Site Planning and Resident Engagement for Bike Parking at Toronto Community Housing Apartment Towers

Summary Report prepared for the City of Toronto

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the centre for active transportation
a project of
Clean Air Partnership

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1. BACKGROUND

The City of Toronto's Ten Year Cycling Network Plan, adopted in 2016, includes the development of a Bicycle Parking Strategy to increase supply of bicycle parking throughout the City, prioritizing areas of highest need. One such area of high need is at Toronto Community Housing Corporation (TCHC) apartment towers. In 2017-2018, the City of Toronto's Transportation Services conducted a bicycle parking pilot at TCHC buildings, providing racks at three TCHC properties. The study found high support for adding bike racks, that the racks were well used, and that no two sites are the same in terms of proper siting.

In 2019/2020, funds for bicycle parking were made available to the City of Toronto by the Ontario Municipal Commuter Cycling Program. The City commissioned The Centre for Active Transportation (TCAT) at Clean Air Partnership to assist the City and TCHC on a project titled Site Planning and Resident Engagement for Bike Parking at Toronto Community Housing Apartment Towers.

Purpose

The goal of this project was to develop a systematic approach to identify areas of highest need in order to achieve a sustainable, efficient, and fair method for installing bicycle parking in both the short- and long-term, to develop and recommend the location and type of bike parking for shortlisted sites, and to consult with TCHC management and resident communities to ensure their knowledge and needs were considered in the bicycle parking installations. Due to time limitations on the funding, the shortage of bike parking at all TCHC buildings, and the high volume of TCHC buildings, a high-priority shortlist was established for installation in 2020.

This report describes the methodology and criteria used in prioritizing sites with highest need for bicycle parking, a summary of 15 short-term siting recommendations and installations, a summary of tenant feedback, and a prioritized list of long-term siting recommendations for all 325 TCHC apartment buildings.

2. SHORTLIST

Methodology

The shortlist selection criteria were developed in consultation with TCHC and City staff. The goal was to reach consensus on

1. an initial list of approximately 18 locations to visit and evaluate for suitability (this was subsequently increased to 23), and
2. a finalized list of approximately 10 locations of best fit for bike parking installation in 2019/2020 (this was subsequently increased to 15).

Developing a shortlist was a multi-step, iterative process involving both City staff and TCHC staff in a series of calls and meetings.

To start the process, in February 2019, a list consisting of four groups of sites was provided to TCAT by TCHC's Capital Engagement and Conservation Program (CECP) division (see **Appendix A**):

1. Total 2019 CECP Projects: 71 sites where capital projects were planned or underway for 2019/2020, subdivided by program stream - Social Housing Apartment Improvement Program (SHAIP), Social Housing Apartment Retrofit Program (SHARP), Revitalization, and other capital projects.
2. Proposed 2019 CECP Bike Sites: a subset of 24 sites where only small-scale capital projects were proposed for 2019 (i.e. no SHAIP, SHARP, windows, cladding, balcony, or structural work), where bike parking installation at the same time could also be possible.
3. Proposed Conservation Sites: 10 sites where Conservation projects like landscaping, elevators, plumbing, lighting, etc. were proposed.
4. PC Suggested Sites: 16 sites that were suggested by CECP Program Coordinators.

TCHC staff from Tenant Engagement, Landscape, Design & Engineering (D&E), and Community Safety Units (CSU) were also consulted regarding potential locations and to understand need, desire and feasibility. Sites where large-scale capital projects were imminent were removed from consideration. Sites that were recommended by TCHC staff were prioritized as was geographic equity. This process resulted in a list of 27 sites, including all four of the sites that were part of the City's 2017 – 2018 pilot project (see **Appendix B**).

The 27 sites were then ranked from A to C based on the following factors:

- Community desire
- Density of short trips
- % of homes without automobiles or parking utilization rate
- Bicycle infrastructure
- Bicycle mode share
- Walk mode share.

The majority of the sites ranked "C" were removed from the list. This resulted in a list of 23 sites that were moved forward to the initial site selection stage: 1) 275 Shuter St., 2) 285 Shuter Street, 3) 295 Shuter Street, 4) 145 Mutual, 5) 49 Henry Lane, 6) 3939 Lawrence Avenue East, 7) 10 Deauville Lane, 8) 3825 Sheppard Avenue East, 9) 10 Gordonridge Place, 10) 30 Gordonridge Place, 11) 40 Gordonridge Place, 12) 444 Lumsden Avenue, 13) 51 Parkwoods Village Drive, 14) 58 Grenoble Drive, 15) 35 Shoreham Drive, 16) 15 Tobermory Drive, 17) 415 Driftwood Avenue, 18) 7 Capri, 19) 2468 Eglinton Avenue West, 20) 1-25 Shoreham Court, 21) 44 Willowridge Road, 22) 710 Trethewey Drive, and 23) 720 Trethewey Drive.

In April 2019, TCAT staff visited these 23 sites to assess suitability for bicycle rack installation in 2020. The sites were evaluated for use, security and weather protection. TCHC building management were consulted during these visits to gain an understanding of logistical challenges or opportunities for installation. The site visits were documented through photos and sketches.

