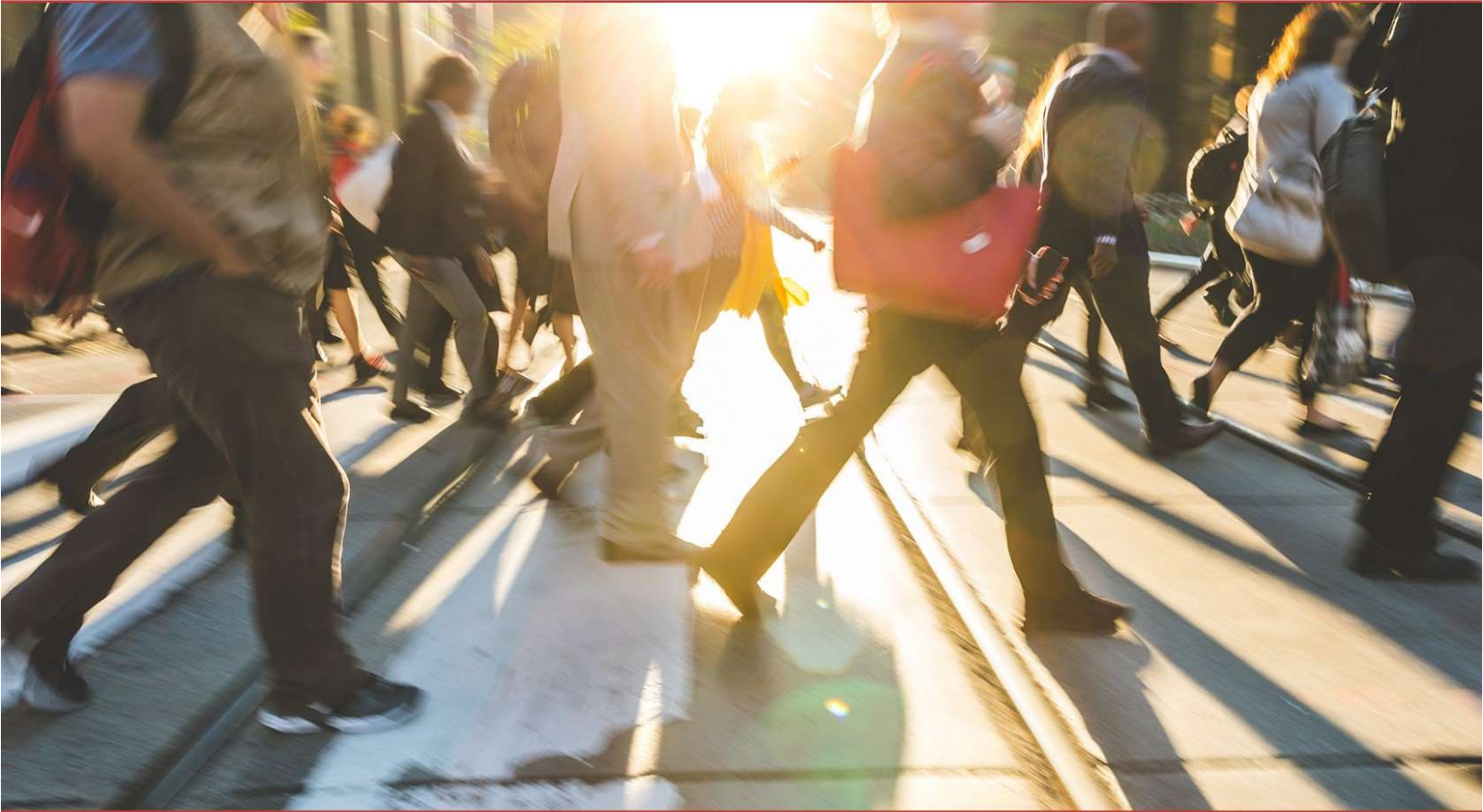


147 SPADINA ROAD PROPOSED MIXED-USE DEVELOPMENT

Urban Transportation Considerations - Addendum 1
City of Toronto



Prepared For: HM RB (147 Spadina) LP

September 2023



BA Group

AUTHORSHIP

Date	Revision	Update
08/31/2023	Version 1	Draft Report
09/06/2023	Version 2	Finalize Report

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1.0 INTRODUCTION

BA Group is retained by HM RB (147 Spadina) LP to provide transportation consulting services in relation to the proposed redevelopment of the site municipally known as 147 Spadina Avenue, in the City of Toronto (referred to herein as the “site”).

The following materials have been submitted as part of the Zoning by-law Amendment and Site Plan Applications:

147 Spadina Avenue, Mixed-Use Development, Urban Transportation Considerations, City of Toronto, dated August 2021 (referred to herein as the “August 2021 report”)

147 Spadina Avenue, Mixed-Use Development, Urban Transportation Considerations, City of Toronto, dated November 2021 (referred to herein as the “November 2021 report”)

From a transportation perspective, minor changes to the development program have been made since the November 2021 addendum. Reduced scale copies of the updated ground floor and parking level architectural plans are provided in **Appendix A**.

Table 1 provides a summary of the key transportation related elements incorporated in the previous submissions and the current development concept plan, for comparison.

This addendum report summarizes updated vehicle parking, bicycle parking and loading characteristics.



