Eglinton Ave / DVP NB Off Ramp	0.82 (0.59)	10.6 (4.1)	B (A)	0.83 (0.61)	10.8 (4.1)	B (A)	0.83 (0.61)	10.9 (4.2)	B (A)
Eglinton Ave / Gervais Dr	0.74 (0.62)	19.0 (16.6)	B (B)	0.74 (0.65)	19.2 (17.2)	B (B)	0.74 (0.65)	19.6 (17.1)	B (B)
Leslie St / N Site Access	0.54 (0.42)	4.9 (4.0)	A (A)	0.55 (0.45)	4.7 (3.7)	A (A)	0.55 (0.45)	4.7 (3.7)	A (A)
Leslie St / New Site Access	N/A	N/A		0.52 (0.56)	2.1 (6.9)	A (A)	0.66 (0.53)	8.0 (4.6)	A (A)

Notes:

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D.3.2 Scenario B - Capacity Analysis Overview

Overall analysis results based on the traditional additive derivation of future traffic as the sum of existing traffic, site specific background development traffic allowance, traffic diversion, and proposed new site traffic are summarized in **Table 17**. Future scenario results reflect the future lane configurations presented in the Eglinton Connects streetscapes plan adopted by the City of Toronto. Detailed discussion of individual movement operation of each intersection is attached in **Appendix L**.

Under Scenario B with Eglinton Connects lane configurations and derivation of future traffic as the sum of existing traffic and area background development allowances, the capacity constraint analysis indicates a 5% reduction for westbound movements and a 5% to 13% reduction for the eastbound movements in the morning and afternoon peak hours respectively.

With the addition of proposed site traffic onto the adjusted network, the relative impact of site traffic at the study area intersections is generally small in the order of 0% to 4%. Relative site impact, with respect to “As-of-Right” traffic allowance, range from a 0% to 3% increase to overall intersection V/C ratios.

Site access intersections will operate well with overall V/C ratios of 0.66 and 0.44 or better during the morning and afternoon peak hour, respective, under future conditions.

TABLE 17 SCENARIO B: FUTURE SIGNALIZED CAPACITY ANALYSIS SUMMARY

Intersection / Movement	Future Background			Future Total (AOR)			Future Total (Proposed)		
	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
Eglinton Ave / Brentcliffe Rd	0.98 (1.00)	37.9 (43.0)	D (D)	0.98 (1.00)	38.9 (44.4)	D (D)	0.98 (1.00)	39.2 (45.9)	D (D)
Eglinton Ave / Leslie St	0.86 (0.88)	21.2 (27.6)	C (C)	0.87 (0.92)	21.2 (30.9)	C (C)	0.90 (0.92)	23.5 (29.5)	C (C)
Eglinton Ave / Don Mills Rd	0.92 (0.94)	45.4 (48.2)	D (D)	0.92 (0.97)	49.1 (49.8)	D (D)	0.94 (0.96)	47.8 (50.0)	D (D)
Eglinton Ave / DVP SB Off Ramp	0.64 (0.71)	9.4 (13.5)	A (B)	0.64 (0.72)	9.2 (13.1)	A (B)	0.63 (0.72)	9.4 (13.5)	A (B)
Eglinton Ave / DVP NB Off Ramp	0.81 (0.62)	11.4 (4.7)	B (A)	0.83 (0.63)	12.0 (4.7)	B (A)	0.83 (0.63)	11.8 (4.9)	B (A)
Eglinton Ave / Gervais Dr	0.79 (0.70)	22.8 (20.6)	C (C)	0.80 (0.75)	23.6 (21.4)	C (C)	0.80 (0.71)	24.3 (20.5)	C (C)
Leslie St / N Site Access	0.58 (0.44)	5.0 (4.0)	A (A)	0.58 (0.45)	4.8 (3.7)	A (A)	0.58 (0.44)	4.8 (3.7)	A (A)
Leslie St / New Site Access	N/A	N/A		0.56 (0.56)	2.2 (6.9)	A (A)	0.66 (0.53)	8.1 (4.6)	A (A)

Notes:

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D.4 ANALYSIS SUMMARY

D.4.1 Comparison of Scenario A and B

Table 18 summarizes the overall V/C ratios of the study area intersections for Scenario A and Scenario B analyses. Both sets of analyses yield similar results depicting acceptable operations at the Highway 401 ramps, at the Leslie Street intersections, and at Eglinton Avenue East / Gervais Drive. Both sets of analyses conclude Eglinton Avenue East / Don Mills Road and Eglinton Avenue East / Brentcliffe Road will operate under busy conditions and will be at capacity, causing traffic to be diverted from this segment of the Eglinton corridor as was assumed in this study.

