822-838 Richmond Street
Proposed Residential Development

Urban Transportation Considerations

Prepared For: HM PF (822-838 Richmond) Ltd.

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1.0 INTRODUCTION

BA Group is retained by HM PF (822-838 Richmond) Ltd. to provide transportation consulting services in relation to an Official Plan Amendment (OPA) and Re-Zoning Application (ZBA) being made to the City of Toronto for the 822-838 Richmond Street West site in the City of Toronto.

The 822-838 Richmond Street West site, which comprises two properties, is located in the northwest quadrant of the Richmond Street West / Walnut Avenue intersection.

Figure 1 and **Figure 2** illustrate the location and context of the existing site.

1.1 EXISTING USES

The existing 822-838 Richmond Street West properties are located on the north side of Richmond Street in the northwest quadrant of the Richmond Street West / Walnut Avenue intersection. The 822-838 Richmond Street West site is comprised of an existing 3-storey commercial low-rise building at 822 Richmond Street West to remain, while the existing 1-storey commercial building at 828 Richmond Street West would be demolished to accommodate the proposed development. Currently, the site operates as a non-residential (i.e. workshop, studio space, etc.) building with an existing GFA of approximately 3,010 m^2.

The 822-838 Richmond Street West site utilizes 22 non-conforming at-grade parking spaces located at 834, 836 and 838 Richmond Street West, as well as, 5 boulevard spaces (2 boulevard spaces along Richmond Street West and 3 boulevard spaces along Walnut Avenue).

Access to the at-grade parking spaces is provided via a single access along Richmond Street West, approximately 40 metres west of Walnut Avenue.

Existing loading and garbage collection is accommodated on-street along Richmond Street West and Walnut Avenue.

1.2 DEVELOPMENT PROGRAM

The 828 Richmond Street West development program proposes in the order 22 new residential units contained within one 8-storey building. The existing commercial building at 822 Richmond Street West is proposed to be retained.

A total of 16 residential vehicle parking spaces are proposed within a vehicular stacker system and 23 bicycle parking spaces are proposed on site. Loading is proposed to be maintained via curbside pick-up along Richmond Street West and Walnut Avenue.

The proposed development site plans for the 828 Richmond Street West property are provided in **Appendix A**.

1.3 THIS STUDY

BA Group has undertaken a review of the implications, from a transportation perspective, of the transportation considerations for the 828 Richmond Street West project. This review includes an assessment of the following transportation related aspects of the proposals:

- the transportation context of the site and its environs;
- existing area travel characteristics;
- the rationale and implications of the proposed parking strategy;
- the operation and implications of the proposed loading strategy;
- existing and proposed traffic considerations of the site and proposed development; and
- pedestrian and bicycle considerations; and
- transit considerations.

2.0 AREA TRANSPORTATION CONTEXT

1.4 SITE LOCATION

The site is located in a highly accessible location due to its location within the downtown area. The site is well located with respect to access to the surrounding road network, existing transit, cycling connections, and the area pedestrian network.

The convenient pedestrian, transit and cycling accessibility provided within the area offers excellent non-automobile travel opportunities for employees at the site, which serves to reduce the need for residents and visitors to travel to/from the sites on a day-to-day basis using a car.

1.5 AREA ROAD NETWORK

The existing road network is shown in **Figure 3** and is described in the following sections.

QUEEN STREET WEST

Queen Street is an east-west oriented major arterial road that extends from Roncesvalles Avenue to the west to Fallingbrook Road to the east across the downtown core of the City of Toronto. The site is approximately 105 metres south of Queen Street. In the vicinity of the site, Queen Street has a 4-lane cross section with centre streetcar tracks and available on-street parking on both sides of the street. On-street parking is available Monday to Friday from 8:00a.m. to 4:00p.m. and 6:00p.m. to 12:00a.m.; Saturday from 8:00a.m. to 12:00 a.m.; and Sunday from 1:00p.m. to 12:00a.m.

RICHMOND STREET WEST

Richmond Street is an east-west oriented major arterial road that extends from Strachan Avenue to the west to Don Valley Parkway to the east across the downtown core of the City of Toronto. Richmond Street operates as a one-way westbound road from the Don Valley Parkway to Bathurst Street to the west, as a one-way eastbound road from Bathurst Street to Niagara Street to the west, and as a one-way westbound road from Niagara Street to Strachan Avenue in the west in the vicinity of the site.

Richmond Street is also equipped with dedicated bicycle lanes from Parliament Street to Niagara Street to the east along the northern curb.

In the site vicinity, Richmond Street is classified as local road with a 2-lane cross section with parking prohibited from 12:01 a.m. to 10:00a.m. except by permit along the northern curb as well as available one hour on-street parking along the northern curb.

ADELAIDE STREET WEST

Adelaide Street is an east-west oriented major arterial road that extends from Shaw Street to the west to Don Valley Parkway to the east across the downtown core of the City of Toronto. Adelaide Street operates as a one-way eastbound road from the Don Valley Parkway to Strachan Avenue to the west and as two-way road west of Strachan Avenue. Adelaide Street is also equipped with dedicated bicycle lanes from Parliament Street to Bathurst Street to the east along the southern curb.

In the site vicinity, Adelaide Street is classified as collector road with a 2-lane cross section with curbside parking prohibited from 12:01 a.m. to 10:00a.m. except by permit along the northern curb.

STRACHAN AVENUE

Strachan Avenue is a north-south oriented collector road that extends from Queen Street West to Lake Shore Boulevard West to the south. South of King Street West, Strachan Avenue is classified as a minor arterial roadway.

South of Queen Street West, Strachan Avenue is marked with bicycle chevrons and equipped with bicycle lanes south of Adelaide Street West to the south.

In the vicinity of the site, Strachan Avenue has a 2-lane cross section with curbside parking prohibited from 12:01 a.m. to 10:00a.m. except by permit with one hour on-street parking permitted along the western curb.

NIAGARA STREET

Niagara Street is generally oriented in a north-south direction and is classified as collector roadway. Niagara Street extends from Queen Street West to Portland Street to the southeast. In site vicinity, Niagara Street has a basic 2-lane cross section, parking prohibited and is marked with bicycle chevrons.

1.6 AREA TRANSIT NETWORK

The 828 Richmond Street West site and surrounding area are very well-served by streetcar services operated by the Toronto Transit Commission (TTC). The site is within walking distance to various transit routes most notably the Queen Street streetcar (approximately 185 metres / 2 minutes by foot), the King Street streetcar (approximately 345 metres / 5 minutes by foot), and the Bathurst Street streetcar (approximately 575 metres / 10 minutes by foot). Furthermore, in the future, the site is well located to the King-Liberty SmartTrack station and the proposed Ontario Line station at King Street / Bathurst Street station.

Figure 4 illustrates the transit services provided in the vicinity of the site. A summary of the streetcar services operating on the area street system is provided in **Table 1**.

TABLE 1 AREA TRANSIT SERVICES

Route	Direction	Headway	
		Weekday Morning Peak Period	Weekday Afternoon Peak Period
501 Queen Streetcar	East / West	4 ½ minutes	4 ½ minutes
504 King Streetcar	East / West	3 ½ minutes	4 ½ minutes
511 Bathurst Streetcar	North / South	7 ¼ minutes	7 ¾ minutes

Notes:
1. Based on a review of the currently posted services frequencies and the Toronto Transit Commission Service Summary May, 2022.

1.7 AREA BICYCLE AND PEDESTRIAN NETWORK

The area surrounding the sites area includes a number of bicycle and pedestrian facilities that are relatively well-used and provide access to the wider network extending over the easterly portions of downtown and midtown Toronto.

Dedicated bicycle lanes are provided on Richmond Street and Adelaide Street east of the site. The Richmond Street bicycle lanes operate along the length of Richmond Street between Niagara Street in the west and Parliament Street in the east. The Richmond Street bicycle lanes are an important eastbound bicycle route connection across the core of Toronto's Downtown Area, and provides key connections with north-south direction routes along Beverley Street, Simcoe Street and Sherbourne Street.

The Adelaide Street bicycle lanes are an important westbound bicycle route that operates along the length of Adelaide Street between Bathurst Street in the west and Parliament Street in the east. As with the Richmond Street bicycle lanes, the Adelaide Street bicycle route provides key connections with north-south direction routes along Beverley Street, Simcoe Street and Sherbourne Street.

South of the site along Strachan Avenue, bicycle lanes are provided from King Street to Lake Shore Boulevard West in the south and connect to the broader bicycle network along Lake Shore Boulevard West to the Martin Goodman Trail. North of King Street, a mix of bicycle chevrons and bicycle lanes are provided along Strachan Avenue.

In addition to physically marked bicycle lanes and bicycle routes, local and collector streets in the area of the site can accommodate cyclists reasonably well under existing conditions. Vehicle speeds are generally low along local and collector streets – generally in the order of 30 km/h. to 40km/h. – which are more compatible with bicycle traffic.

With the surround site area, sidewalks and pedestrian facilities are provided along the surrounding roadway network. In particular, sidewalks are provided on both sides of Richmond Street West, Walnut Avenue, Strachan Avenue and Queen Street West.

Figure 5 and **Figure 6** graphically illustrates the area cycling and pedestrian infrastructure network.

1.8 AREA PARKING CONTEXT

The site area includes a number of public parking facilities both on-street and within contained parking lots. The following sections provide a brief description of the existing area parking supply.

1.8.1 On-Street Parking

On-street parking is provided along a multitude of roads within the immediate and surrounding area road network for public uses as well as local permit parking. The following lists the parking restrictions for the site area.

- **Richmond Street West:** One hour on-street parking permitted along the northern curb in the vicinity of the site during the day with parking prohibited from 12:01 a.m. to 7:00a.m. except by permit. No parking is permitted on the south side of the street.

- **Strachan Avenue:** One hour on-street parking permitted along the western curb in the vicinity of the site during the day with parking prohibited from 12:01 a.m. to 10:00a.m. except by permit. No parking is permitted on the eastern side of the street.

- **Walnut Avenue:** One hour parking permitted along the western curb north of Richmond Street West during the day from 8:00a.m. to 6:00p.m with parking permitted along the eastern curb south of Richmond Street West.

- **Stafford Street:** One hour parking permitted along the eastern curb during the day from 10:00a.m. to 6:00p.m. No parking is permitted on the west side of the street.

- **Adelaide Street:** Parking is prohibited along the northern curb during the day from 12:01 a.m. to 10:00a.m. except by permit. No parking is permitted on the south side of the street.

- **Queen Street West:** On-street parking along both curb s is permitted Monday to Friday from 8:00a.m. to 4:00p.m. and 6:00p.m. to 12:00a.m.; Saturday from 8:00a.m. to 12:00 a.m.; and Sunday from 1:00p.m. to 12:00a.m.

1.8.2 Public Parking Lots

An existing Green P public parking lot (81-95 Stanley Terrace) is located south of the Richmond Street West approximately 100 metres east of the site. The existing Green P operates as a pay and display parking facility with approximately 48 parking spaces.

A review of weekday parking demand at the lot was conducted on Wednesday May 11, 2022 and is summarized in **Table 2**.

TABLE 2 GREEN P – 81-95 STANLEY TERRACE PARKING WEEKDAY PARKING DEMAND

Time	Supply	Demand	% Occupied
7:00	48 spaces	17	35%
8:00		19	40%
9:00		12	25%
10:00		21	44%
11:00		27	56%
12:00		34	71%
13:00		**38**	**79%**
14:00		35	73%
15:00		29	60%
16:00		28	58%
17:00		26	54%
18:00		34	71%

Notes:
1. Survey conducted on May 11, 2022

As noted in **Table 2**, based on the survey conducted at the lot, the peak weekday parking demand occurs at 1:00 p.m. with a resulting occupancy of 38 spaces (79% occupied). Approximately 10 spaces (or 21%) of the lot is vacant during the peak weekday demand period.

1.8.3 Car-Share Context

The site is well served by existing car-share facilities operated Enterprise. Within a 5 - 7minute walk (or 500 metres) from the site, 5 car-share vehicles are available, and they include:

Enterprise

- 2 vehicles at Queen Street West / Walnut Avenue.
- 2 vehicles at Queens Street West / Crawford Street.
- 1 vehicle at King Street West / Shaw Street.

Figure 7 graphically illustrates the area car-share locations.

1.9 EXISTING TRAVEL CHARACTERISTICS

BA Group has undertaken a review of travel characteristics for the site area using information provided by the 2016 Transportation for Tomorrow Survey (TTS). A summary of the peak directional modal split for the morning and afternoon peak periods are outlined in **Table 3**.

TABLE 3 EXISTING RESIDENTIAL MODAL SPLIT

Time Period	Direction	Walk	Cycle	Transit	Auto Driver	Auto Passenger / Taxi / Motorcycle
Morning	Inbound	42%	9%	17%	28%	3%
Afternoon	Outbound	26%	10%	29%	26%	8%

Note:
1. Data shown is based on 2016 TTS data for zone 90 (GTA zones 2006) and reflects work based trip to and from the site by travel mode.

A review of this information confirms that a high proportion (approximately 66-69%) of travel undertaken by residents working in the area during the weekday morning and afternoon peak periods is undertaken using non-auto means.

The area travel demand characteristics, and the substantial reliance on non-automobile dependent travel, serve to reduce the traffic and parking supply needs of the residential uses in the area.

3.0 SUMMARY AND KEY CONCLUSIONS

1. The Project is appropriate from an urban transportation perspective. Approximately 66-69 percent of residential trips in the area surrounding the site are presently made by walking, cycling or public transit.

2. City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards V-4 requires a total provision of 22 bicycle parking spaces comprising 20 resident and 2 residential visitor spaces.

3. The proposed bicycle parking supply is 23 spaces comprising 20 resident and 3 visitor spaces.

4. The proposed bicycle parking supply meets and exceeds the minimum requirements of the City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards V-4.

5. City of Toronto Zoning By-law 569-2013 requires a total provision of 27 vehicular parking spaces comprising 23 resident and 4 visitor spaces.

6. The new under appeal City of Toronto Zoning By-law 89-2022 requires a minimum provision of 3 vehicular parking spaces and a maximum of 29 spaces.

7. The development plan proposes a total of 16 residential vehicular parking spaces. Parking is proposed to be provided within two parking stackers on site, accessed via the existing laneway to the north. No visitor parking is proposed on-site.

8. The proposed parking supply represents a reduction in parking compared to the requirements of the City of Toronto Zoning By-law 569-2013 and is consistent with other previously approved parking reduction in the City. The proposed parking supply meets the minimum requirements of the new under appeal City of Toronto Zoning By-law 89-2022 and will adequately support the needs of the site.

9. The project is not required to and does not propose a designated loading space. Instead, refuse and recycling stored in standard totes will be placed curbside on Richmond Street West and Walnut Avenue for collection, similar to existing operations. On-site staff will transport these totes to and from the garbage room located at-grade.

10. The site is expected to generate in the order of six (6) two-way vehicular trips during both the morning and afternoon peak periods respectively and is anticipated to have a negligible impact on the area roadway network.

11. The proposed residential development at 828 Richmond Street West in the City of Toronto can be appropriately integrated into the surrounding urban mobility environment with no adverse impacts from a transportation perspective.

4.0 SUSTAINABLE TRANSPORTATION

4.1 MODAL SPLIT

BA Group has undertaken a review of travel characteristics of the downtown 2016 Transportation Tomorrow Survey (TTS) zones within the surrounding area of the proposed development area to establish mode split characteristics of existing residential buildings within the neighbourhood.

The 2016 TTS information is gathered through an extensive telephone survey of travel behaviour in the Greater Toronto Area and surrounding area and is organized by the Transportation Information Steering Committee (TISC). A comprehensive series of surveys was conducted in the development of the TTS database describing, among other information, the travel behaviour of persons travelling to and from a specific area during the morning and afternoon peak periods.

The Site is located in the TTS zone 90. The travel characteristics of home-based trips in the morning and afternoon peak period for the aforementioned TTS zone are summarized in **Table 4**

TABLE 4 EXISTING RESIDENTIAL MODAL SPLIT

Primary Mode of Trip	AM Peak Period Percentage Split	PM Peak Period Percentage Split
TTC	17%	29%
Auto Driver	28%	26%
Walk	42%	26%
Auto Passenger	3%	8%
Cycle	9%	10%
Total	**100%**	**100%**

In general, based upon this information, in the order of 30-35 percent of all home-based trips are undertaken by auto drivers / passengers with the balance (and majority) of trips being undertaken by walking, transit and bicycle modes. It is expected that the modal split pattern of residents of the proposed residential building will be similar, given the site's close proximity to transit and the downtown core.