Table 1 Development Programme

Use/Aspect	Type	August 2021	November 2021	August 2023
Development				
Residential	Studio	11	11	22 units
	1-Bedroom	111 units	111 units	128 units
	2-Bedroom	68 units	68 units	53 units
	3-Bedroom	33 units	33 units	23 units
	Total	223 units	223 units	226 units
Retail	Total	443 m²	443 m²	351 m²
Site Plan / Facilities				
Vehicle Parking	Resident	26 vehicle parking spaces	26 vehicle parking spaces	29 vehicle parking spaces
	Non-Resident	0 vehicle parking spaces	0 vehicle parking spaces	0 vehicle parking spaces
	Total	26 vehicle parking spaces	26 vehicle parking spaces	29 vehicle parking spaces
Bicycle Parking	Long-Term	222 bicycle parking spaces	222 bicycle parking spaces	232 bicycle parking spaces
	Short-Term	26 bicycle parking spaces	26 bicycle parking spaces	26 bicycle parking spaces
	Total	248 bicycle parking spaces	248 bicycle parking spaces	258 bicycle parking spaces
Loading	--	1 Type 'G' loading space	No change	No change
Site Access	--	Access to loading facility provided via the proposed driveway off of Richmond Street West. Access to underground garage is provided via the existing District Lofts parking garage entrance located off of Lot Street Lane.	No change	No change

Notes:

1. Based upon site statistics provided by Audax Architecture, dated September 1, 2023.



2.0 VEHICULAR PARKING CONSIDERATIONS

2.1 Zoning By-Law Requirements

2.1.1 City of Toronto Former Zoning By-Law 569-2013 (Policy Area 1)

Based on the timing of the original application, the site is subject to the former Zoning By-law 569-2013. Under this Zoning By-law, the site is not located in a specific policy area, therefore, the parking standards for “Policy Area 1” apply and are summarized in **Table 2**.

Table 2 Zoning By-law 569-2013 Parking Requirements (Policy Area 1)

Use	Units / Floor Area	Rate (Minimum)	Requirement (Minimum)	Requirement with Sharing		
				Morning	Afternoon	Evening
Residential						
Bachelor	22 units	0.3 spaces / unit	6 spaces	100%	100%	100%
1-Bedroom	128 units	0.5 spaces / unit	64 spaces			
2-Bedroom	53 units	0.8 spaces / unit	42 spaces			
3-Bedroom	23 units	1.0 spaces / unit	23 spaces			
SUBTOTAL	226 units		135 spaces	135 spaces	135 spaces	135 spaces
Non-Residential⁴						
Residential Visitors	226 units	0.1 spaces / unit	22 spaces	2 spaces (10%)	7 spaces (35%)	22 spaces (100%)
Retail	351 m ²	n/a ⁴	0 spaces	-	-	-
SUBTOTAL			22 spaces	2 spaces	7 spaces	22 spaces
TOTAL (with sharing)²			172 spaces	137 spaces	142 spaces	157 spaces

Notes:

1. Based upon site statistics provided by Audax Architecture, dated September 1, 2023.
2. Shared Parking Space Calculations based upon Chapter 200.5.10.1(6).
3. As per Zoning By-law 569-2013, 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.
4. As per Zoning By-law 569-2013, no parking spaces are required for a retail store if the interior floor area does not exceed 1.0 times the area of the lot.

Application of former Zoning By-law 569-2013 results in a minimum parking requirement of 157 parking spaces, including 135 resident spaces and 22 non-resident spaces. The effective ratio for resident parking is 0.69 spaces per unit.



2.1.2 City of Toronto Zoning By-Law 569-2013, as Amended (Parking Zone B)

The City of Toronto has signalled a change in policy direction regarding its Zoning By-law and minimum parking requirements. In December 2021, after approximately a year of study and consultation, City Council adopted the Review of Parking Requirements for New Development, which recommended the elimination of minimum parking requirements for most land uses, city-wide, replacing them with maximum parking standards within Zoning By-law 569-2013. In February 2022, Zoning By-law 89-2022 was published to amend Zoning By-law 569-2013 with the proposed changes, which included adjusted minimum accessible parking requirements for most land uses. Since that time, Zoning By-law 89-2022 was amended by Zoning By-law 125-2022 to establish parking zones, and was approved. On this basis, Zoning By-law 569-2013, as Amended, is considered to be applicable law.

While the minimum parking requirements of the former Zoning By-law 569-2013 are considered to be simultaneously applicable based on the date of the original application for the subject site, the City of Toronto has indicated that application of Zoning By-law 569-2013, as Amended, is appropriate on similar development applications and is therefore considered for comparison and summarized in **Table 3**. Based on Map 438 of Zoning By-law 125-2022, the site is located in Parking Zone A.



Table 3 Zoning By-law 569-2013, As Amended (Parking Zone A) – Vehicle Parking Requirements

Use	Units / Floor Area ¹	Minimum Rate	Minimum Parking Space Req ²	Maximum Rate	Maximum Parking Space Req ²	Effective Parking Rate ³	Effective Parking Space Req ^{2,3}
Resident							
Resident	Bachelor	22 units	None	0	0.3 spaces / unit	6	0.3 spaces / unit
	1-Bedroom	128 units	None	0	0.5 spaces / unit	64	0.5 spaces / unit
	2-Bedroom	53 units	None	0	0.80 spaces / unit	42	0.80 spaces / unit
	3-Bedroom	23 units	None	0	1.00 spaces / unit	23	1.00 spaces / unit
Resident Sub-Total		-	0	-	135	-	135
Non-Resident							
Visitor	226 units	2 plus 0.01 spaces / unit	4	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	27	0.10 spaces / unit	22
Retail	350 m ²	None	0	3.5 spaces / 100 m ²	12	1.0 space / 100 m ²	3
Non-Resident Sub-Total		-	4	-	39	-	25
TOTAL		-	4	-	174	-	160
Accessible Parking Spaces⁴ (included in TOTAL)			7				

Notes:

1. Based upon site statistics provided by Audax Architecture, dated September 1, 2023.
2. 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. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10 (C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

On this basis, although not directly applicable to this site based on the initial date of application, consideration for new City policy as reflected in Zoning By-law 569-2013, as Amended, would result in a requirement for 4 visitor spaces and 7 accessible spaces.