In both analyses, all signalized intersections within the study area operate acceptably under future total conditions with overall V/C ratios at or under 1.00. Site traffic impact of key intersections along the Eglinton corridor is relatively small and is in the order of 0% to 4% in Scenario A. Site traffic impact along the Eglinton corridor is the same in Scenario B, but with a busier Eglinton Avenue / Brentcliffe Road. Overall, study area intersections will be slightly busier in future conditions under Scenario B than in Scenario A.

TABLE 18 SCENARIO A AND SCENARIO B ANALYSIS RESULTS COMPARISON

Intersection / Movement	Scenario A Future Total			Scenario B Future Total		
	V/C	Delay	LOS	V/C	Delay	LOS
Eglinton Ave / Brentcliffe Rd	0.91 (0.99)	34.6 (41.7)	C (D)	0.98 (1.00)	39.2 (45.9)	C (D)
Eglinton Ave / Leslie St	0.89 (0.88)	27.2 (28.1)	C (C)	0.90 (0.92)	23.5 (29.5)	C (C)
Eglinton Ave / Don Mills Rd	0.93 (0.94)	45.9 (45.8)	D (D)	0.94 (0.96)	47.8 (50.0)	D (D)
Eglinton Ave / DVP SB Off Ramp	0.64 (0.70)	10.4 (16.5)	B (B)	0.63 (0.72)	9.4 (13.5)	B (B)
Eglinton Ave / DVP NB Off Ramp	0.83 (0.61)	10.9 (4.2)	B (A)	0.83 (0.63)	11.8 (4.9)	B (A)
Eglinton Ave / Gervais Dr	0.74 (0.65)	19.6 (17.1)	B (B)	0.80 (0.71)	24.3 (20.5)	B (B)
Leslie St / N Site Access	0.55 (0.45)	4.7 (3.7)	A (A)	0.58 (0.44)	4.8 (3.7)	A (A)
Leslie St / New Site Access	0.66 (0.53)	8.0 (4.6)	A (A)	0.66 (0.53)	8.1 (4.6)	A (A)

Notes:

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D.4.2 Overall Analysis Findings

With the addition of proposed site traffic onto the adjusted network, the relative impact of site traffic at the study area intersections compared to future background traffic is generally small in the order of 0% to 4% based on both Scenario A and Scenario B. Based on the foregoing, new site generated traffic activity can be accommodated on the area street network after commuter traffic on the Eglinton corridor has been diverted. New site traffic will not noticeably change operating conditions at the area intersections over future background conditions and overall impacts are similar (0% to 4%) when considering as-of-right site traffic.

E NEW TRAFFIC SIGNAL

E.1 SIGNAL WARRANT – NEW LESLIE STREET SIGNAL

Based on the methodologies outlined in Book 12 of the Ontario Traffic Manual, a 4-hour signal warrant was conducted for the proposed new site access driveway intersection with Leslie Street using Scenario A future total traffic volumes.

The warrant considers the delay in all directions at the intersections, given the peak hours of an average day, to determine if a traffic signal is necessary. The application of the 4-hour warrant is appropriate due to heavy major street traffic causing excessive delays for the site accesses during four or more peak hours of the day but without the prolonged demands throughout the day to meet the eight hour warrant.

E.1.1 Four Hour Volume Projection

The peak four hour traffic volumes for the site access movements and through traffic movements at the subject intersection were projected separately. Off peak through street traffic was projected based on the ratio of the street peak hour versus the second highest street peak hour for north-south through traffic counted Thursday, February 27, 2014 at the 1101-1105 Leslie Street driveway intersection during the morning and afternoon periods.

Site traffic during off peak hours was projected based on the temporal variation of off peak site traffic to peak site traffic derived from a 14 hour traffic movement count of a residential condominium at 18 Yorkville Avenue on Thursday, January 16, 2014; attached in **Appendix M**. The ratios were calculated for inbound and outbound traffic separately and were applied to the future total projected site traffic during the peak hour to estimate off peak site traffic for the proposed development.

The temporal variation for site traffic and street through traffic between the peak hours (8:00 – 9:00 and 17:00 – 18:00) versus the second highest peak hours (9:00 – 10:00 and 18:00 – 19:00) is summarized in **Table 19**.