4.2 TRANSPORTATION DEMAND MANAGEMENT (TDM)

A suite of transportation demand management measures are proposed as part of a Transportation Demand Management (TDM) Plan for the project that will attempt to influence the way people travel to and from the site through a comprehensive suite of TDM strategies.

Generally, this TDM Plan has three primary objectives:

1. Reduce car dependence and the need for everyday single-occupant vehicle (SOV) travel;
2. Make it easy and attractive for people to walk and cycle; and
3. Promote transit and low-carbon alternatives in comparison to car ownership and SOV travel.

Specifically, the primary goal is to reduce the overall reliance on SOV's while promoting the use of more active and sustainable modes of transportation.

A low parking supply is proposed as part of the overall demand management strategy. A reduced parking supply assists in reducing the attractiveness of driving to / from the site and responds to the reduced need for parking that will result from the successful advancement of the transportation demand management (TDM) strategies implemented on the site. In other areas of the City experiencing substantial growth, there has been the recognition that robust TDM plans support reduced vehicle use and ownership.

In addition to the proposed reduction in parking supply, the proposed TDM measures will include alternative transportation offerings, property management, and operational policies, each of which have the goal of redistributing and reducing the travel demand of the project.

Strategies have been developed to support the use of non-auto modes of travel, and to encourage a change in travel behaviour that reduces automobile travel. The proposed TDM strategies are outlined in **Table 5**.

TABLE 5 POTENTIAL AND RECOMMENDED SITE TDM MEASURES

TDM Measure	Overview	Impact
Cycling Related		
Local Cycling Network Infrastructure Funding Contribution	A funding contribution to the Toronto bicycle infrastructure fund will be considered.	Improved cycling convenience.
Bike Share Toronto Infrastructure Funding Contribution	A funding contribution to the Bike Share Toronto bicycle infrastructure fund will be considered; a Bike Share station may be located on site if desired by Bike Share Toronto.	Improved cycling convenience.
Bicycle Repair Station	A bike repair station will be provided on-site. This allows residents of the proposed building to change tires, inflate tires, adjust seat, etc.	Improved cycling convenience.
Bicycle Parking	Bicycle parking will be provided for the proposed buildings to meet Zoning By-law and Toronto Green Standard (TGS) requirements, as is outlined in **Section 5.0** of this report.	Improved cycling convenience.
Transit Related		
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.
Automobile Infrastructure		
Lower Parking Rates	A reduced parking rate on-site is proposed, as is outlined in **Section 6.0** of this report.	Lower vehicle numbers and related traffic generated by the site.

5.0 BICYCLE PARKING CONSIDERATIONS

5.1 CITY OF TORONTO ZONING BY-LAW 569-2013 STANDARDS

The bicycle parking supply standards in Zoning By-law 569-2013 for Bike Zone 1 are summarized in **Table 6**.

TABLE 6 ZONING BY-LAW 569-2013 MINIMUM BICYCLE PARKING REQUIREMENTS

End User	Zoning By-law 569-2013 Rates	Number of Proposed Units / GFA	Minimum Parking Requirements
Residents	1 / unit @ 90%	22	20
Residential Visitors	1 / unit @ 10%	22	2
Total			**22**

Application of these standards would require a provision of 22 bicycle parking spaces comprising 20 resident and 2 residential visitor spaces.

5.2 TORONTO GREEN STANDARDS – V-4

The Toronto Green Standards V-4 notes that bicycle parking rates are to be provided in accordance with Chapter 230 of Zoning By-law 569-2013, as noted in Section **5.1**. As such, a total of 22 bicycle parking spaces comprising 20 resident and 2 residential visitor spaces would be required.

5.3 PROPOSED BICYCLE PARKING SUPPLY

The proposed bicycle parking supply is 23 spaces comprising 20 resident and 3 visitor spaces. This supply exceeds the minimum requirements of By-law 569-2013 and the Toronto Green Standards V-4.

6.0 VEHICLE PARKING CONSIDERATIONS

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

The minimum vehicle parking supply standards of Zoning By-law 569-2013 in 'All Other Areas' are summarized in **Table 7**. The application of these standards would require a provision of 27 vehicular parking spaces comprising 23 resident and 4 visitor spaces.

TABLE 7 ZONING BY-LAW 569-2013 MINIMUM VEHICLE PARKING REQUIREMENTS

Unit Type	Minimum Zoning By-law 569-2013 Rates	Number of Proposed Units	Minimum Parking Requirements
1 bedroom	0.9 per unit	4	3
2 bedroom	1.0 per unit	10	10
3 bedroom +	1.2 per unit	9	10
Resident Only			23
Resident Visitors	0.2 per unit	22	4
Total Parking Required	**-**	**-**	**27**

6.2 ZONING BY-LAW 89-2022 PARKING REQUIREMENTS

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, 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. By-law 89-2022 was appealed during the 20-day appeal period mandated by the provincial Planning Act and remains under appeal.

As such, while By-law 89-2022 (since amended by By-law 125-2022) is considered to be 'applicable law', the minimum parking requirements of Zoning By-law 569-2013 (due to By-law 160-2022) are also considered to be applicable due to the appeal. Both are considered as part of this application.

Therefore, the application of the new parking standards included within By-law 89-2022 (which will amend Zoning By-law 569-2013) are applied to the updated development program is summarized in **Table 8**. Notably, the Site is located in 'All Other Areas'.

TABLE 8 ZONING BY-LAW 89-2022 VEHICLE PARKING REQUIREMENTS

Use	Units/ GFA	Minimum Parking Ratio	Minimum Parking Requirement	Maximum Parking Ratio	Maximum Parking Requirement
1-bedroom	4 units	None	0 sps	0.9 sps/unit	*3 sps*
2-bedroom	10 units	None	0 sps	1.0 sps/unit	*10 sps*
3-bedroom	9 units	None	0 sps	1.2 sps/unit	*10 sps*
Resident Sub-total	22 units	--	0 sps	--	*23 sps*
Residential Visitor	22 units	2 sps plus 0.05 per unit	**3 sps**	1.0 sps/unit for the first 5 units and 0.1 sps/unit for subsequent units	*6 sps*
Site Total			**3 sps**	**-**	***29 sps***

Notes:
1. Site plan statistics provided by Atelier Barda Architects, dated June, 2022.

The application of the new standards of By-law 89-2022 results in a minimum requirement of 3 parking spaces and a maximum requirement of 29 spaces.

6.3 PROPOSED VEHICLE PARKING STANDARDS AND SUPPLY

The proposed parking supply is 16 resident and no visitor parking spaces. This represents a reduction from the City of Toronto Zoning-Bylaw 569-2013 by approximately 11 spaces compared to the minimum parking requirements outlined in **Table 7** and meets the overall minimum parking space requirements of the new City of Toronto Zoning-Bylaw 89-2022.

Vehicle parking is proposed within a parking stacker system at-grade, accessed via the existing laneway to the north. Details with respect to the proposed system will be provided once the design has progressed.

Given the vehicular parking stacker system proposed on site, no visitor parking is proposed. Visitor parking is proposed to be accommodated on-street and within the Green P parking lot located at 81-95 Stanley Terrace. As noted in **Section 1.8.2** approximately 10 vacant spaces are available during the weekday peak period and will appropriately support the visitor needs of the site.

6.4 PARKING SUMMARY

The parking requirements outlined in Zoning By-law 569-2013 can be considered to overstate observed parking demands. Parking approval trends show that private automobile use in the area will continue to decline, proportionally, which reinforce the notion that observed parking demands in the area are significantly lower than the rates required as per the prevailing Zoning By-laws. Furthermore, the reduced parking proposal aligns with the new Zoning By-law 89-2022, which represents a shift in the City's policy direction to discourage the use of the private automobile.

Based on the foregoing, the proposed parking supply can be considered appropriate.

7.0 LOADING AND SERVICING

Zoning By-law 569-2013 does not require a loading space for a residential building with less than 30 dwelling units and/or less than 500m^2 of retail GFA.

No designated loading spaces are proposed for the site. Refuse and recycling stored in standard totes will be placed curbside on Richmond Street West and Walnut Avenue for collection by City of Toronto trucks. On-site maintenance staff will transport these totes to and from the garbage room located at-grade.

Plans illustrating loading and refuse/recycling pick-up for the project are found in **Appendix A**.

8.0 TRAFFIC VOLUMES

8.1 SITE TRIP GENERATION

Traffic volumes generated by the proposed building during the morning and afternoon peak hours are outlined in **Table 9**. Adopted trip generation rates used in the derivation of the forecast volumes are higher-end trip rates that are generally consistent with those observed at other condominium developments within the City.

TABLE 9 RESIDENTIAL TRIP GENERATION

Residential Trip Generation	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Rate (per unit)	0.06	0.19	**0.25**	0.15	0.10	**0.25**
Trip Generation (22 units)	2	4	**6**	4	2	**6**

Notes:
1. Site traffic volumes rounded to the nearest vehicle.

It is expected that the site will generate approximately **6** two-way trips during both the weekday morning and afternoon peak hours.

Based on the foregoing, the site related traffic generation are anticipated to be minimal and can be adequately accommodated on the area roadway network.

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FIGURE 2: SITE CONTEXT

FIGURE 3: CITY OF TORONTO ROADWAY CLASSIFICATION MAP

FIGURE 4: AREA TRANSIT CONTEXT

FIGURE 5: AREA PEDESTRIAN FACILITIES

FIGURE 6: AREA EXISTING AND PLANNED CYCLING NETWORK

FIGURE 7: AREA CAR-SHARE AND BIKE SHARE FACILITIES

FIGURE 8: EXISTING LANE CONFIGURATIONS

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FIGURE 1 SITE LOCATION

BA GROUP 6722-19 822-838 RICHMOND STREET WEST JUNE 2022

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FIGURE 2 SITE CONTEXT

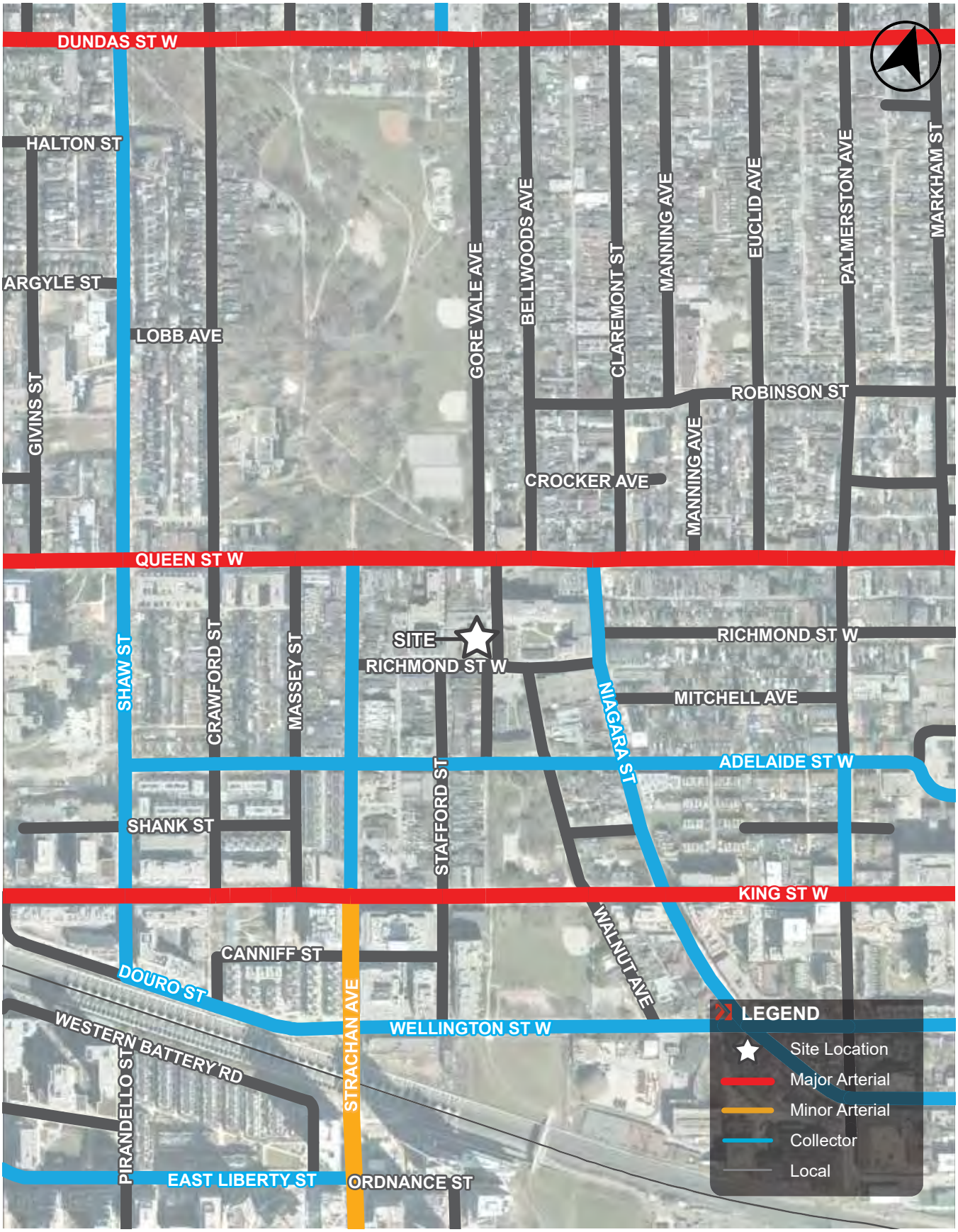

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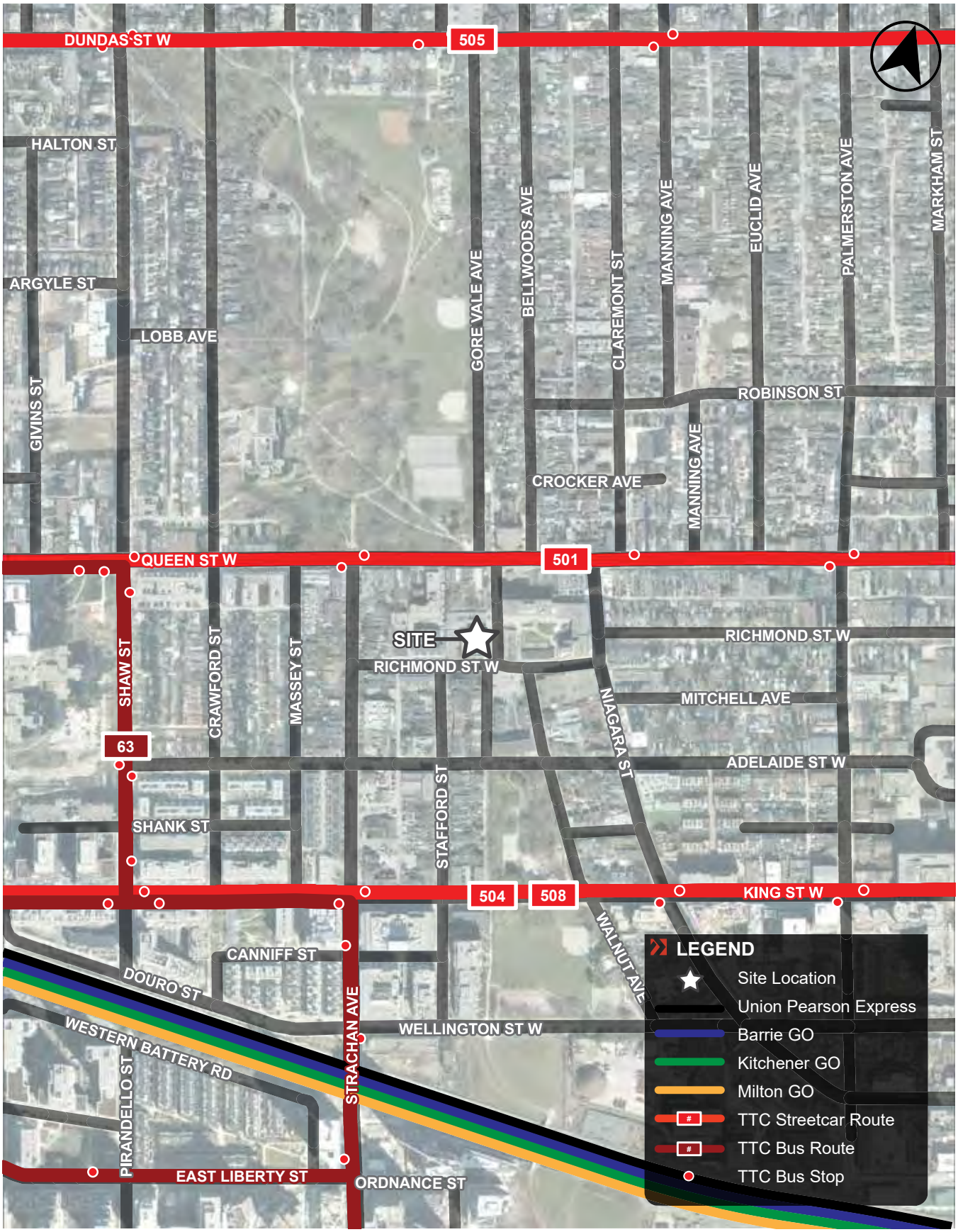
FIGURE 3 AREA ROAD CLASSIFICATION MAP