2.2 Proposed Parking Supply

The current architectural plans illustrate a total of 29 resident parking spaces within a 2-level underground parking garage.

The resident supply is equivalent to 0.12 spaces per unit.

The proposed parking provision is less than the requirement per former Zoning By-law 569-2013 however it is in keeping with the current City policy direction and evolving transportation context.

2.2.1 Accessible Parking Supply

Based on application of Zoning By-law 579-2017, as confirmed to be applicable to this development application, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 parking spaces in excess of 100 parking spaces are required. The proposed provision of 2 accessible spaces satisfies this requirement.

2.2.2 Electric Vehicle Infrastructure

Toronto Green Standard Version 3 (Tier 1) requires 20 per cent of the parking spaces to be provided with electric vehicle supply equipment (EVSE), equating to 6 spaces. The remaining parking spaces are designed to permit future EVSE installation.

2.3 Parking Facility Design

An existing legal access arrangement will provide vehicular access to the 147 Spadina Avenue development via the District Lofts driveway.

The District Lofts underground parking facility connects to Lot Street Lane. Lot Street Lane is connected to the greater road network via both Richmond Street West and Spadina Avenue. Inside of the District Lofts underground parking facility, gate arms are provided at the top of the parking ramp for control purposes.

It should be noted that parking access will be provided in a manner which minimizes the number of vehicular site driveways on the area street network and interruption of pedestrian walkways.

The existing ramp leads to the P1 level of the District Lofts underground parking garage. Tenants of 147 Spadina Avenue development will be required to drive through the P1 and P2 levels of the District Lofts in order to gain access to the proposed P2 level parking facility for 147 Spadina Avenue. At the P2 level there will be a secondary security door between District Lofts and 147 Spadina Avenue.

The design arrangements of the proposed parking facility and related access arrangements are considered appropriate and will meet the parking needs for the development site.



3.0 BICYCLE PARKING CONSIDERATIONS

3.1 Zoning By-Law Requirement

The bicycle parking supply requirements of the City wide Zoning By-law 569-2013 (Zone 1) have been reviewed. It is notable that the bicycle parking rates outlined in the Toronto Green Standards, Tier 1 are the same as the standards outlined in the City of Toronto Zoning By-law 569-2013.

Application of the bicycle parking supply requirements results in a total of 227 bicycle parking spaces, comprised of 204 long-term bicycle parking spaces and 23 short-term bicycle parking spaces, as summarized in **Table 4**.

Table 4 Zoning By-law 569-2013 & Toronto Green Standards Tier 1, Version 3 – Bicycle Parking Requirements

Land Use	Space Type	Number of Units / GFA	Minimum Rate	Minimum Spaces Required ¹
Residential	Short-Term	226 units	0.10 per unit	23 spaces
	Long-Term		0.90 per unit	204 spaces
Non-Residential	Short-Term	351 m ²	Not required; non-residential area less 2,000 m ²	0 spaces
	Long-Term		Not required; non-residential area less 2,000 m ²	0 spaces
Sub-Total	Short-Term	--	--	23 spaces
	Long-Term	--	--	204 spaces
Total Site Requirement				227 spaces

Notes:

1. Based upon site statistics provided by Audax Architecture, dated September 1, 2023.
2. The Toronto Green Standard states that for all other uses, "Provide long-term and short-term bicycle parking spaces consistent with the non-residential bicycle parking rates identified in Chapter 230 of the City-wide Zoning Bylaw".
3. For the purposes of calculating the number of required bicycle parking spaces Interior Floor Area (IFA) is assumed to be equal to Gross Floor Area (GFA).
4. The number of bicycle parking calculations resulting in a fraction is rounded up to the nearest whole number (as per Zoning By-law 569-2013).

3.2 Proposed Bicycle Parking Supply

The current development concept plans illustrate a total of 258 bicycle parking spaces including 26 short-term and 232 long-term spaces, exceeding the requirements of City of Toronto Zoning By-law 569-2013.



4.0 LOADING CONSIDERATIONS

4.1 Zoning By-law Requirements

Table 5 summarizes the loading requirements based on application of City of Toronto Zoning By-law 569-2013.

Table 5 City of Toronto Zoning By-law 569-2013 Loading Requirements

Use	Units / Floor Area ¹	Range (Units/GFA)	Type A Loading Spaces	Type B Loading Spaces	Type C Loading Spaces	Type G Loading Spaces	Total
Residential	226 units	> 400 units	-	-	-	1	1
Retail ²	351 m ²	0 – 499 m ²	-	-	-	-	-
Total Site Requirement			0	0	-	1	1

Notes:

1. Based upon site statistics provided by Audax Architecture, dated September 1, 2023.
2. Retail between 0 – 499 m² does not have a minimum number of loading spaces required.

Based on application of City of Toronto Zoning By-law 569-2013 one (1) Type G loading spaces are required.

4.2 Proposed Loading Facilities

The current development concept plan illustrates one (1) Type G loading space located on the ground floor of the proposed development to accommodate waste collection, loading, and delivery activities. Vehicular access to the loading space is provided via the proposed driveway connection to Richmond Street West.

Vehicular manoeuvring diagrams will be provided in a subsequent site plan submission.



5.0 TRANSPORTATION DEMAND MANAGEMENT

This section summarizes additional information requested by City of Toronto to satisfy the Toronto Green Standard AQ 1.1, which aims to reduce travel by single occupancy vehicles by 15%.