TABLE 19 OFF-PEAK TO PEAK SITE AND STREET TRAFFIC RATIOS

Period	Site Traffic		Street Through Traffic	
	Inbound % of Peak	Outbound % of Peak	SB % of Peak	NB % of Peak
8:00 – 9:00	44%	100%	100%	100%
9:00 – 10:00	38%	91%	90%	81%
17:00 – 18:00	100%	59%	100%	100%
18:00 – 19:00	94%	74%	74%	96%

The temporal variation ratios were used to scale the 100% site traffic and street through traffic to estimate the amount of traffic during the other peak hours. The resultant peak four hour traffic volumes for the new site access intersection are summarized in **Table 20**.

TABLE 20 PEAK FOUR HOUR VOLUME SUMMARY

Movement	SBL	SBT	WBL	WBR	NBT	NBR
8:00 – 9:00	20	1460	160	65	1095	35
9:00 – 10:00	15	1315	145	60	885	30
17:00 – 18:00	45	1240	95	40	1355	75
18:00 – 19:00	40	920	120	50	1300	70

Notes:

1. Volumes are rounded to the nearest 5 vehicles

E.1.2 4-Hour Signal Warrant

The graphical analysis for the signal warrant is shown in **Appendix N**. For the traffic signals to be warranted at the intersections, the intersecting points between major and minor street traffic during all four peak hours must exceed the threshold identified (i.e., the blue boundary) which represents a 3-lane cross section minor road meeting a 4-lane cross section major road.

Based on the graphical analysis, the signal is warranted at the proposed new site access driveway given the proposed site traffic.

E.2 SIGNAL SPACING & QUEUING ANALYSIS

The proposed signal on Leslie Street is located approximately 160 metres south of the existing signalized Carrington on the Park site access driveway intersection. The City guideline suggests a minimum distance of 215 metres between adjacent signalized intersections to reduce site access blockage and excessive friction on the main street.

BA Group has analyzed the 95th percentile queuing condition at the proposed new site driveway intersection and at the adjacent Carrington on the Park site access intersection to the north. The average and 95th percentile queuing results and available storage at the proposed site access driveway intersection and adjacent intersections are summarized in **Table 21**.

The projected average percentile vehicle queues can be accommodated by the available lane storage space without influencing upstream or downstream intersections. The new site access driveway needs a minimum storage of 50 metres to accommodate anticipated average site traffic queues.



TABLE 21 SITE ACCESS 50TH AND 95TH QUEUE SUMMARY

Movement	Storage	50 th Percentile		95 th Percentile	
		Future Background	Future Total	Future Background	Future Total
North Dwy / Leslie St					
NBT	175 m	26 (25)	23 (24)	42 (40)	28 (27)
SBL	75 m	2 (1)	2 (1)	5 (4)	6 (5)
SBT	195 m	41 (24)	41 (26)	65 (39)	69 (41)
WBL		7 (5)	7 (5)	16 (13)	16 (13)
WBR		1 (0)	3 (0)	14 (12)	16 (12)
Site Access / Leslie St					
NBT	127 m	N/A	43 (41)	N/A	70 (66)
SBL	55 m	N/A	0 (2)	N/A	1 (4)
SBT	175 m	N/A	30 (24)	N/A	35 (31)
WBL		N/A	30 (11)	N/A	48 (23)
WBR		N/A	0 (0)	N/A	11 (8)

Notes:

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F PARKING

F.1 ZONING BYLAW PARKING REQUIREMENTS

The in-force City of North York Zoning By-Law No. 7625 (as amended by Site Specific Zoning By-Law No. 931-2009) and the City's consolidated Zoning By-Law No. 569-2013 (Policy Area 3) have been taken under consideration for the current rezoning application, as described in the following sections.

F.1.1 Site Specific Zoning By-Law No. 931-2009 / Zoning By-Law No. 7625

The site is subject to Site Specific Zoning By-Law No. 931-2009, that amends Zoning By-Law No. 7625, specifies a total minimum parking requirement of 784 parking spaces, including a minimum of 0.60 parking spaces per retirement residential unit. The current proposal contemplates condominium residential units, which Site Specific Zoning By-Law No. 931-2009 does not account for. As such, residential and retail parking rates from Zoning By-Law No. 7625 have been calculated, as shown in **Table 22**.