BA GROUP 6722-19 822-838 RICHMOND STREET WEST JUNE 2022



\\bafp02.tor.bagroup.com\data\WP\67\22\19\Graphics\Adobe\AIs

FIGURE 4 AREA TRANSIT SERVICE

BA GROUP 6722-19 822-838 RICHMOND STREET WEST JUNE 2022

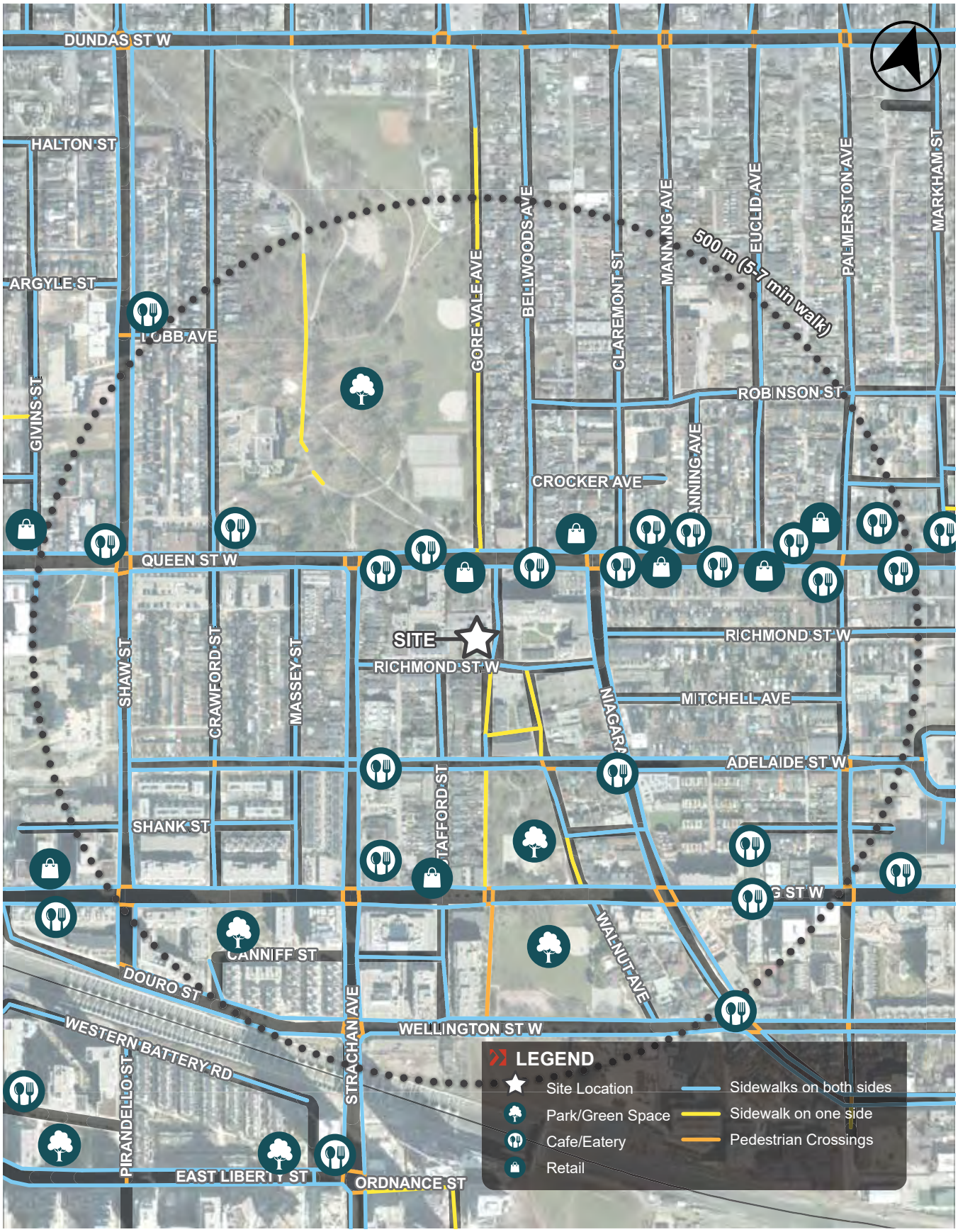


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FIGURE 6 AREA PEDESTRIAN FACILITIES

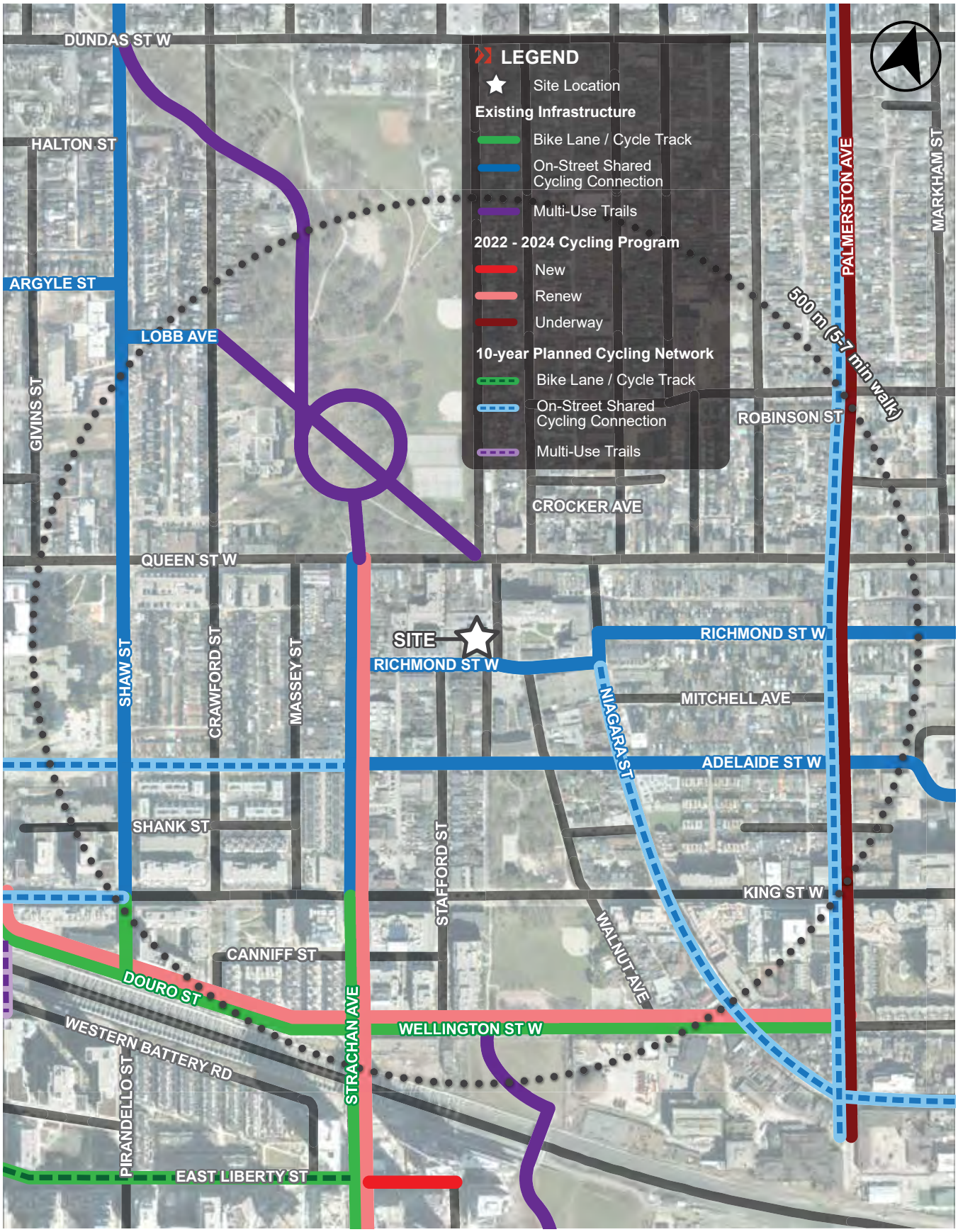


FIGURE 7 AREA EXISTING AND PLANNED CYCLING NETWORK

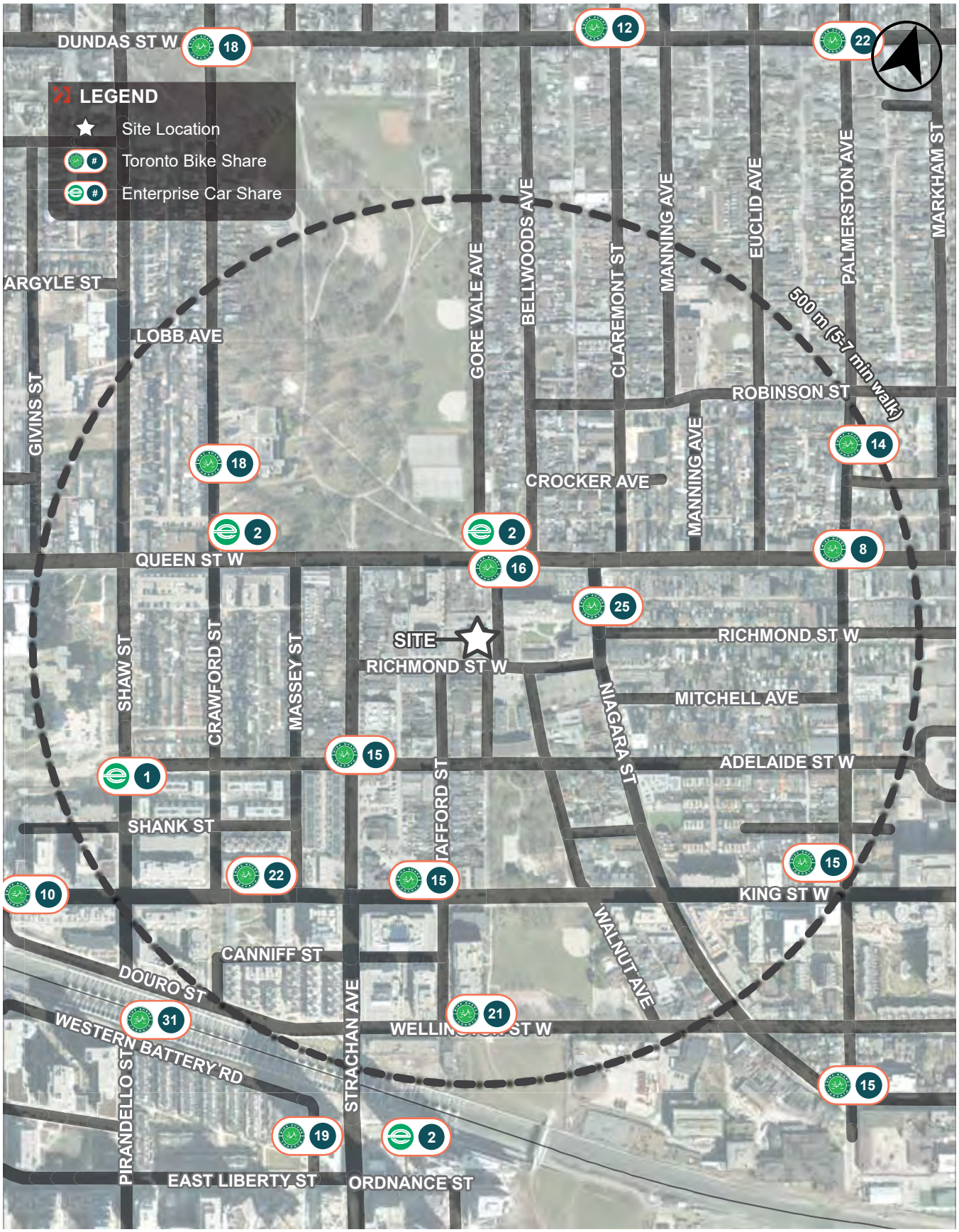
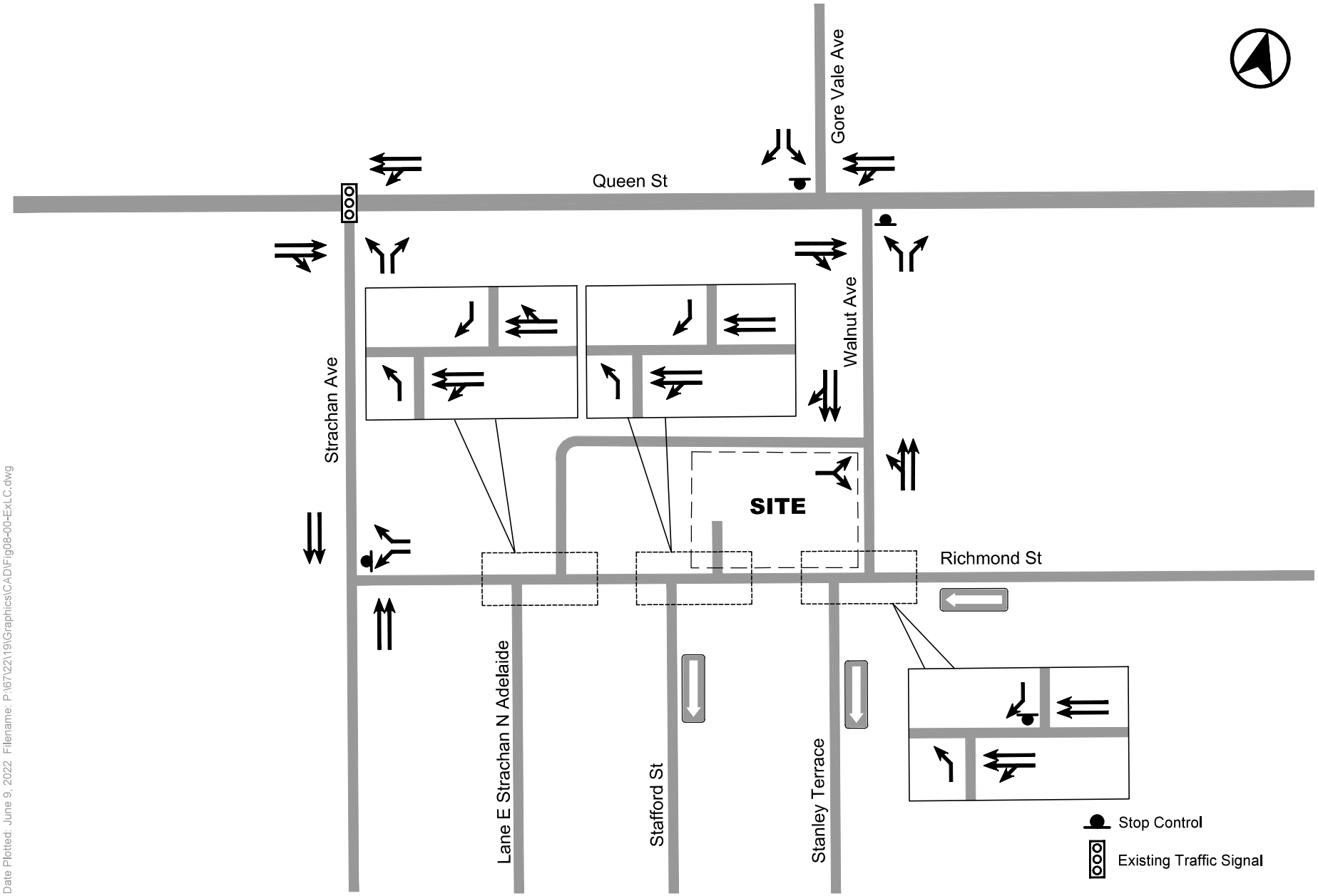