The TDM measures adopted for the site have been categorized as incentives for alternative transportation modes. The methodology documented in the November 2021 report (Section 6.0) provides an estimate of how the reduction to single occupancy vehicles may occur, with the relevant TDM measures listed against each transportation mode.

Table 6 below summarizes the estimated reduction in single occupancy vehicle trips for key TDM measures.



Table 6 Proposed TDM Measures

Measure	Description	Cost Estimate	Implementation Strategy	Reduction in Single Occupancy Vehicle Trips
Hard Measures				
Pedestrian/Cycling Connections	Provide widened sidewalks connecting to existing sidewalks on Spadina Avenue and Richmond Street West.	Integrated into overall development cost.	Construct as part of development.	-.2
Bicycle Parking	Provide bicycle parking spaces in accordance with the City of Toronto Zoning By-law 569-2013 Zone 1 and the TGS Tier 1.	Integrated into overall development cost.	Construct as part of development.	-.2
Bicycle Repair Station	Provide bicycle repair stations in long-term bicycle parking area(s).	Integrated into overall development cost.	Construct as part of development.	-.2
Vehicle Parking	Provide a reduced vehicle parking supply based on the site specific Zoning By-law.	Integrated into overall development cost.	Construct as part of development.	75% ¹
Soft Measures				
Travel Mode Information Packages	Implement programs to inform new residents of available travel mode choices and existing mobile apps providing transit information.	To be determined.	Travel mode information packages will be distributed at the sales centre or property management office.	-.2

Notes:

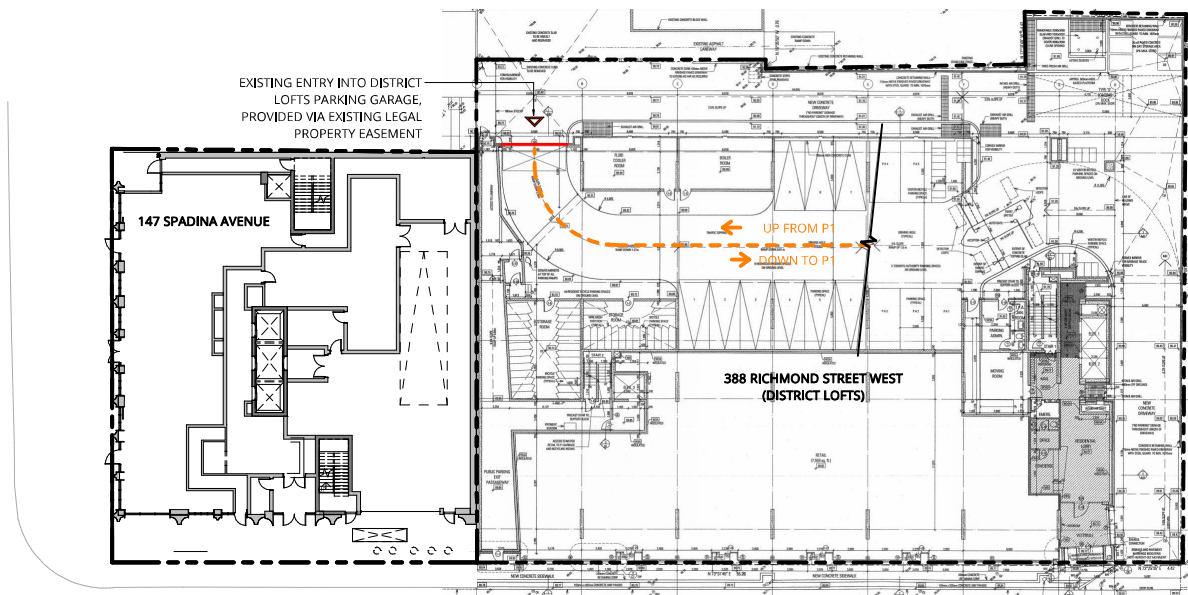
1. Calculated by comparing the vehicle parking supply based on the requirements of the City of Toronto Zoning By-law 569-2013 (Policy Area 1) which may otherwise apply to the site, and the site specific provisions based on the proposed parking rates (157 parking spaces vs 29 parking spaces).
2. Unable to reasonably quantify impact on driver mode at this time.

The total reduction in single occupancy vehicle trips is in the range of 75%, which exceeds the requirements of the Toronto Green Standard AQ 1.1.