F.1.2 Zoning By-Law No. 569-2013

In May 2013, the City of Toronto created a comprehensive zoning bylaw to create uniformity across the former municipalities that were amalgamated. The current City-wide Zoning By-Law No. 569-2013 outlines specific parking ratio requirements for various areas in the City of Toronto, based on the classification (policy area) of the site. These parking ratios were developed based on review of residential parking considerations for condominium and rental tenancies, geographical location as well as proximity of public transit.

Given proximity to and anticipated completion of the Eglinton Crosstown LRT, the site vicinity can be considered most similar to Policy Area 3 in the City-wide Zoning By-Law No. 569-2013 as an avenue with higher order transit. The calculated requirement, per Zoning By-Law No. 569-2013 has also been provided in **Table 22**.

TABLE 22 INN ON THE PARK REDEVELOPMENT PARKING REQUIREMENTS

Land Use	Size (units)	Zoning By-Law No. 7625		Zoning By-Law No. 569-2013, Policy Area 3	
		Rate	Required Supply	Rate	Required Supply
Residential	815 one-bed 565 two-bed <u>20 townhouse</u> 1,400 total	1.25 sps / unit	1750	0.7 sps / one-bed 0.9 sps / two-bed 1.0 sp. / three-bed	570 sps 508 sps <u>20 sps</u> 1,098 sps
Residential Visitor	1,400 total	0.25 sps / unit	350	0.1 sps / total	140 sps
Retail	943 m ²	1 sp. / 28 m ² .	34	1 sp. / 100 m ²	9 sps
Total			2,134 sps		1,247 sps

Notes:

1. Based on site plan stats by Graziani & Corazza Architects Inc dated January 15, 2015.



F.1.3 Inn on the Park Parking Requirements

Application of the former (in-force) City of North York Zoning By-Law No. 7625 will result in a required parking provision of 2,134 vehicular spaces. The City of Toronto Zoning By-Law No. 569-2013 requires 1,247 vehicular spaces with a designation of Policy Area 3. Under future conditions, with the completion of the Eglinton Crosstown LRT, the Policy Area 3 designation will reasonably apply to the site, given its proximity to higher order transit.

F.2 PROPOSED PARKING PROVISIONS

Parking for residential tenants and visitors is to be provided on site for the new buildings on a consolidated basis within a common parking facility supporting all uses.

Parking will be provided within two adjacent parking facilities beneath the site for a total of 1,313 parking spaces including 1,162 residential tenant spaces and 151 residential visitor and retail visitor spaces). The parking facility on the west side of the site (serving Tower A and Tower D) occupies three levels underground. The parking facility on the east side of the site (serving Tower B and Tower C) occupies three levels at and above-grade and three levels underground

The overall parking supply of 1,313 parking spaces will satisfy and exceed the parking requirement outlined in Zoning By-Law No. 569-2013 for Policy Area 3.

The proposed parking supply is considered appropriate and will meet the parking needs for the development site.

F.3 BICYCLE PARKING

Table 23 provides a summary of the City of Toronto's city-wide Zoning By-law No. 569-2013 and Toronto Green Standard's bicycle parking requirements for the proposed development.

The proposed development will have a minimum total bicycle parking requirement of 1,400 spaces to meet the City of Toronto Zoning By-Law 569-2013 and the Toronto Green Standards. Details regarding bicycle parking space provision will be established later in the site plan approvals process.

TABLE 23 PARKING SUPPLY REQUIREMENTS

Standard	Parking Type	Units	Minimum Parking Ratio	Parking Spaces Required
Zoning By-Law No. 569-2013	Visitor Resident Total	1,400	0.10 / unit 0.90 / unit	140 1260
Toronto Green Standard Tier 1	Visitor Resident Total	1,400	0.10 / unit 0.90 / unit	140 1260

G LOADING

Site Specific Zoning By-Law No. 931-2009 requires the provision of a minimum 2 loading spaces, given the previous proposed land uses.

Zoning By-Law No. 569-2013 requires provision of a 'Type G' loading space for residential buildings containing more than 30 dwelling units, for each 399 dwelling units, to provide for garbage collection and deliveries to the site. Provision of loading for the proposed development will be through a consolidated basis considering Towers A and D as one entity, and Towers C and B as another entity because the grouped buildings share a common podium, ground floor retail, and parking garage. Given this perspective, the proposed development requires the provision of 2 'Type G' loading spaces.

The proposed development provides 2 'Type G' loading spaces at the ground level accessed through the private road along the northern periphery of the site. The loading space for Towers A and D is located on the west side whereas for Towers C and B the loading space is on the east side of the site.

The proposed loading provisions are considered appropriate to provide for municipal garbage collection and moving.