FIGURE 8 AREA CAR-SHARE AND BIKE-SHARE FACILITIES



Date Plotted: June 9, 2022 Filename: P:\6712219\Graphics\CAD\Fig08-00-ExLC.dwg

FIGURE 8 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Appendix A: Reduced Scale Architectural Plans

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2114-TOR

828-838 RICHMOND

828-838 RICHMOND WEST STREET, TORONTO, ON, M6J 1G9

SCHEMATIC DESIGN

2022-06-21

ISSUED FOR OPA/ZBA SUBMISSION

RICHMOND ST. W. ELEVATION

RICHMOND ST. W./WALNUT PERSPECTIVE

ARCHITECTURAL DRAWING LIST

NUMBER DESCRIPTION	ISSUED 06/21/2022
PROJECT	
A001 DRAWING LIST, SYMBOLS LEGEND, & PERSPECTIVE VIEWS	•
A010 CONTEXT PLAN	•
A011 SURVEY	•
A012 STATISTICS	•
A013 SITE PLAN	•
A100 FLOOR PLANS – BASEMENT & FIRST FLOOR	•
A101 FLOOR PLANS – SECOND & THIRD FLOORS	•
A102 FLOOR PLANS – FOURTH & FIFTH FLOORS	•
A103 FLOOR PLANS – SIXTH & SEVENTH FLOORS	•
A104 FLOOR PLANS – EIGHTH FLOOR & ROOF	•
A200 SOUTH & EAST ELEVATIONS	•
A201 NORTH & WEST ELEVATIONS	•
A300 LATERAL & LONGITUDINAL SECTIONS	•

SYMBOLS LEGEND

- ALIGNMENT HEAD
- GRID HEAD – EXISTING
- GRID HEAD – NEW
- SECTION CALLOUT
- DETAIL CALLOUT – ELEMENT
- DETAIL CALLOUT – SECTION/PLAN
- ELEVATION CALLOUT
- LEVEL – ELEVATION
- LEVEL – PLAN
- TYPICAL COMPOSITION
- NOTES
- DOOR TAG
- ROOM TAG
- REVISION TAG
- TITLE & SCALE

LANEWAY PERSPECTIVE

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OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SvN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

GENERAL NOTES

IT IS THE CONTRACTOR'S AND/OR CLIENT'S RESPONSIBILITY TO RETAIN THE PROFESSIONAL SERVICES OF AN ENGINEER IN ACCORDANCE WITH LOCAL LAWS GOVERNING THE PRACTICE.

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KEY PLAN

COPYRIGHT

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
02	ISSUED FOR OPA / ZBA SUBMISSION	KB	06-21-2022
01	ISSUED FOR COORDINATION	KJ	05-23-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

DRAWING LIST, SYMBOLS LEGEND, & PERSPECTIVE VIEWS

SCALE :	N/A	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A001.dwg		
DESIGNED BY :	ADB		
DRAFTED BY :	KJ		A001
VERIFIED BY :	ADB		

CONTEXT PLAN
1:2000

PROPOSED BUILDING
DEVELOPMENT SITE
EXISTING SITE

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OWNER

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474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

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02	ISSUED FOR OPA / ZBA SUBMISSION	EB	06-21-2022
01	ISSUED FOR COORDINATION	EJ	06-23-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W, TORONTO, ON M6J 1C9

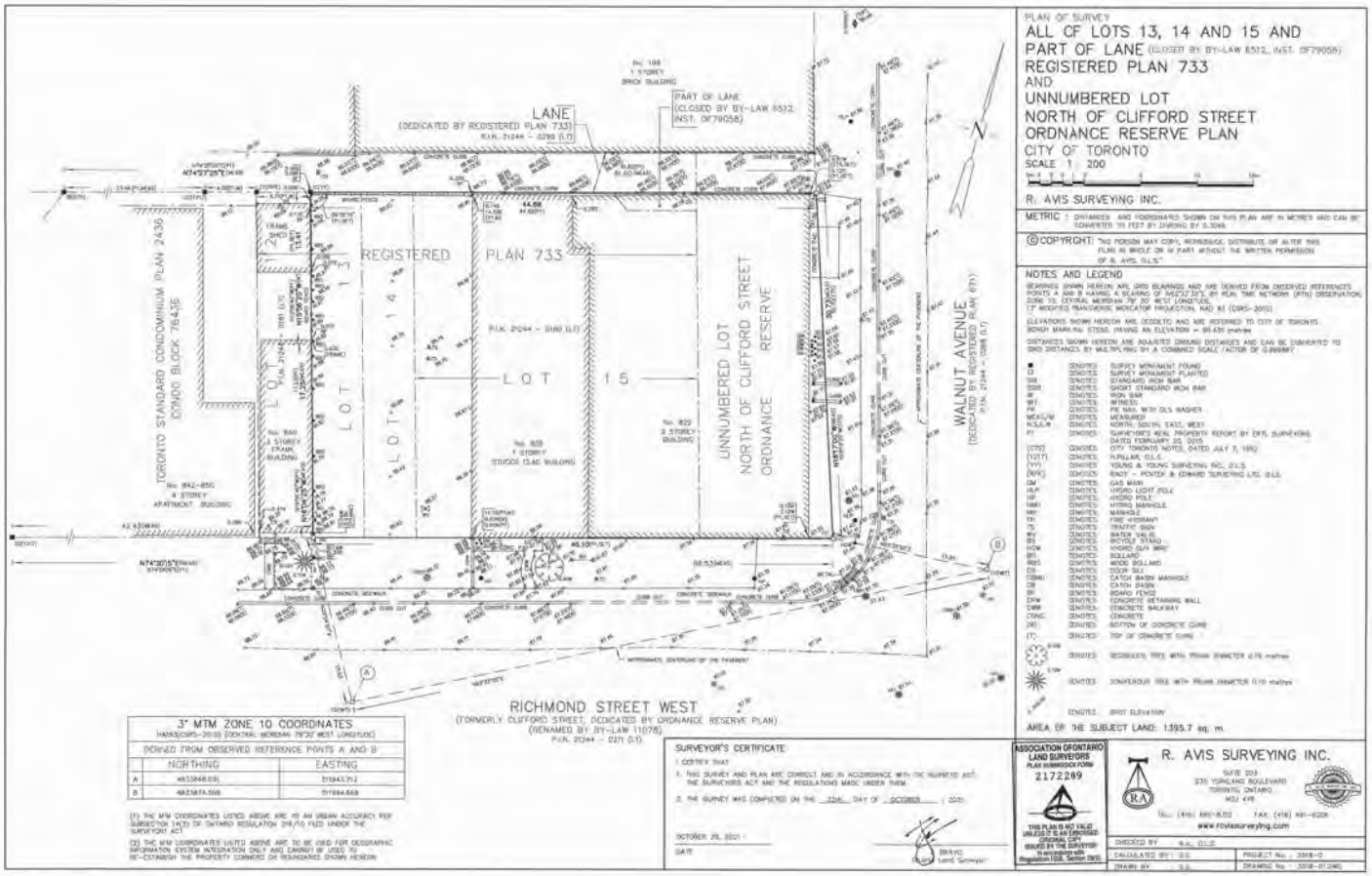
PHASE

SCHEMATIC DESIGN

DESCRIPTION

CONTEXT PLAN

SCALE :	1:2000	TIMESTAMP :	20/05/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A010.dwg		
DESIGNED BY :	AAB		
DRAFTED BY :	EB		**A010**
VERIFIED BY :	AAB		



SURVEY
1:200

PLAN OF SURVEY

ALL OF LOTS 13, 14 AND 15 AND PART OF LANE (CLOSED BY BY-LAW 8512, INST. DF799058) REGISTERED PLAN 733 AND UNNUMBERED LOT NORTH OF CLIFFORD STREET ORDNANCE RESERVE PLAN CITY OF TORONTO

SCALE 1 : 200

0 1 2 5 10 15m

R. AVIS SURVEYING INC.

METRIC : DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NOTES AND LEGEND

BEARINGS SHOWN HEREON ARE GRID BEARINGS AND ARE DERIVED FROM OBSERVED REFERENCE POINTS A AND B HAVING A BEARING OF N63°32'30"E, BY PLAN TIME METHOD (MTH) OBSERVATION, ZONE 10, CENTRAL MERIDIAN 79° 30' WEST LONGITUDE, (3° MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS–2010))

ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE REFERRED TO CITY OF TORONTO BENCH MARK No. STG55, HAVING AN ELEVATION = 85.435 metres

DISTANCES SHOWN HEREON ARE ADJUSTED GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999961

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT PLANTED
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
W	DENOTES	WITNESS
PW	DENOTES	PK NAIL WITH O.L.S. WASHER
MEAS/M	DENOTES	MEASURED
N,S,E,W	DENOTES	NORTH, SOUTH, EAST, WEST
(T)	DENOTES	SURVEYOR'S REAL PROPERTY REPORT BY DFS, SURVEYING DATED FEBRUARY 25, 2015
(CTO)	DENOTES	CITY TORONTO NOTES, DATED JULY 7, 1992
(121)	DENOTES	H.PILLAR, O.L.S.
(YY)	DENOTES	YOUNG & YOUNG SURVEYING INC., O.L.S.
(RPC)	DENOTES	ROOT – POWTH & EDWARD SURVEYING LTD. O.L.S.
GM	DENOTES	GAS MARK
HLP	DENOTES	HYDRO LIGHT POLE
HP	DENOTES	HYDRO POLE
HMH	DENOTES	HYDRO MANHOLE
MH	DENOTES	MANHOLE
FH	DENOTES	FIRE HYDRANT
TS	DENOTES	TRAFFIC SIGN
WV	DENOTES	WATER VALVE
BS	DENOTES	BICYCLE STAND
HOW	DENOTES	HYDRO GUY WIRE
(B)	DENOTES	BOLLARD
WBS	DENOTES	WOOD BOLLARD
DS	DENOTES	DOOR SILL
CBMH	DENOTES	CATCH BASIN MANHOLE
CB	DENOTES	CATCH BASIN
BF	DENOTES	BOARD FENCE
CRW	DENOTES	CONCRETE RETAINING WALL
CWK	DENOTES	CONCRETE WALKWAY
CONC	DENOTES	CONCRETE
(W)	DENOTES	BOTTOM OF CONCRETE CURB
(T)	DENOTES	TOP OF CONCRETE CURB
	DENOTES	DECIDUOUS TREE WITH TRUNK DIAMETER 0.15 metres
	DENOTES	CONIFEROUS TREE WITH TRUNK DIAMETER 0.10 metres
0.27	DENOTES	SPOT ELEVATION

AREA OF THE SUBJECT LAND: 1,395.7 sq. m.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 22nd DAY OF OCTOBER, 2021

OCTOBER 29, 2021
DATE

RAVIS
Ontario Land Surveyor

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2172249

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY SIGNED BY THE SURVEYOR
R. AVIS SURVEYING INC.
SUITE 203
235 YORKLAND BOULEVARD
TORONTO, ONTARIO
M2J 4Y8
TEL: (416) 490-8202 FAX: (416) 491-6208
www.ravissurveying.com

CHECKED BY	R.A.		
CALCULATED BY	S.S.	PROJECT No.	3318-0
DRAWN BY	S.S.	DRAWING No.	3318-01.DWG

Atelier Barda
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2144-1795 AVENUE DE GASPÉ MONTRÉAL QC CANADA H2G 2W3

OWNER

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474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

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KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
01	ISSUED FOR OPA / ZBA SUBMISSION	EB	06-21-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M5Q 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

SURVEY

SCALE :	1:200	TIMESTAMP :	20/05/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A011.dwg		
DESIGNED BY :	AGB		
DRAFTED BY :	EB		A011
VERIFIED BY :	AGB		

1.0 SUMMARY

SUMMARY OF ABOVE-GRADE AREAS	FT²	M²
SITE AREA	8,057.60	748.57
GROSS FLOOR AREA (1, 2)	35,201.54	3,270.33
RESIDENTIAL SUITE AREA	27,829.98	2,585.48
FLOOR SPACE INDEX (3)	4.37	
RESIDENTIAL UNIT COUNT	22	
1 Bedroom	4	18.2%
2 Bedrooms	10	45.5%
3 Bedrooms	6	27.3%
4 Bedrooms	2	9.1%
VEHICLE PARKING SPACES	16	
BICYCLE PARKING SPACES	23	
Short term	3	
Long term	20	
LOADING	N/A	
PROPOSED BUILDING HEIGHTS	5 STOREYS @ 16.9 M 8 STOREYS @ 25.4 M	

2.0 DETAILED AREAS

FLOOR LEVEL	CONSTRUCTION AREA		DEDUCTIONS (2)		GROSS FLOOR AREA (1)		RESIDENTIAL SUITE AREA		COMMON AREA		INDOOR AMENITIES		OUTDOOR AMENITIES		PRIVATE OUTDOOR SPACE	
	FT²	M²	FT²	M²	FT²	M²	FT²	M²	FT²	M²	FT²	M²	FT²	M²	FT²	M²
BASEMENT	[illegible]	594.60	[illegible]	[illegible]	422.30	39.28	0.00	0.00	422.30	39.28	0.00	0.00	0.00	0.00	0.00	0.00
LEVEL 1	5,808.41	539.34	1,482.58	137.60	4,324.43	401.79	1,101.04	102.29	2,680.66	249.06	542.83	50.44	1,043.82	96.98	230.78	21.44
LEVEL 2	6,420.54	596.63	525.08	48.07	5,773.48	536.56	4,028.47	374.35	1,746.01	162.21	0.00	0.00	0.00	0.00	0.00	0.00
LEVEL 3	5,656.47	525.55	446.72	41.78	5,201.28	483.77	4,578.21	425.33	629.04	58.44	0.00	0.00	0.00	0.00	673.62	62.60
LEVEL 4	5,659.47	525.59	[illegible]	[illegible]	5,139.59	477.46	5,139.59	477.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LEVEL 5	5,659.67	525.58	452.54	42.07	5,204.14	483.48	4,575.79	425.04	629.04	58.44	0.00	0.00	0.00	0.00	0.00	0.00
LEVEL 6	3,844.03	357.16	494.38	[illegible]	3,350.37	311.26	2,846.70	264.48	71.92	6.68	461.77	42.90	1,377.83	127.93	0.00	0.00
LEVEL 7	3,343.86	310.29	[illegible]	[illegible]	2,888.60	268.36	2,292.08	213.07	586.52	54.49	0.00	0.00	616.13	57.24	0.00	0.00
LEVEL 8	3,383.86	314.28	[illegible]	[illegible]	2,888.60	268.34	2,815.08	261.53	73.52	6.83	0.00	0.00	0.00	0.00	0.00	0.00
ROOF	740.02	68.75	740.02	68.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	46,928.07	4,359.76	11,726.53	1,089.43	35,201.54	3,270.33	27,356.37	2,541.49	6,840.47	635.50	1,004.70	93.34	3,036.16	282.07	904.40	84.04

1) 800.50 (320) **GROSS FLOOR AREA** means the sum of the total area of each floor level of a **building**, above and below the ground, measured from the exterior of the **main wall** of each floor level.

2) 40.5.40.40. (3) 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**.

3) 40.5.40.80. (1) In the Commercial Residential Zone category, the **FLOOR SPACE INDEX** for an **apartment building** is the result of the **gross floor area** minus the areas listed in regulation 40.5.40.40(3), divided by the area of the **lot**.