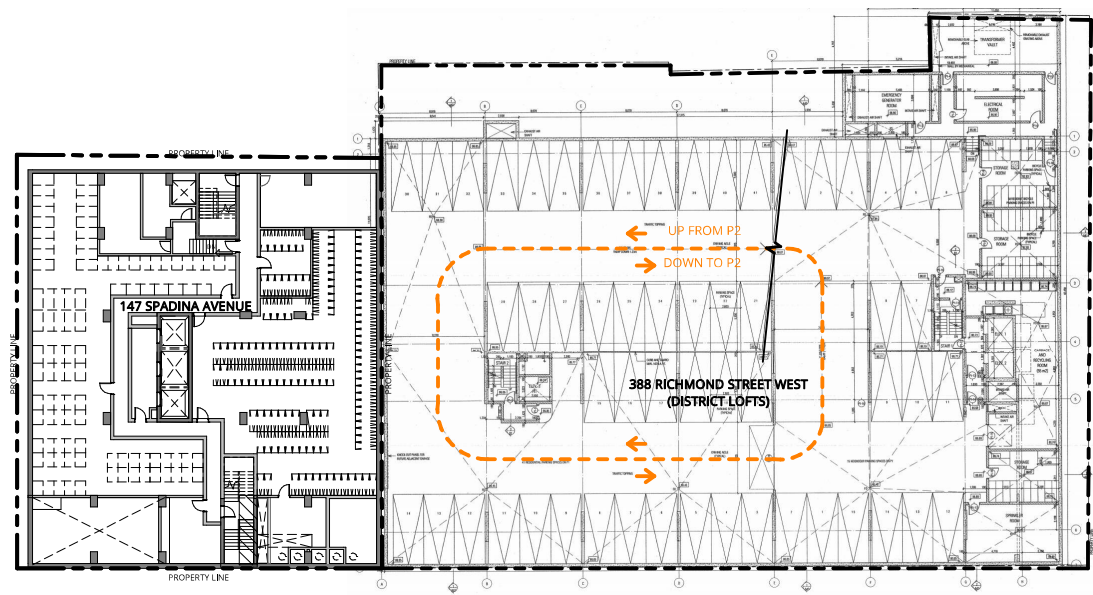


Appendix A: Reduced Scale Architectural Plans

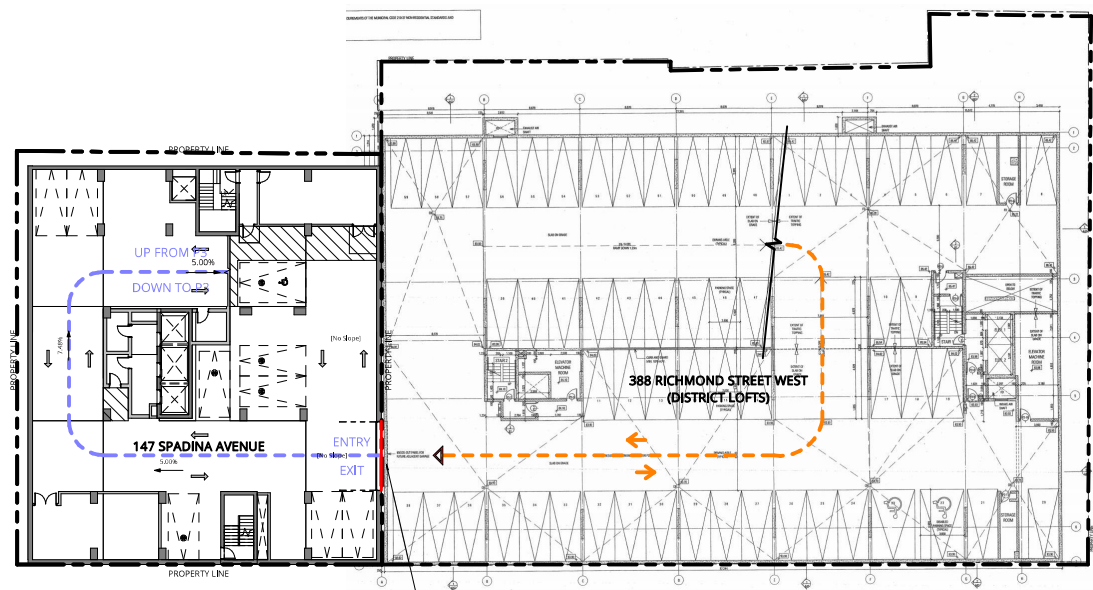




1 GROUND PARKING CIRCULATION
1:250



2 P1 PARKING CIRCULATION
1:250




3 P2 PARKING CIRCULATION
1:250

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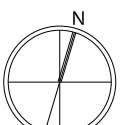
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PARKING LEGEND:
 - - - DISTRICT LOFTS PARKING CIRCULATION
 - - - 147 SPADINA'S PARKING CIRCULATION

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4	ISSUED FOR SPA	2021-11-01
3	ISSUED FOR JBA	2021-08-10
NO.	REVISION / ISSUED FOR	DATE

PARKING CIRCULATION PLAN

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147 SPADINA AVENUE
TORONTO, ONTARIO

PROJECT NORTH: 

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As indicated
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Author
FILE NO.:
20-006

A-005



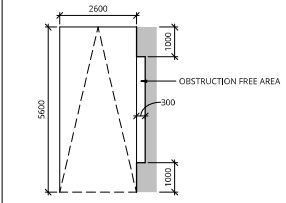
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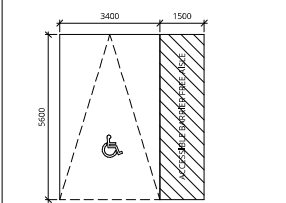
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PARKING LEGEND:
NOTES:
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• ALL PARKING SPACES WITHOUT EVSE SHALL BE PROVIDED WITH ROUGHED-IN CONDUITS.