2.1 AMENITY AREAS

AMENITY SPACE	REQUIRED RATIO	CALCULATION		AREA REQUIRED	
		RATIO	# OF UNITS	FT²	M²
INDOOR	MIN. 2 SQM PER UNIT (1)	2	22	473.61	44.00
OUTDOOR	MIN. 40 SQM (2)	–	–	430.56	40.00
TOTAL	MIN. 4 SQM PER UNIT	4	22	947.22	88.00

AREA PROVIDED	
FT²	M²
1,004.70	93.34
3,036.18	282.07
4,040.88	375.41

40.10.40.50 (1) In the CR zone, a **building** with 20 or more **dwelling units** must provide **amenity space** at a minimum rate of 4.0 square metres for each **dwelling unit**, of which:
a. at least 2.0 square metres for each **dwelling unit** is indoor **amenity space**. (By-law: 1353-2015)
b. at least 40.0 square metres is outdoor **amenity space** in a location adjoining or directly accessible to the indoor **amenity space**; and
c. no more than 25% of the outdoor component may be a **green roof**.

2.2 GARBAGE AREAS

GARBAGE SPACE	REQUIRED RATIO	CALCULATION		AREA REQUIRED	
		RATIO	# OF UNITS	FT²	M²
MAIN GARBAGE ROOM	NO REQ. MIN. IF > 31 UNITS	–	22	–	–
BULK GARBAGE ROOM	MIN. 10 SQM	–	–	107.64	10.00
TOTAL				107.64	10.00

AREA PROVIDED	
FT²	M²
275.02	25.55
184.49	17.14
459.51	42.69

2.3 RESIDENTIAL UNITS

UNIT	UNIT AREA		UNIT TYPE				OCCUPANCY LOAD
	FT²	M²	1B	2B	3B	4B	
UNIT 1	1,618.8	150.40	☐	☐	☑	☐	6
UNIT 2	1,728.7	160.56	☐	☐	☑	☐	6
UNIT 3	1,104.8	102.60	☐	☑	☐	☐	4
UNIT 4	1,438.8	133.66	☐	☐	☑	☐	6
UNIT 5	1,438.8	133.60	☐	☐	☑	☐	6
UNIT 6	897.7	83.34	☑	☐	☐	☐	2
UNIT 7	942.8	87.59	☑	☐	☐	☐	2
UNIT 8	1,065.8	99.02	☐	☑	☐	☐	4
UNIT 9	1,065.8	99.02	☐	☑	☐	☐	4
UNIT 10	1,104.8	102.60	☐	☑	☐	☐	4
UNIT 11	1,759.8	163.50	☐	☐	☐	☑	8
UNIT 12	1,854.1	172.25	☐	☐	☐	☑	8
UNIT 13	1,431.8	133.02	☐	☐	☑	☐	6
UNIT 14	1,431.8	133.02	☐	☐	☑	☐	6
UNIT 15	1,065.8	99.02	☐	☑	☐	☐	4
UNIT 16	1,065.8	99.02	☐	☑	☐	☐	4
UNIT 17	1,152.5	107.07	☐	☑	☐	☐	4
UNIT 18	1,153.4	107.15	☑	☐	☐	☐	2
UNIT 19	1,224.8	113.80	☑	☐	☐	☐	2
UNIT 20	1,152.5	107.07	☐	☑	☐	☐	4
UNIT 21	1,065.8	99.02	☐	☑	☐	☐	4
UNIT 22	1,065.8	99.02	☐	☑	☐	☐	4
TOTAL	27,829.98	2,585.48	4	10	6	2	100
			22				

Statistics Template – Toronto Green Standard Version 4.0

TORONTO

Mid to High Rise Residential and all New Non-Residential Development

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	3,270.33
Breakdown of project components (m²):	
Residential	3,270.33
Retail	0
Commercial	0
Industrial	0
Institutional/Other	0
Total number of residential units	22

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

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	26	16	61.5
Number of parking spaces with EVSE (residential)	22	16	72.7
Number of parking spaces with EVSE (non-residential)	-	-	-

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all uses)	20	20	100
Number of long-term bicycle parking located on:			
a) first storey of building	20	20	100
b) second storey of building	-	-	-
c) first level below-ground	–	–	–
d) second level below-ground	–	–	–
e) other levels below-ground	–	–	–

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	2	3	150
Number of shower and change facilities (non-residential)	-	-	-

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area ÷ 66 m2 x 30 m³)	136.1	90.7	66.6
Soil volume provided within the site area (m³)			
Soil Volume provided within the public boulevard (m³)			

3.0 VEHICLE PARKING (ZONING BY-LAW 569-2013)

VEHICLE PARKING	REQUIRED RATIO	CALCULATION		REQUIRED SPACES	PROVIDED SPACES
		RATIO	# OF UNITS		
RESIDENTIAL	0.9 PER 1 BEDROOM UNIT	0.9	4	3	16
	1.0 PER 2 BEDROOM UNIT	1.0	10	10	
	1.2 PER 3+ BEDROOM UNIT	1.2	8	10	
VISITOR	0.2 PER DWELLING UNIT	0.2	22	4	0
TOTAL				27	16

[illegible]

ACCESSIBLE PARKING	REQUIRED RATIO	CALCULATION		REQUIRED SPACES	PROVIDED SPACES
		RATIO	# OF SPACES		
RESIDENTIAL	13-100 SPACES = 1 PER 25 SPACES (0.04 RATIO)	0.04	16	1	0
VISITOR	13-100 SPACES = 1 PER 25 SPACES (0.04 RATIO)	0.04	0	0	0
TOTAL				1	0

3.1 BICYCLE PARKING (ZONING BY-LAW 569-2013)

BICYCLE PARKING	REQUIRED RATIO	CALCULATION		REQUIRED SPACES	PROVIDED SPACES
		RATIO	# OF UNITS		
SHORT-TERM	0.1 SPACES PER UNIT	0.1	22	2	3
LONG-TERM	0.9 SPACES PER UNIT	0.9	22	20	20
TOTAL				22	23

BICYCLE PARKING SPACE BREAKDOWN	
LEVEL	# OF SPACES
LEVEL 1	23
-	-
TOTAL	23

3.2 LOADING

LOADING	REQUIRED RATIO	CALCULATION		REQUIRED SPACES	PROVIDED SPACES
		RATIO	# OF UNITS		
SHORT-TERM	NON REQUIRED FOR 0-30 DWELLING UNITS	0.0	22	0	0
TOTAL				0	0

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OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SvN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

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KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
02	ISSUED FOR OPA / ZBA SUBMISSION	KB	06-21-2022
01	ISSUED FOR COORDINATION	KJ	05-23-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

PROJECT STATISTICS

SCALE :	N/A	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
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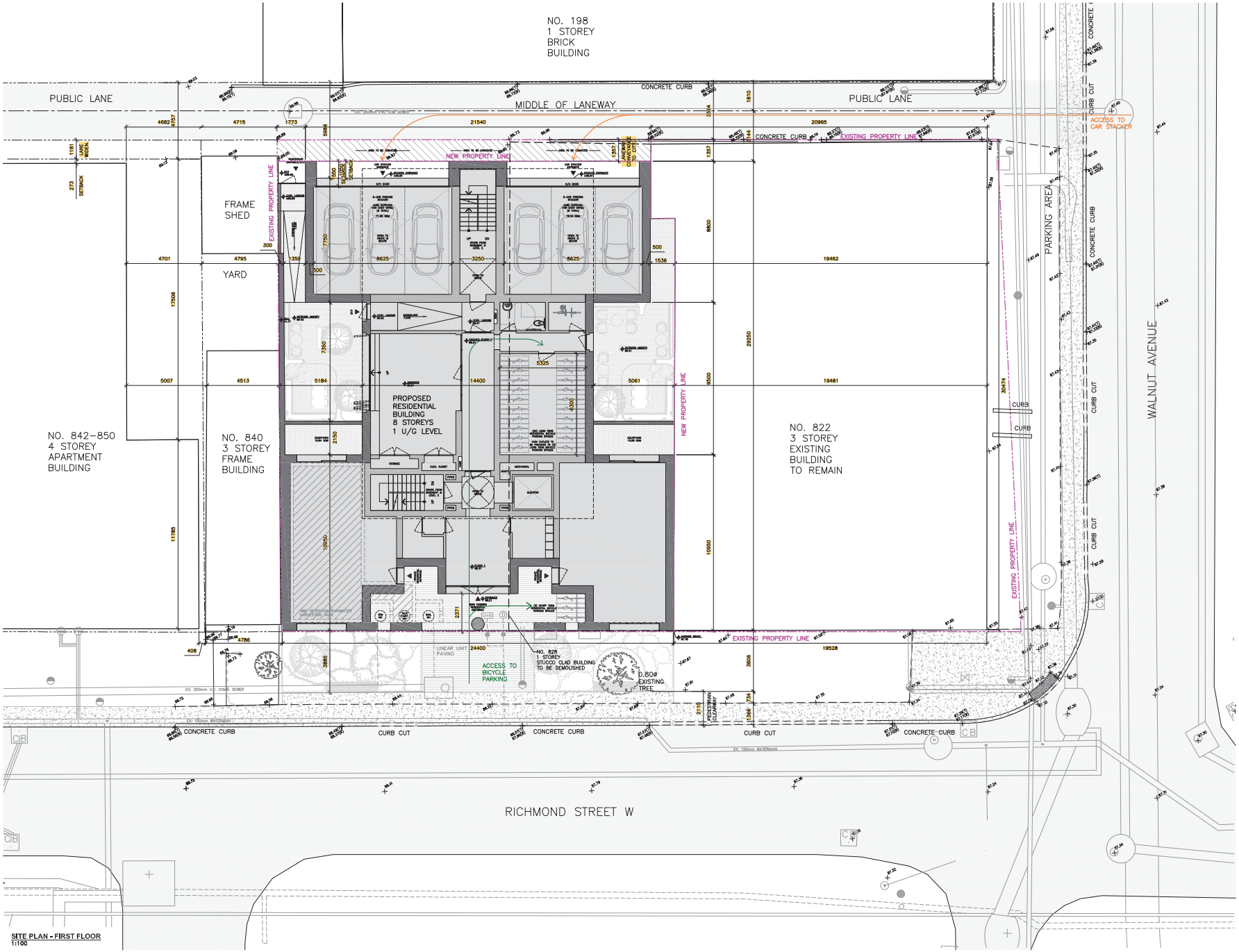
DESIGNED BY :	ADB		
DRAFTED BY :	KJ		
VERIFIED BY :	ADB		**A012**



SITE PLAN - FIRST FLOOR
1:100

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OWNER

HM PF (822-838 RICHMOND) LTD.
474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SAI ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONTOMIN GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

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KEY PLAN

HLP	HYDRO LIGHT POLE
HP	HYDRO POLE
HMH	HYDRO MANHOLE
MH	MANHOLE
FH	FIRE HYDRANT
WV	WATER VALVE
HGW	HYDRO GUY WIRE
CBMH	CATCH BASIN MANHOLE
CB	CATCH BASIN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
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02	ISSUED FOR OPA / ZBA SUBMISSION	EB	06-21-2022
01	ISSUED FOR COORDINATION	EJ	06-23-2022

PROJECT

2114-TOR
828-838 RICHMOND STREET WEST
828-838 RICHMOND STREET W, TORONTO, ON M5V 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

CONCEPT SITE PLAN

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
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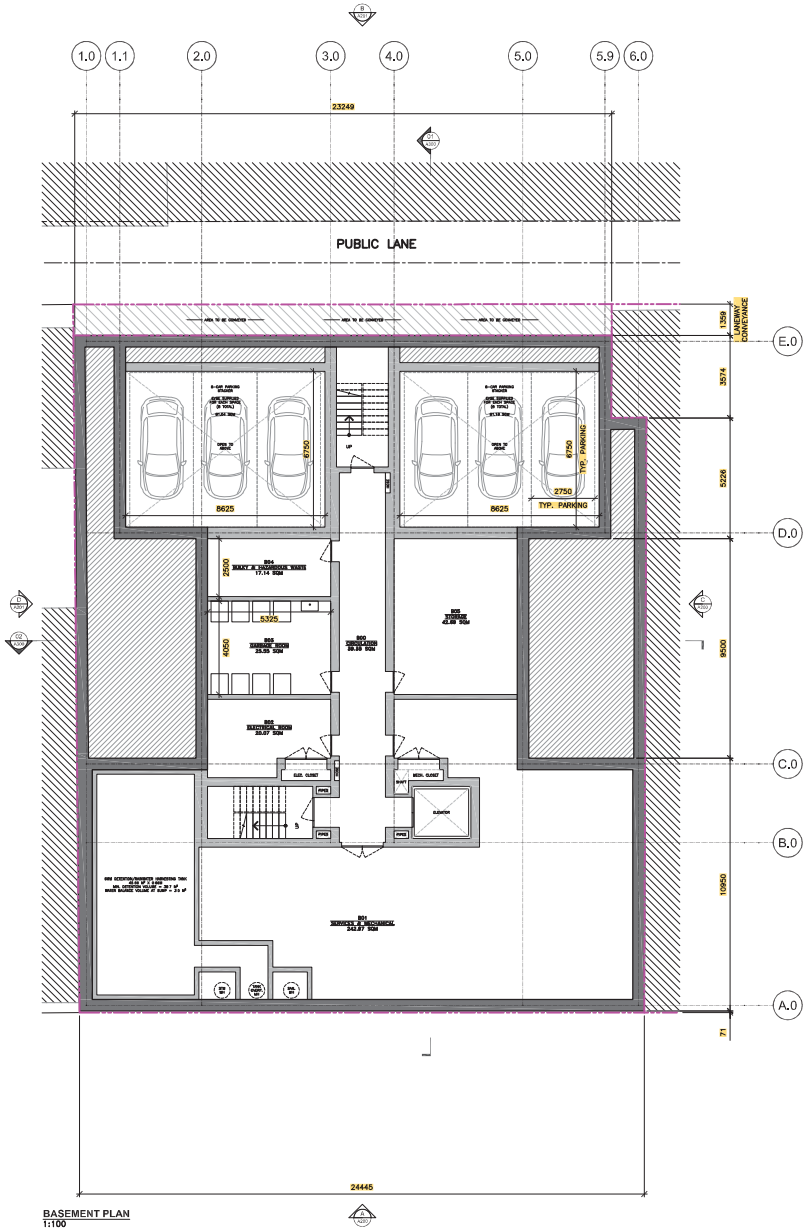
DRAFTED BY :	EB		A013
VERIFIED BY :	AGB		



BASEMENT PLAN
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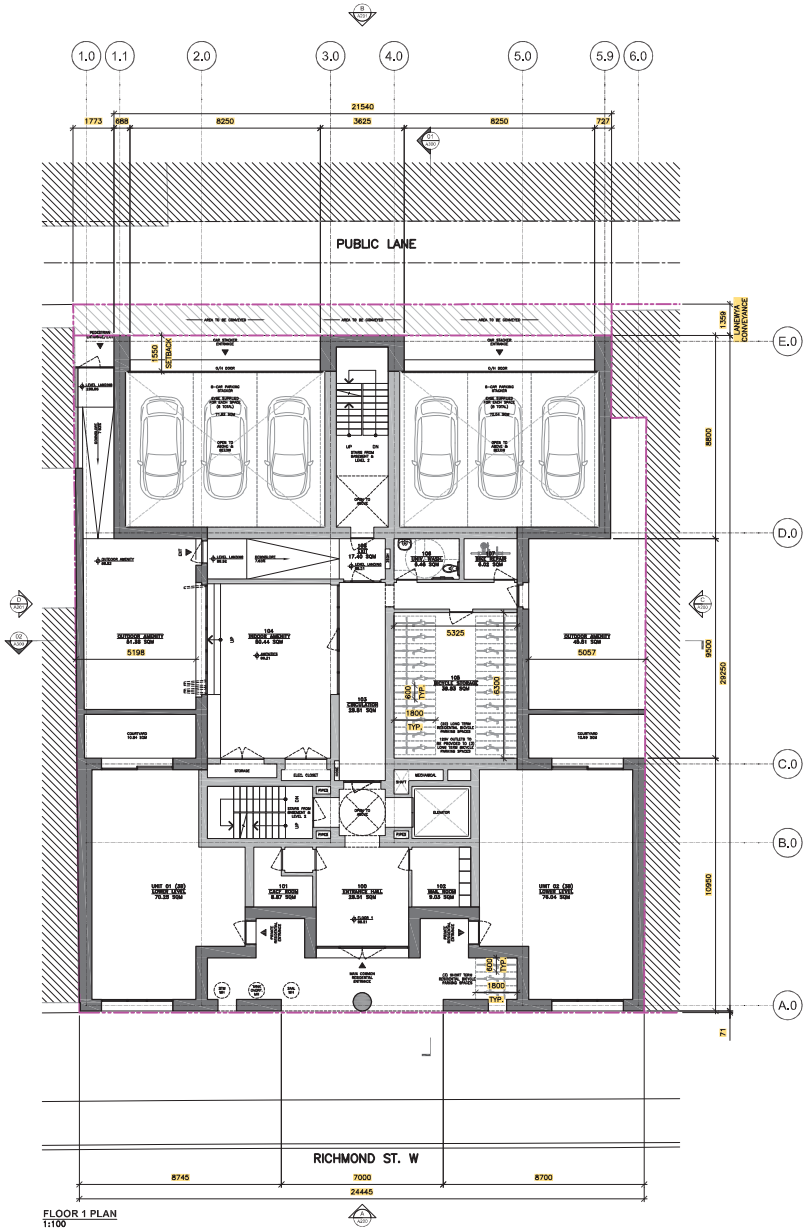