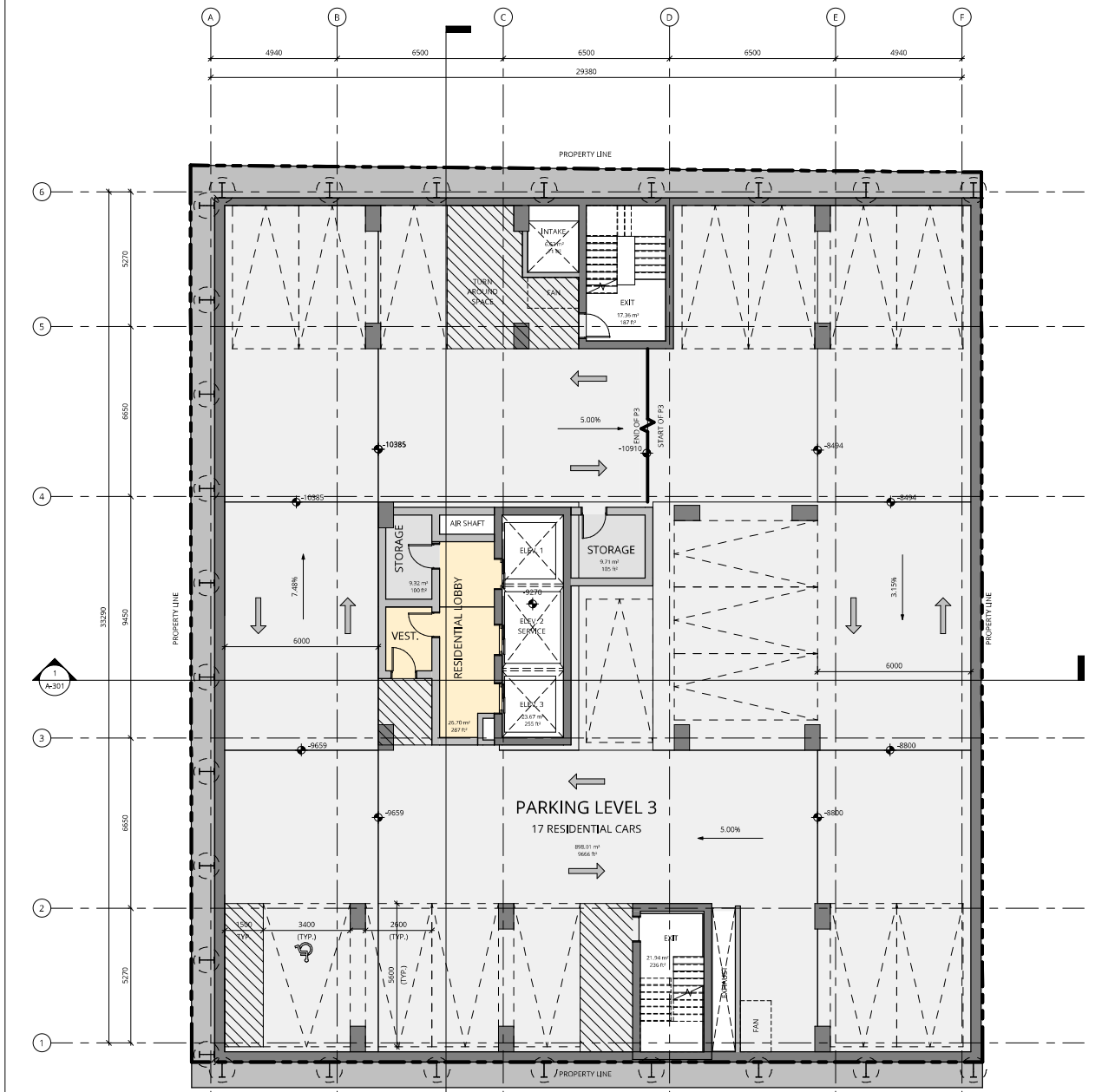
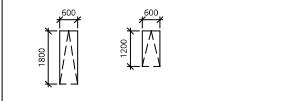
TYPICAL PARKING SPACE:
MIN. 2.5m (W) x 5.5m (L) x 2.0m (H)



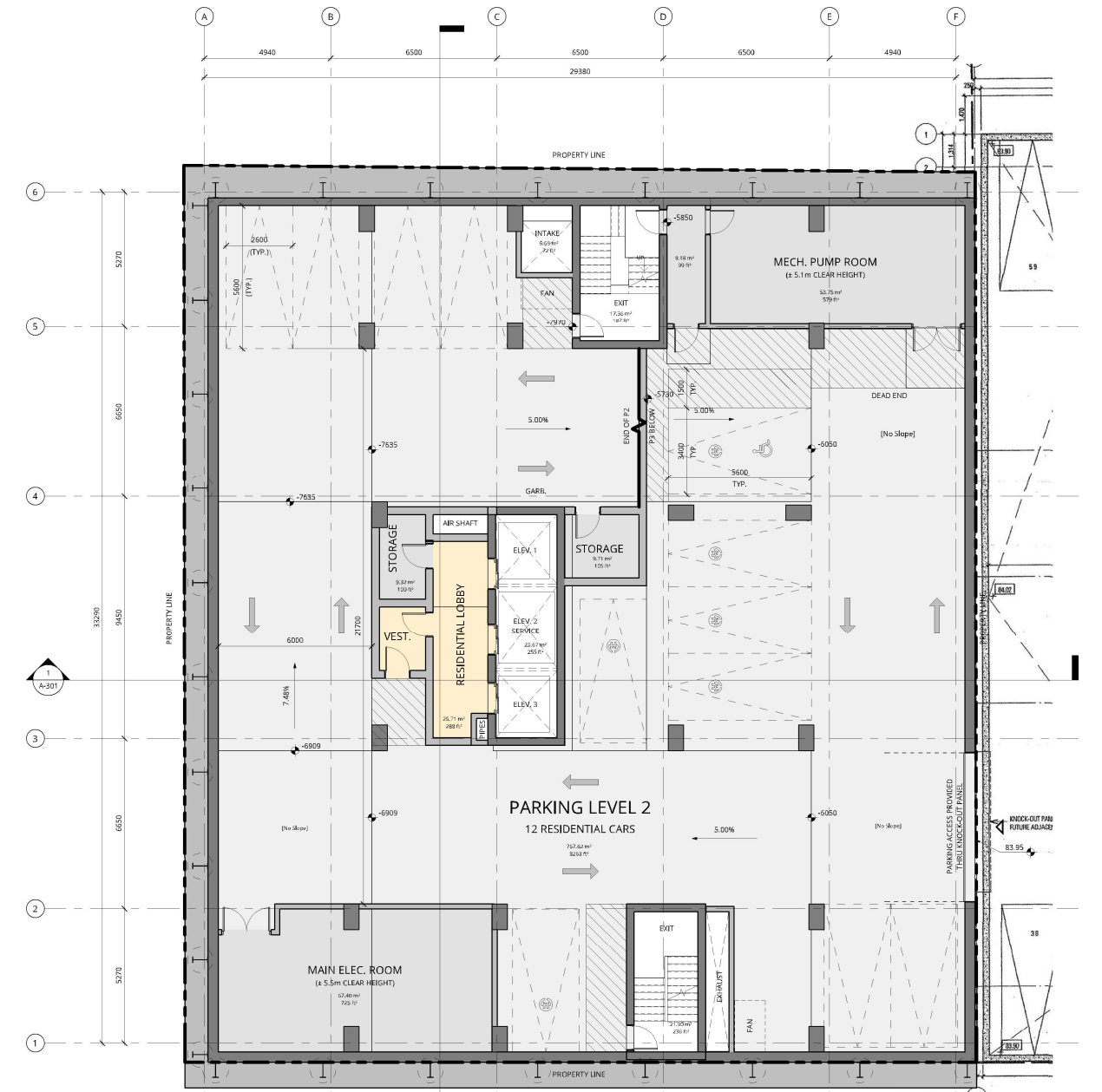
ACCESSIBLE PARKING SPACE:
MIN. 3.4m (W) x 5.5m (L) x 2.0m (H)
WITH ADJACENT 1.5m (W) ACCESSIBLE BARRIER-FREE AISLE