FLOOR 1 PLAN
1:100

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OWNER

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474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SAN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
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KEY PLAN

SEAL

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02	ISSUED FOR COORDINATION	EB	06-23-2022
01	ISSUED FOR COORDINATION	KJ	06-06-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

FLOOR PLANS
BASEMENT & FIRST FLOOR

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PHASE :	
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DRAFTED BY :	EI		
VERIFIED BY :	AGB		

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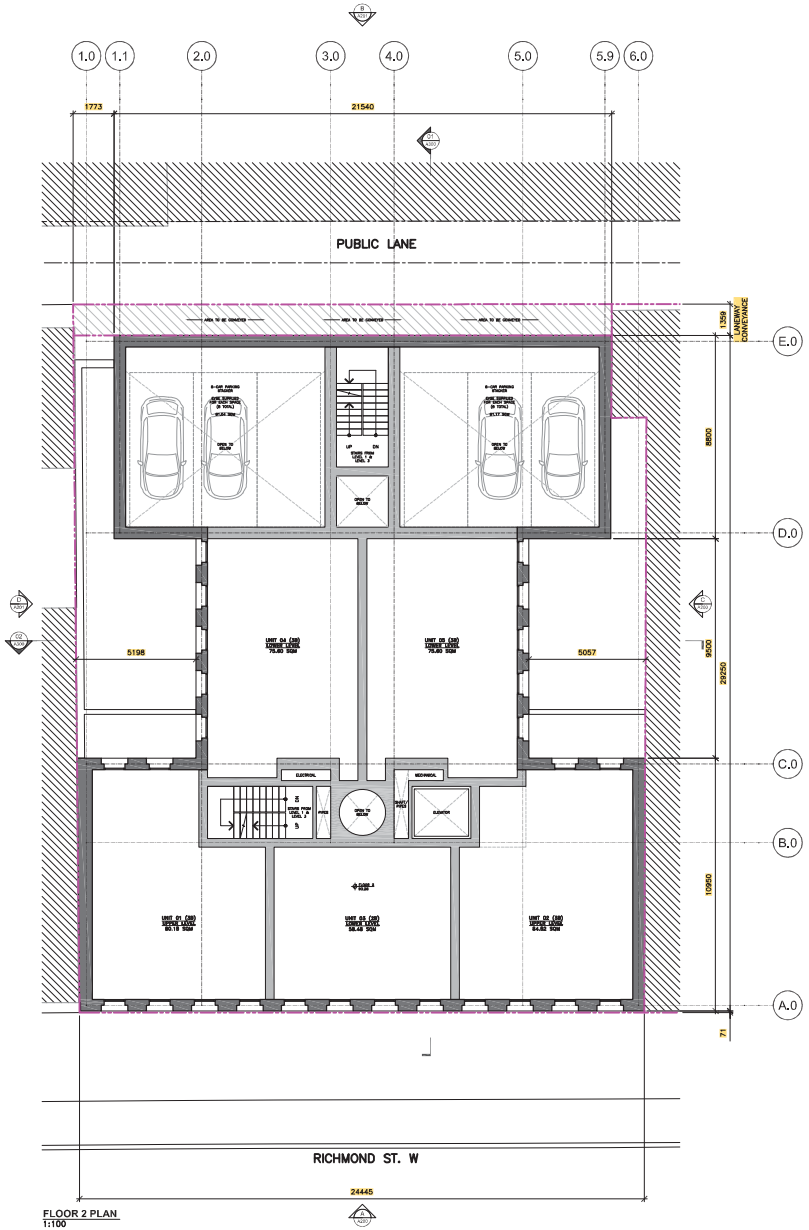

FLOOR 2 PLAN
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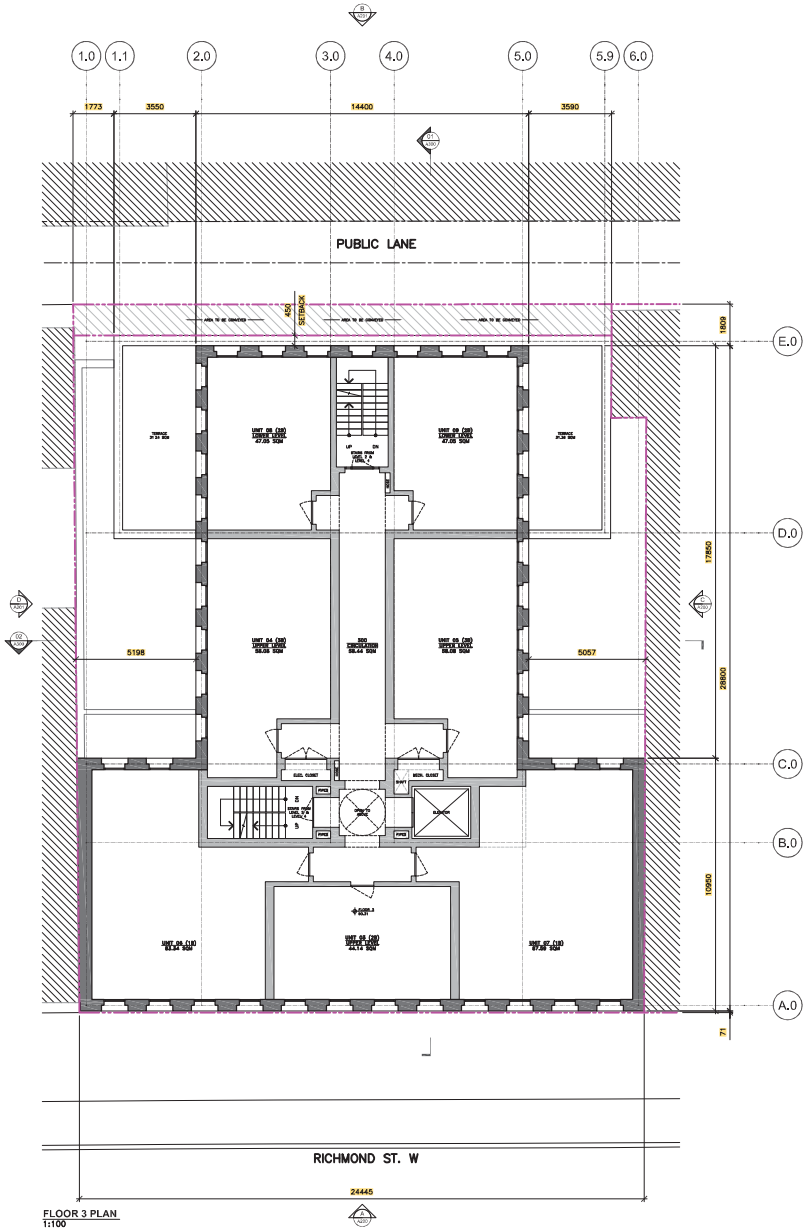

FLOOR 3 PLAN
1:100

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OWNER

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474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

CONSULTANTS

PLANNING:	SVN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
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01	ISSUED FOR COORDINATION	KJ	06-06-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

FLOOR PLANS
SECOND & THIRD FLOOR

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
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DESIGNED BY :	AGB		
DRAWTED BY :	EI		
VERIFIED BY :	AGB		

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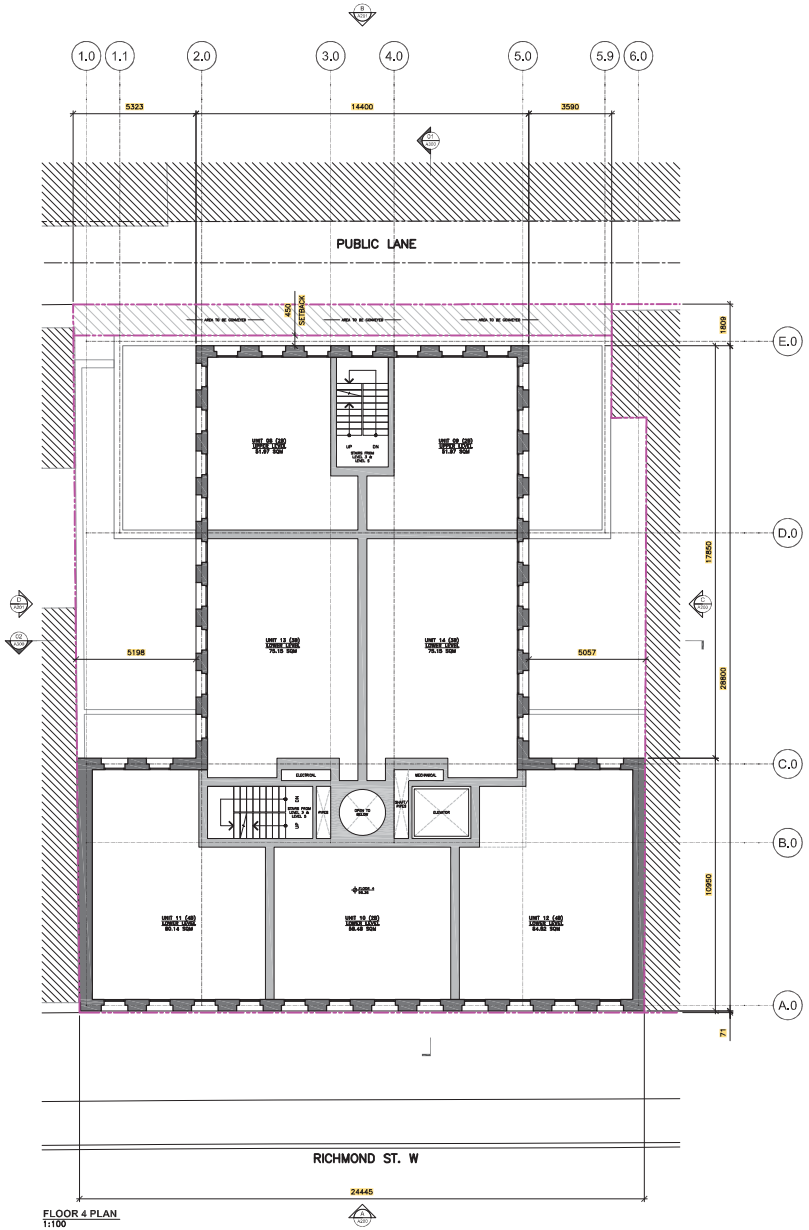

FLOOR 4 PLAN
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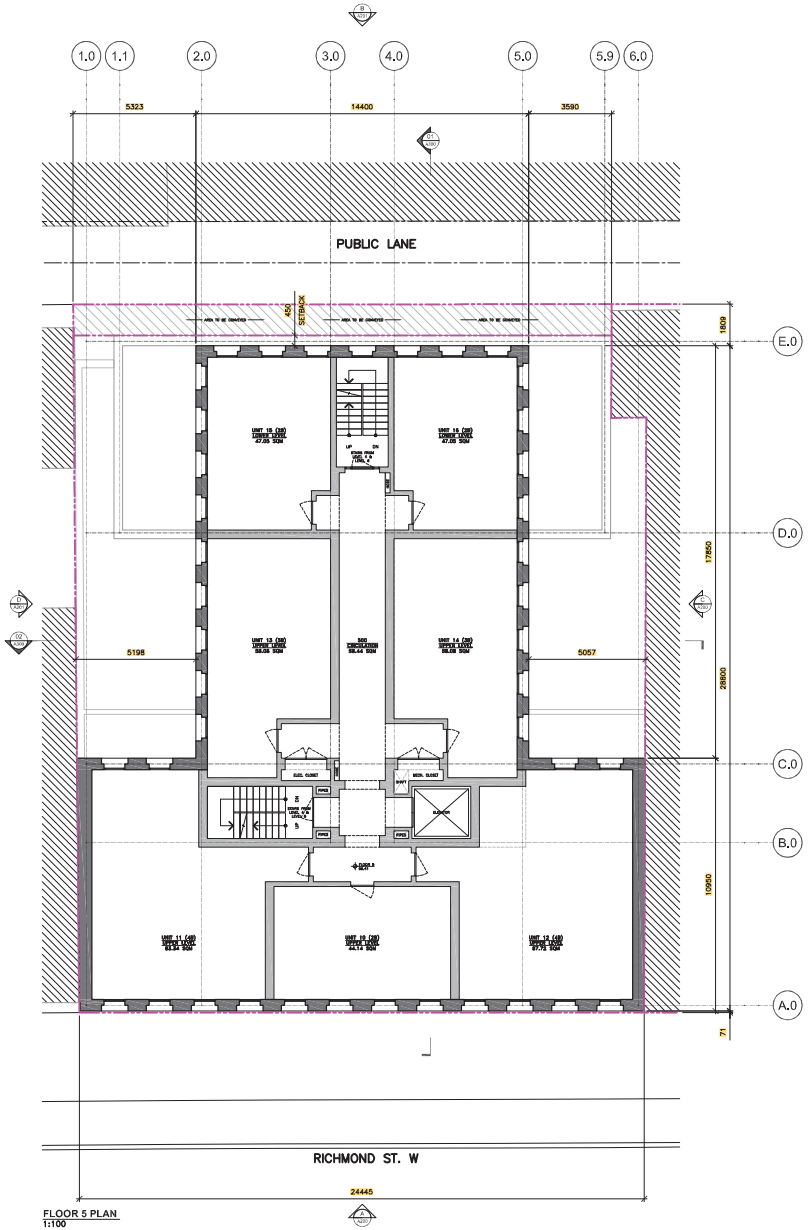

FLOOR 5 PLAN
1:100

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OWNER

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474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SAI ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
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01	ISSUED FOR COORDINATION	KJ	06-06-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

FLOOR PLANS
FOURTH & FIFTH FLOOR

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A100.dwg		
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DRAFTED BY :	EI		
VERIFIED BY :	AGB		

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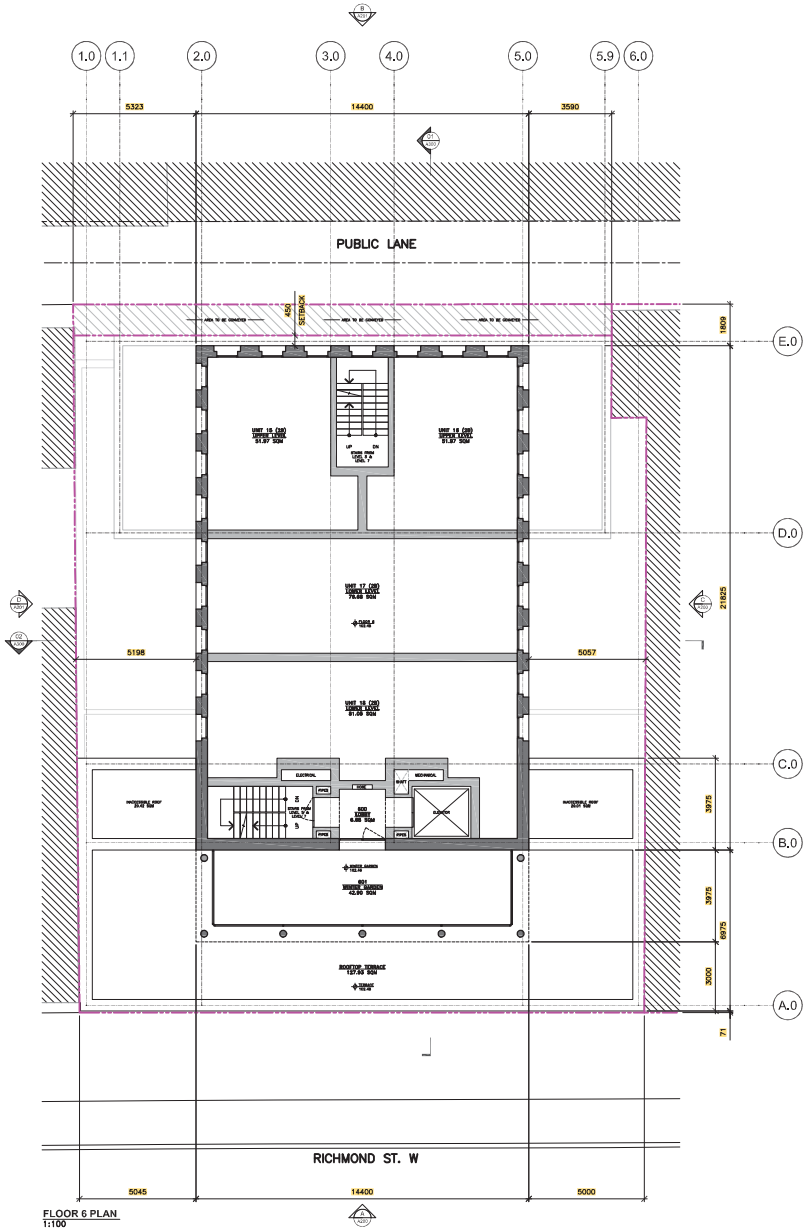

FLOOR 6 PLAN
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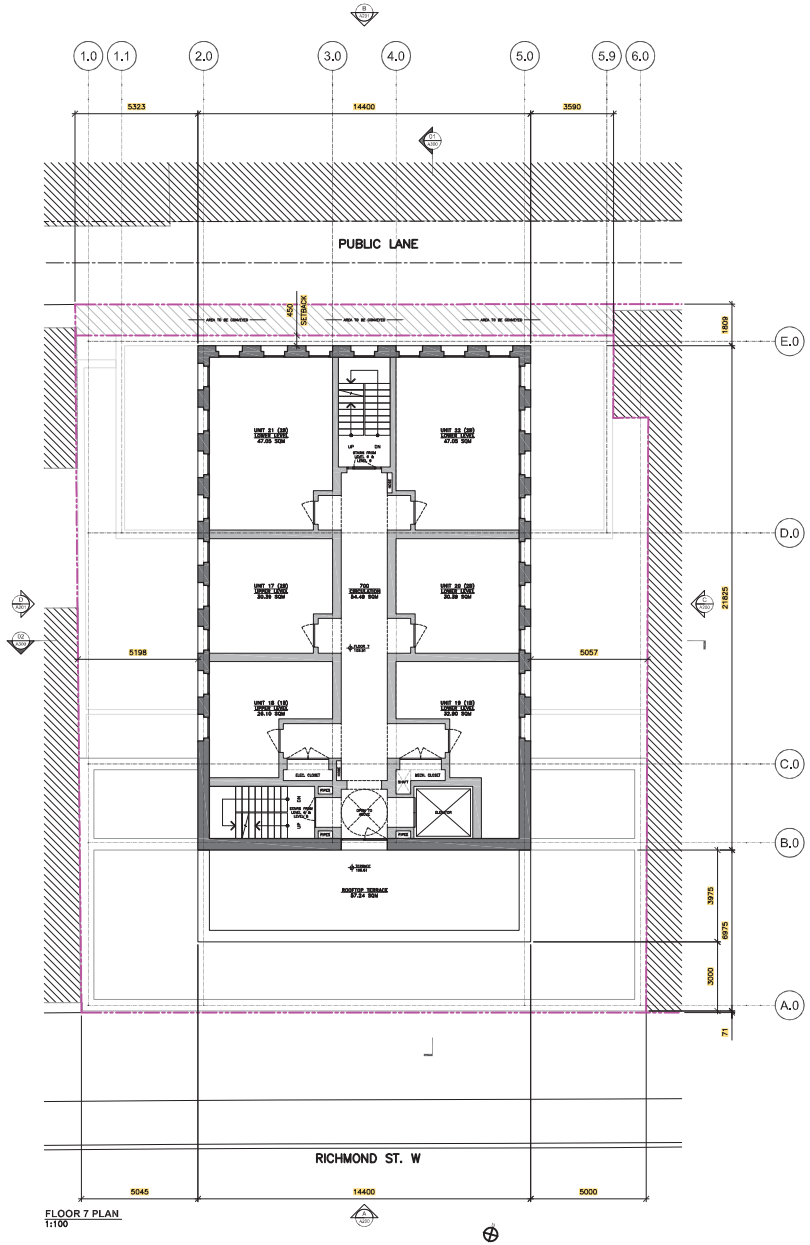

FLOOR 7 PLAN
1:100

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OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

CONSULTANTS

PLANNING:	SHN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR	R. AVIS SURVEYING INC.
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SEAL

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PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

FLOOR PLANS
SIXTH & SEVENTH FLOOR

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
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VERIFIED BY :	AGB		

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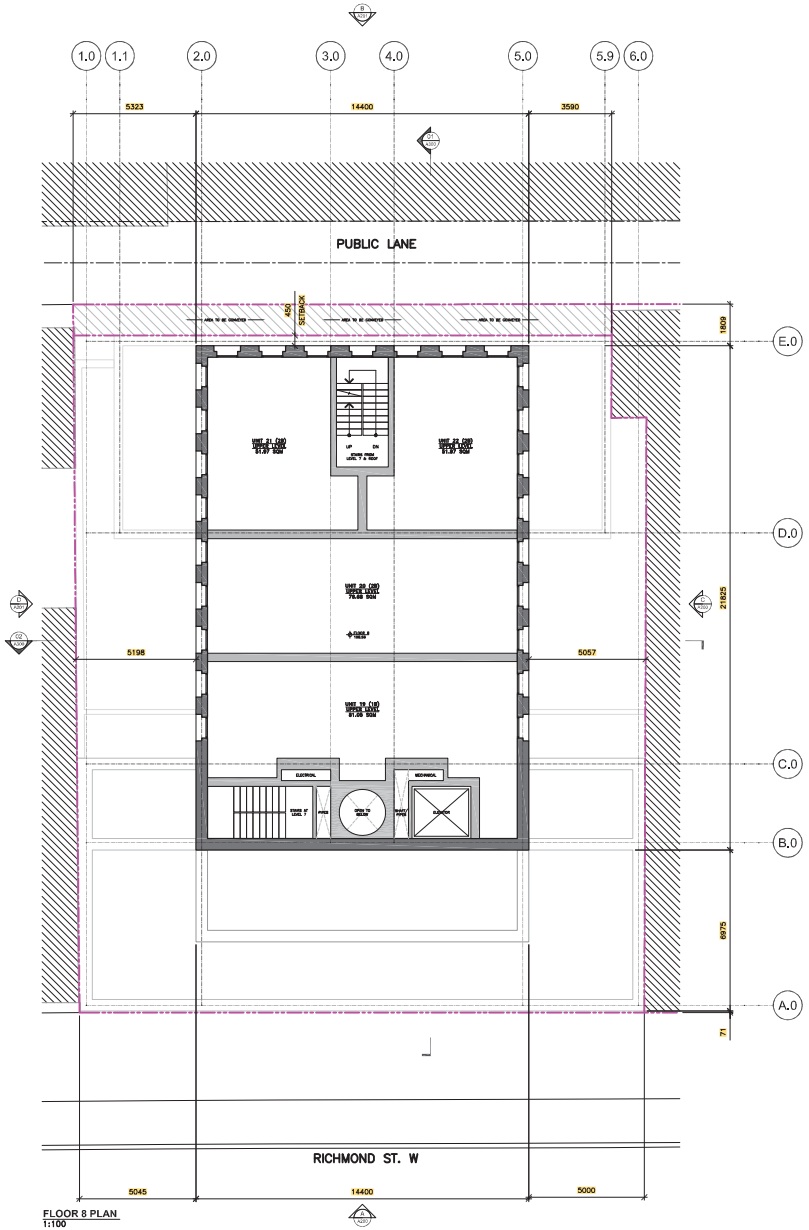
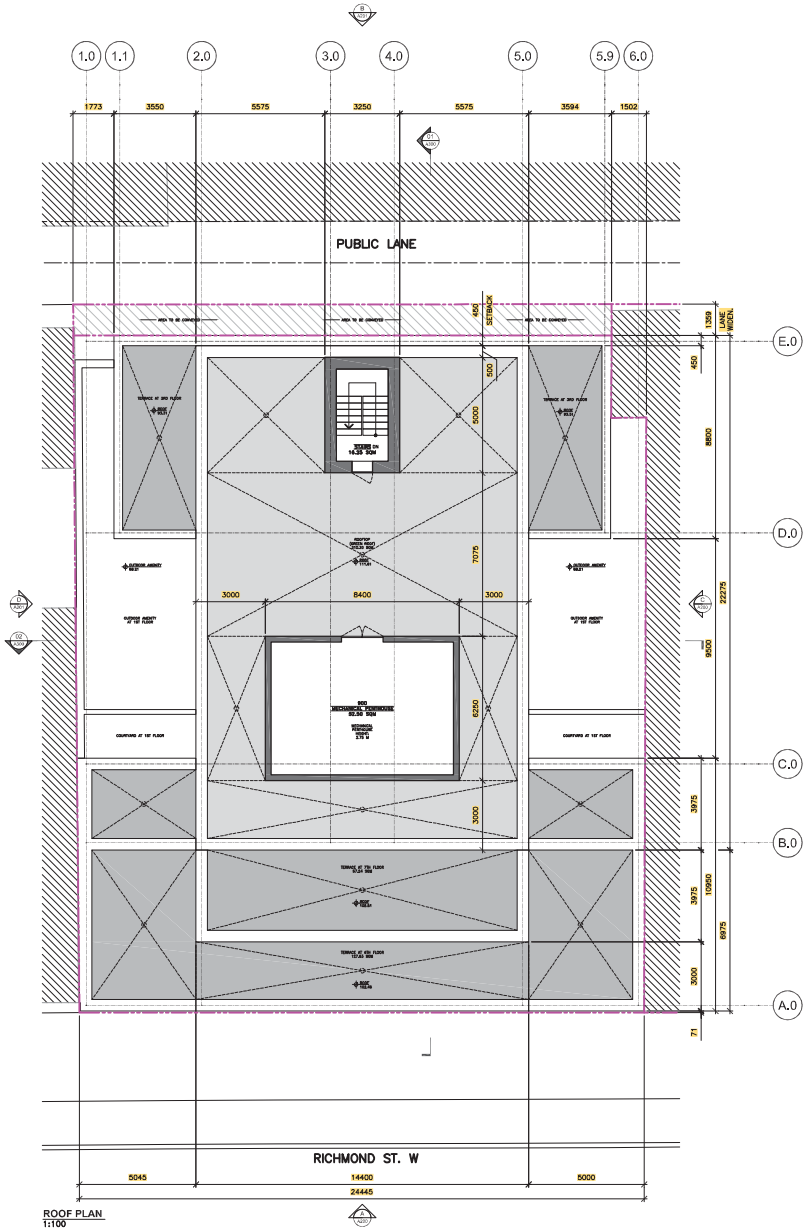


FLOOR 8 PLAN
1:100



ROOF PLAN
1:100

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2140-1795 AVENUE DE GASPÉ MONTREAL QC CANADA H2G 2W3

OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

CONSULTANTS

PLANNING:	SAI ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR	R. AVIS SURVEYING INC.
WIND ENGINEER	GRADIENT WIND ENGINEERING INC.

GENERAL NOTES

IT IS THE CONTRACTORS AND/OR CLIENTS RESPONSIBILITY TO RETAIN THE PROFESSIONAL SERVICES OF AN ENGINEER IN ACCORDANCE WITH LOCAL LAWS GOVERNING THE PRACTICE.

ANY COORDINATION BETWEEN THE VARIOUS SUBCONTRACTORS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

BEFORE UNDERTAKING THE WORK, THE CONTRACTOR SHALL VERIFY ALL THE DIMENSIONS AND ENVIRONS INDICATED ON THE PLANS AS WELL AS THE DIMENSIONS OF THE EXISTING BUILDING OR BUILDINGS IN THE EVENT OF RENOVATION OR RESTORATION, THE CONTRACTOR MUST NOTIFY THE ARCHITECT OF ANY ERRORS OR OMISSIONS IN THE PLANS.

NO DIMENSIONS SHALL BE MEASURED DIRECTLY TO SCALE ON THESE DRAWINGS.

THE CONSTRUCTION MUST BE EXECUTED ACCORDING TO LOCAL RULES OF ART AND IN COMPLIANCE WITH GOVERNMENT STANDARDS AND LOCAL BUILDING CODES.

ANY ERROR OR OMISSION REPORTED TO THE ARCHITECT MUST BE SUBMITTED TO THEM IN WRITING, WITHOUT EXCEPTION, BEFORE THE BEGINNING OF ANY WORK.

KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
04	ISSUED FOR OPA / ZBA SUBMISSION	KB	06-21-2022
03	ISSUED FOR COORDINATION	FB	06-07-2022
02	ISSUED FOR COORDINATION	FB	06-23-2022
01	ISSUED FOR COORDINATION	FJ	06-06-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

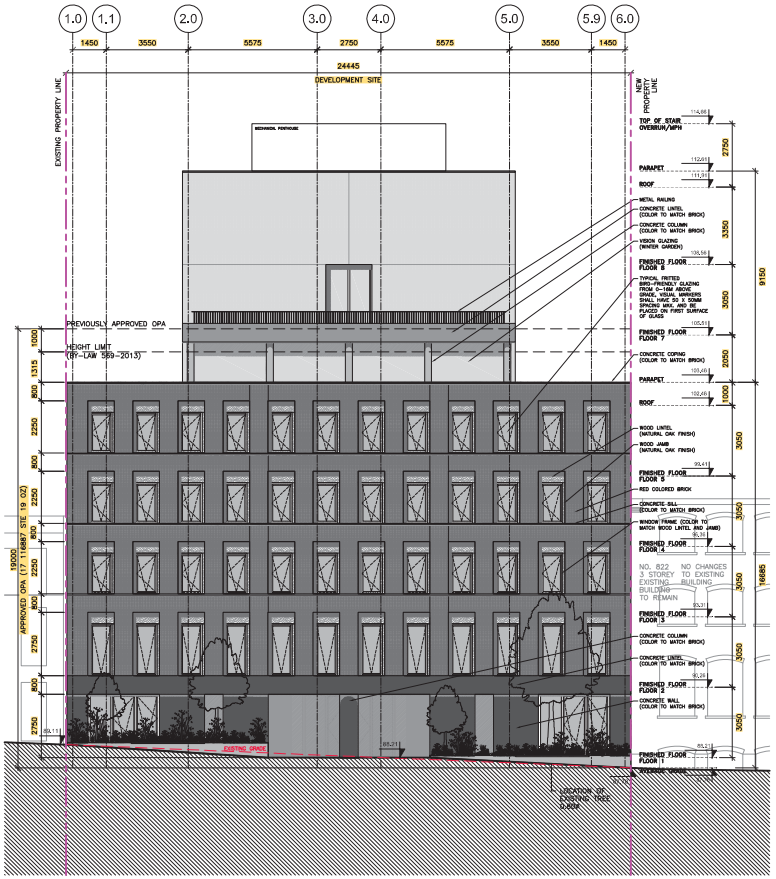
SCHEMATIC DESIGN

DESCRIPTION

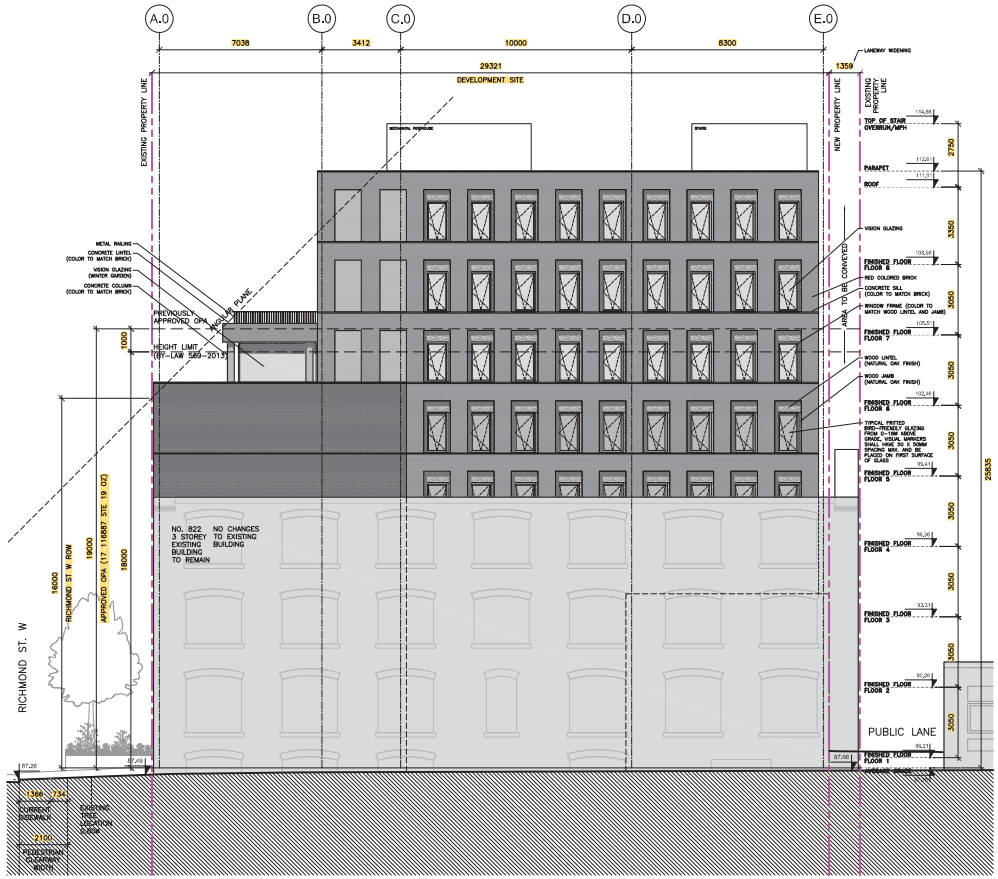
FLOOR PLANS
EIGHTH FLOOR & ROOF

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A100.dwg		
DESIGNED BY :	AGB		
DRAFTED BY :	EI		
VERIFIED BY :	AGB		