BICYCLE PARKING SPACE:
HORIZONTAL: MIN. 0.6m (W) x 1.8m (L) x 1.9m (H)
VERTICAL: MIN. 0.6m (W) x 1.2m (L) x 1.9m (H)



1 PARKING LEVEL 3
1:100



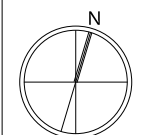
2 PARKING LEVEL 2
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3	ISSUED FOR ZBA	2021-08-10
2	ISSUED FOR COORDINATION	2021-07-21
1	ISSUED FOR COORDINATION	2021-05-07
NO.	REVISION / ISSUED FOR	DATE

FLOOR PLANS

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147 SPADINA AVENUE
TORONTO, ONTARIO

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Author
FILE NO.:
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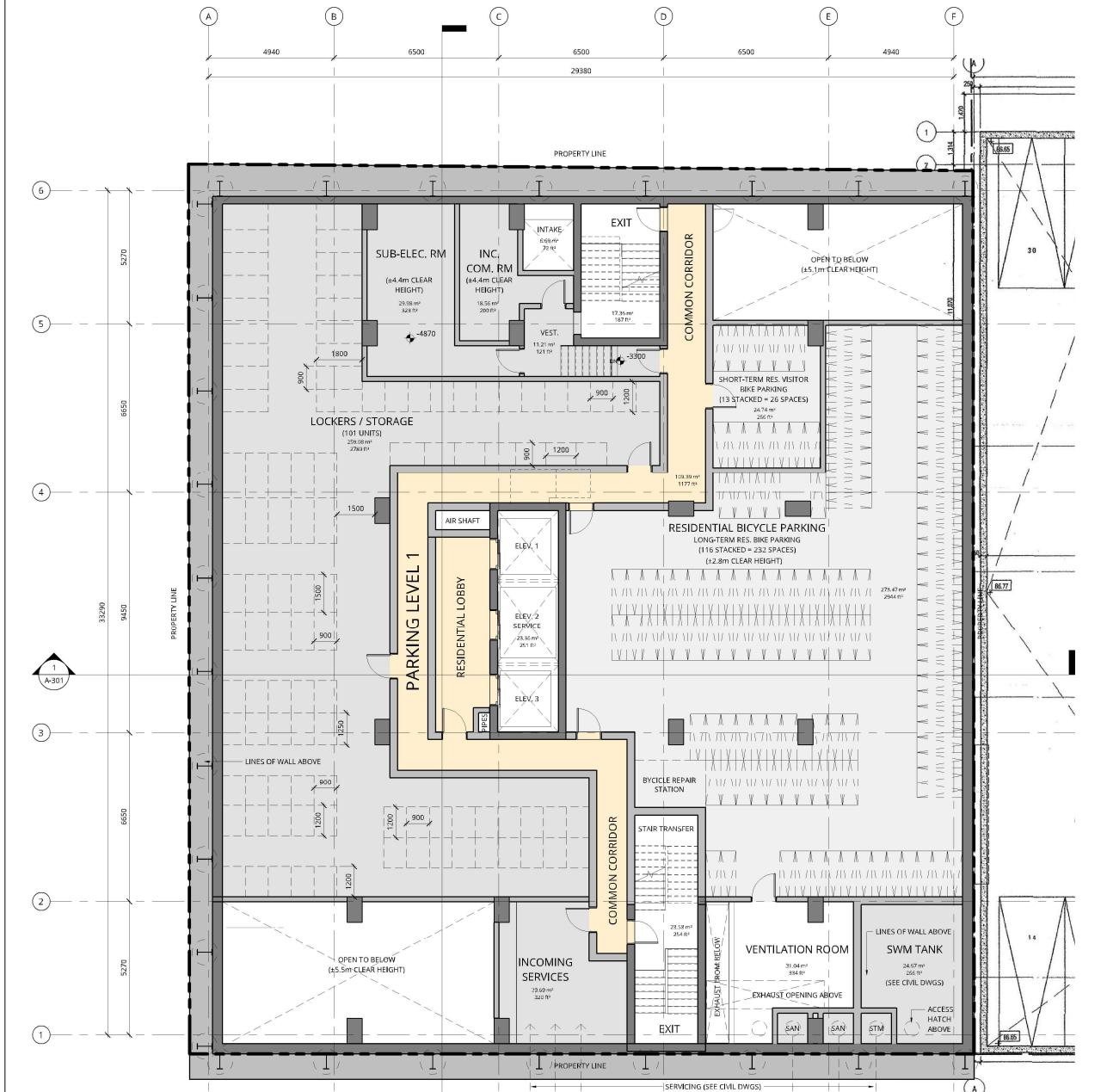
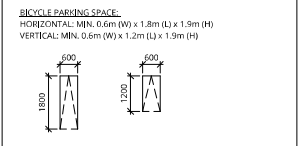
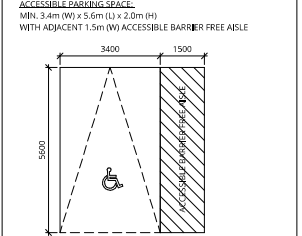
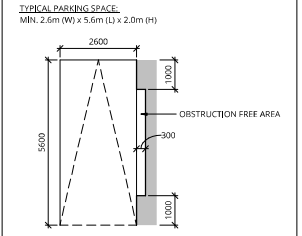