A104



A A200 SOUTH ELEVATION
1:100



C A200 EAST ELEVATION
1:100

Atelier Barda
WWW.ATELIERBARDA.COM
+1 (514) 388 2223 CONTACT@ATELIERBARDA.COM
2140-5795 AVENUE DE GASPÉ MONTRÉAL QC CANADA H2S 2X3

OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

CONSULTANTS

PLANNING:	SVN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

GENERAL NOTES

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KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
03	ISSUED FOR OPA / ZBA SUBMISSION	FB	06-21-2022
02	ISSUED FOR COORD NATION	JB	06-07-2022
01	ISSUED FOR COORD NATION	FJ	04-22-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W, TORONTO, ON M6J 1C9

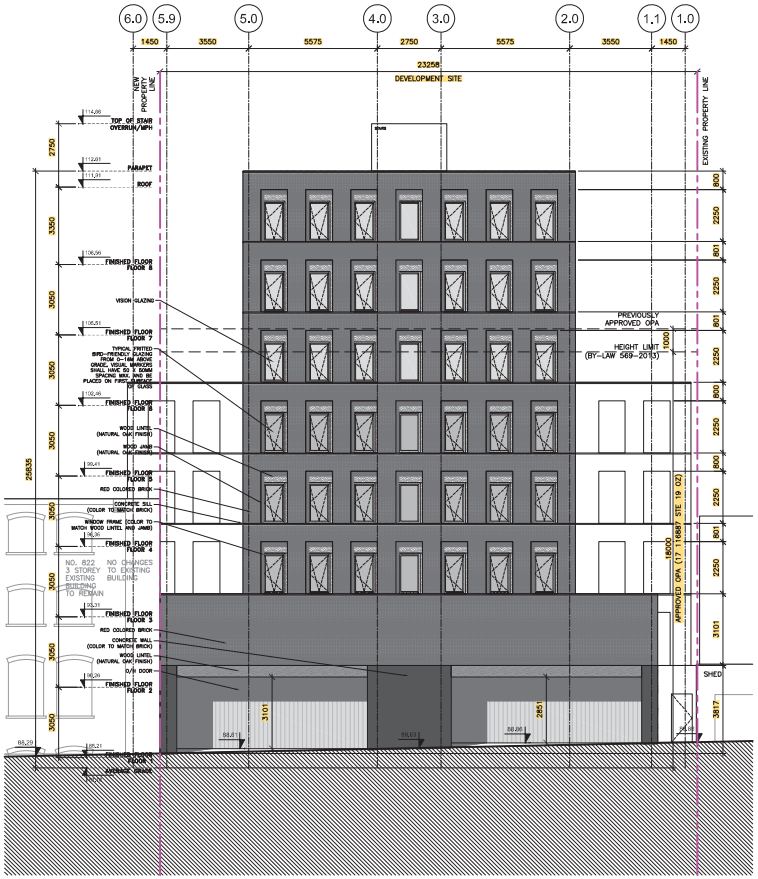
PHASE

SCHEMATIC DESIGN

DESCRIPTION

BUILDING ELEVATIONS
SOUTH & EAST ELEVATIONS

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A200.dwg		
DESIGNED BY :	AGB		
DRAFTED BY :	EI		A200
VERIFIED BY :	AGB		



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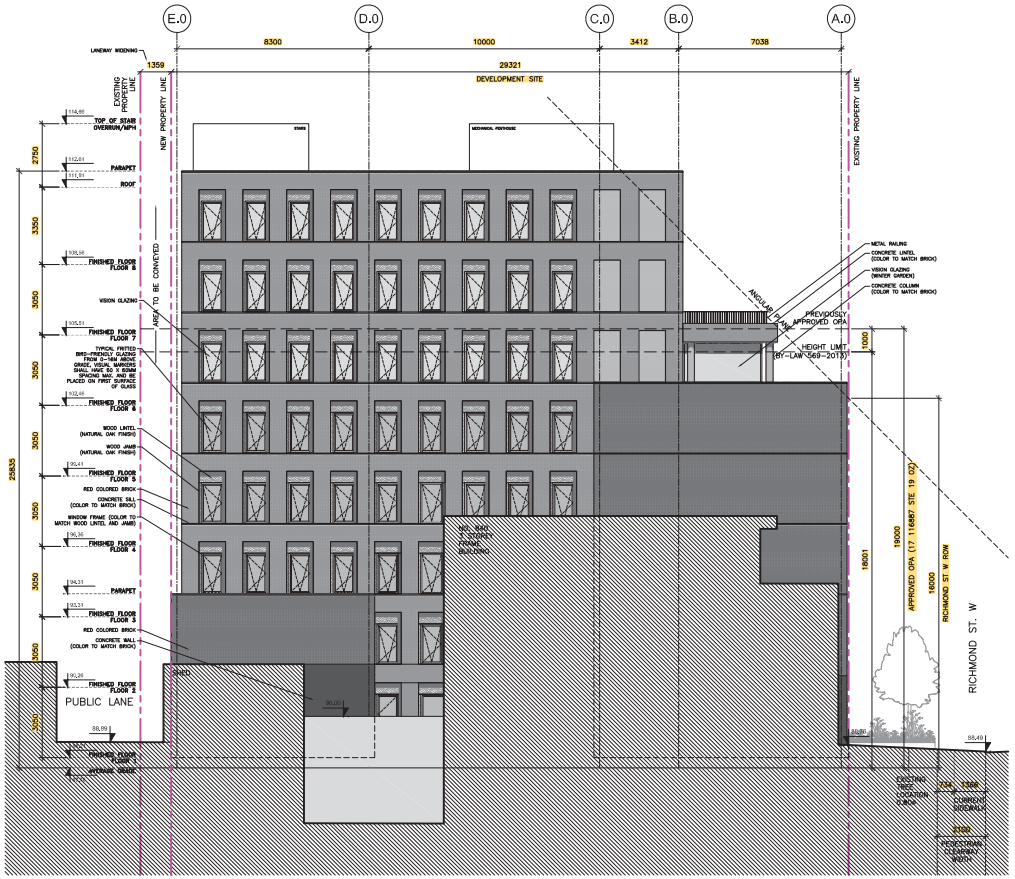

D WEST ELEVATION
A201 1:100

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OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M5V 1E3

CONSULTANTS

PLANNING:	SVN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

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KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
03	ISSUED FOR OPA / ZBA SUBMISSION	EB	06-21-2022
02	ISSUED FOR COORDINATION	EB	06-07-2022
01	ISSUED FOR COORDINATION	FJ	04-13-2022

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

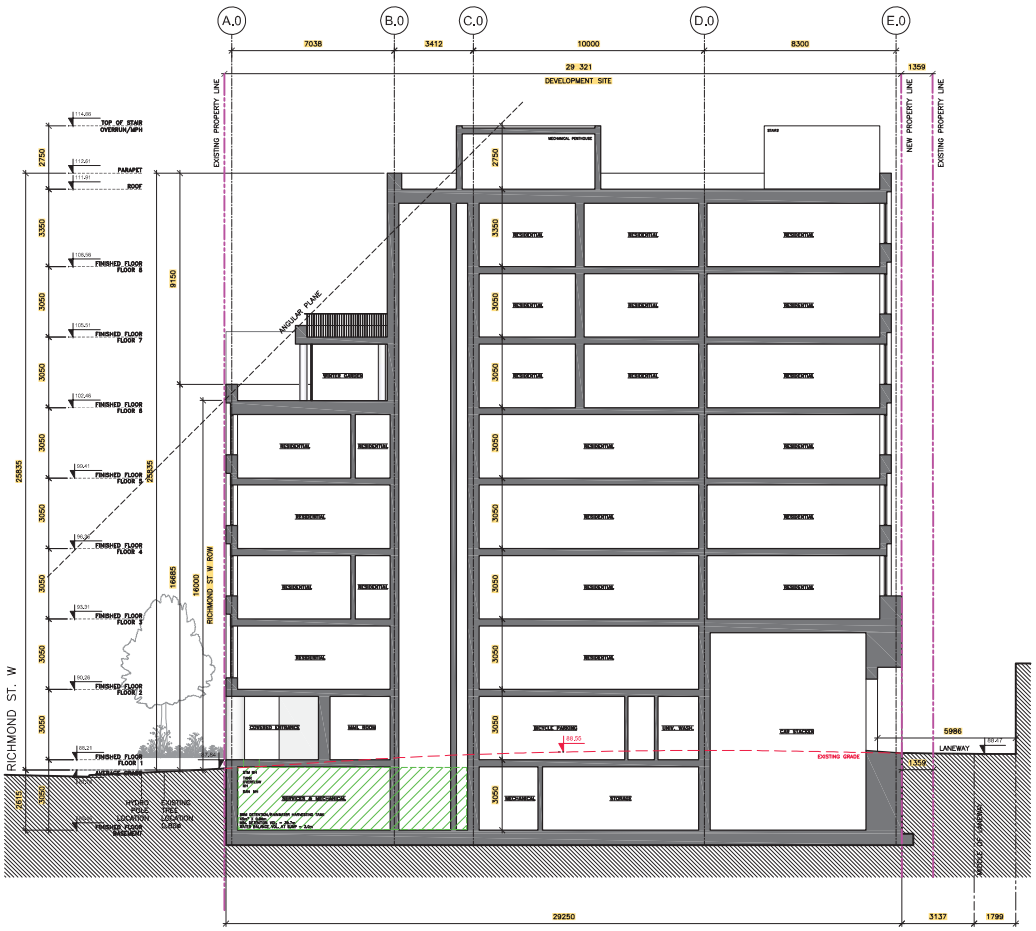
SCHEMATIC DESIGN

DESCRIPTION

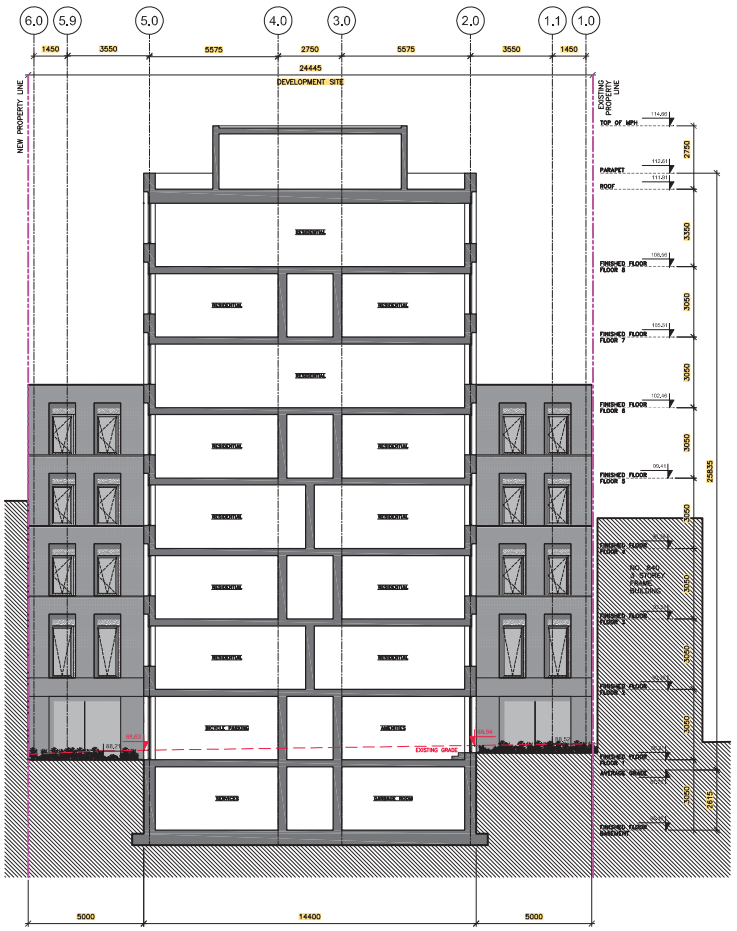
BUILDING ELEVATIONS
NORTH & WEST ELEVATION

SCALE :	1:100	TIMESTAMP :	21/06/2022
PROJECT CODE :	2114-TOR	PAGE :	
FILE NAME :	2114-TOR_A300.dwg		
DESIGNED BY :	AGB		
DRAFTED BY :	EI		
VERIFIED BY :	AGB		

A201



01 LONGITUDINAL SECTION 01
A300 1:100



02 CROSS SECTION 02
A300 1:100

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OWNER

HM PF (822-838 RICHMOND) LTD.

474 WELLINGTON STREET WEST, SUITE 200, TORONTO, ON M6V 1C3

CONSULTANTS

PLANNING:	SVN ARCHITECTS + PLANNERS
LANDSCAPE:	LAND ART DESIGN
TRANSPORTATION:	BA GROUP
SERVICING:	RV ANDERSON
ENERGY:	EQ BUILDING PERFORMANCE INC.
CODE CONSULTANT:	VORTEX FIRE
MEP ENGINEER:	WILD THOMAS GROUP & ELEVATION ENG.
STRUCTURAL ENGINEER:	HONEYCOMB GROUP INC.
SURVEYOR:	R. AVIS SURVEYING INC.
WIND ENGINEER:	GRADIENT WIND ENGINEERING INC.

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KEY PLAN

SEAL

STATUS

SUBMITTED FOR OPA & ZBA
DO NOT USE FOR CONSTRUCTION

NO.	DESCRIPTION	BY	DATE
02	ISSUED FOR OPA / ZBA SUBMISSION	EB	06-21-2022
01	ISSUED FOR COORD NATION	FJ	06-23-2002

PROJECT

2114-TOR

828-838 RICHMOND STREET WEST

828-838 RICHMOND STREET W. TORONTO, ON M6J 1C9

PHASE

SCHEMATIC DESIGN

DESCRIPTION

BUILDING SECTIONS
LATERAL & LONGITUDINAL SECTIONS

SCALE :	1:100	TIMESTAMP :	21/09/2022
PROJECT CODE :	2114-TOR	PHASE :	
FILE NAME :	2114-TOR_A300.dwg		
DESIGNED BY :	AGB		
DRAFTED BY :	EB		
VERIFIED BY :	AGB		

A300