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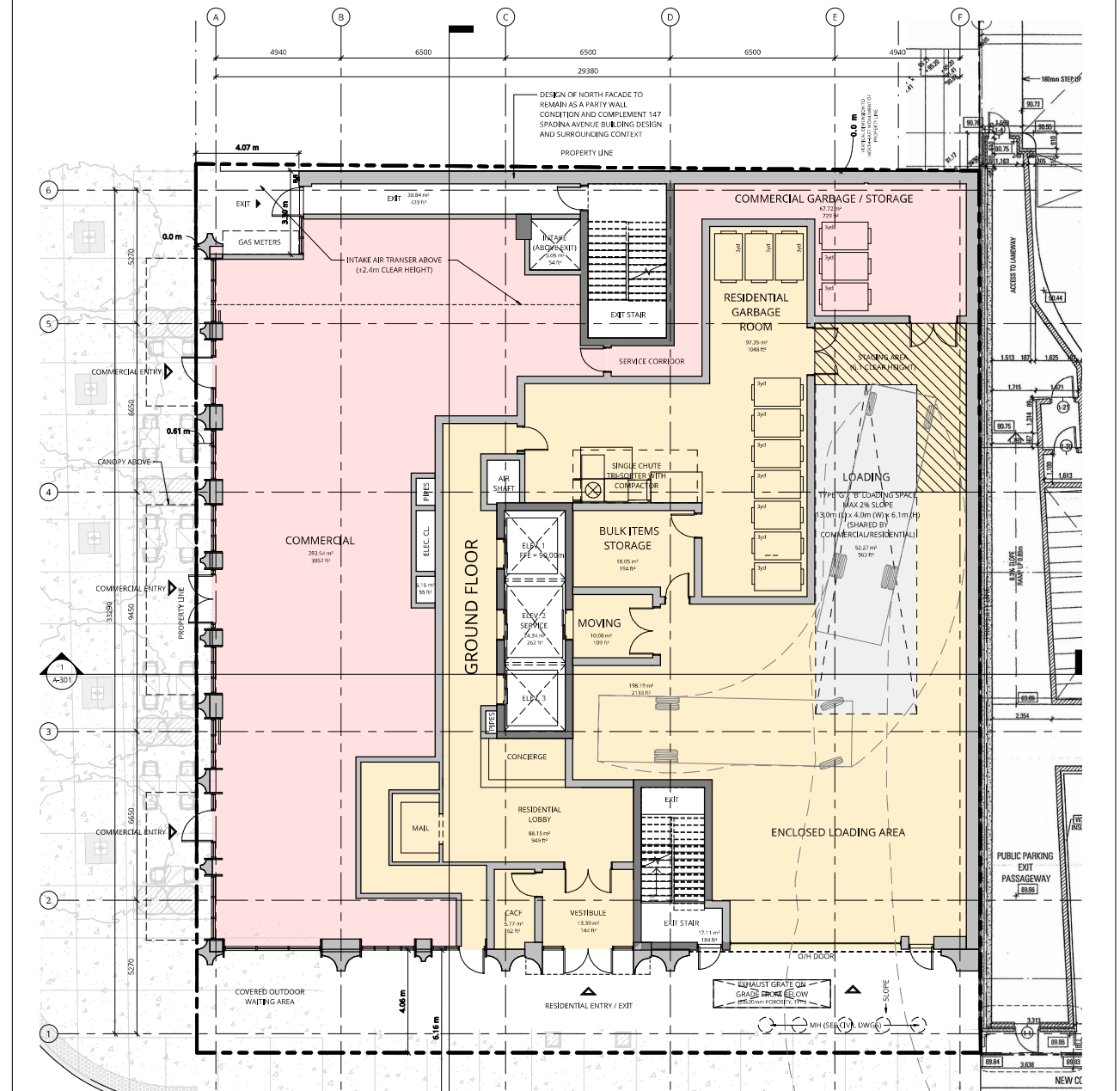
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NOTES:
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• ALL PARKING SPACES WITHOUT EVSE SHALL BE PROVIDED WITH ROUGHED-IN CONDUITS.



1 PARKING LEVEL 1
1:100



2 GROUND FLOOR PLAN
1:100

5	ISSUED FOR ZBA SETTLEMENT	2023-09-01
4	ISSUED FOR SPA	2021-11-01
3	ISSUED FOR ZBA	2021-08-10
2	ISSUED FOR COORDINATION	2021-07-21
1	ISSUED FOR COORDINATION	2021-05-07
NO.	REVISION / ISSUED FOR	DATE

FLOOR PLANS

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147 SPADINA AVENUE
TORONTO, ONTARIO

PROJECT NORTH:
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Author
FILE NO.:
20-006