As a result of the site visits, nine sites were eliminated from this list, as below:

1. 145 Mutual Street - According to the superintendent, there was no expressed demand for bicycle parking at this site. As a result, the buildings at Gordonridge Place, Parkwoods Village Drive, and Lumsden Avenue although of lower ranking were prioritized over this site.
2. 49 Henry Lane - This site already had a bike cage in the underground garage and some bike racks installed on the terraces. While the bike cage was used well, the bike racks on the terrace were not used properly. Adding more frames to the bike cage would be straightforward but was not considered an immediate priority as they already have some parking facilities.
3. 58 Grenoble Drive - This site consisted of townhouses with a frontyard and a backyard where residents park their bicycles. As such, there was no immediate demand for bicycle parking.
4. 7 Capri - This site ranked 'B' in TCAT's ranking of the sites. According to the superintendent, there was no expressed tenant demand for bicycle parking. The buildings at Gordonridge Place, Parkwoods Village Drive, and Lumsden Avenue, although of similar ranking, had expressed tenant demand bicycle parking and so were prioritized over this site, and this site was removed from the shortlist.
5. 2468 Eglinton Ave. W - This site ranked 'B' in TCAT's ranking of the sites. The buildings at Gordonridge Place, Parkwoods Village Drive, and Lumsden Avenue, although of similar ranking, had expressed tenant demand bicycle parking and so were prioritized over this site, and this site was removed from the shortlist.
6. 1-25 Shoreham Ct - This site consisted of townhouses which are spread out in a large area. To cater to such a large site, multiple racks will have to be installed and this would not be an efficient use of time as far as the shortlist is concerned.

7. 44 Willowridge Rd - The site ranked 'C' in TCAT's ranking of sites as most households owned a car and only 33% of the trips were under 5 km. The mode share of walking and cycling were very low as well.
8. 710 Trethewey Dr - The site already had bicycle racks installed which were not being used properly. The site also has upcoming construction in 2019 and 2020 which made it unsuitable for the shortlist. The buildings at Gordonridge Place, Parkwoods Village Drive, and Lumsden Avenue, although of similar ranking, all had expressed tenant demand bicycle parking so were prioritized over this site.
9. 720 Trethewey Dr - The site already had bicycle racks installed which were not being used properly. The site also has upcoming construction in 2019 and 2020 which made it unsuitable for the shortlist. The buildings at Gordonridge Place, Parkwoods Village Drive, and Lumsden Avenue, although of similar ranking, all had expressed tenant demand bicycle parking so were prioritized over this site.

This process resulted in a shortlist of 14 sites that were recommended for installation in 2020. At this stage, as suggested by TCHC staff, the site '33 Coatsworth Crescent' was added to the list, increasing the number of sites on the shortlist to 15.

In June 2019, once the shortlist of sites was finalized, TCAT staff made another visit to the 15 shortlisted sites, this time accompanied by TCHC staff from D&E and CSU, to provide more detailed design support to ensure the best location and orientation of bike parking rack installation.

Recommendations based on the 15 site visits and consultations with site staff, Landscape staff and CSU staff were compiled into a report titled 'Shortlist of bicycle parking installation sites: Recommendations for 2019 & 2020' (see **Appendix C**) with accompanying map (see **Appendix D**) and delivered to TCHC on July 18, 2019 for installation in 2020 with the current provincial funding.

The report included a description and rationale for each site including photo documentation and an aerial view of the site. An effort was made to recommend a variety of types of parking (e.g. indoor bike parking cage, outdoor sheltered bike rack, etc.), including options for short and long-term parking, in order to provide the City with a range of experiences to inform future decision-making.

Siting considerations

The goal was to find the best locations for both short-term and long-term bicycle parking at each site. Short-term bicycle parking is mainly intended for visitors to park their bicycles during the day while long-term bicycle parking is intended for residents. The main difference between the two is that short-term bicycle parking are typically racks installed outside while long-term bicycle parking is ideally a locked facility protected from theft and weather.

Due to lack of space, and limitations faced by site staff in terms of maintenance, it was not possible to recommend long-term bicycle parking at all sites.

Along with locations, types of bicycle parking were also recommended. For each of the sites that were visited initially in April 2019, certain locations and types of bicycle racks were proposed in consultation with site staff. During the site visits in June 2019, these locations and types were further assessed and refined to take into account landscape and security considerations.

The main criteria for location selection was:

1. Visibility
2. Ease of access
3. Proximity to entrance
4. Lighting, and
5. Surveillance in place either through cameras or community members

The main criteria for bike rack type was:

1. Low maintenance
2. Ease of use
3. Secure (providing for both wheel & frame to be secured with a U-lock).

3. LONGLIST

The longlist provides a ranking for all 325 TCHC apartment buildings that prioritizes sites with the highest need for bicycle parking using a set of established criteria (see below). The goal of the ranking is to provide TCHC with a systematic approach for future bike parking installation at all TCHC sites, as additional funds become available. This information is intended to complement any other available site-specific local input (e.g. tenant requests for bike parking and/or a proliferation of bikes locked up outside on trees or railings at TCHC buildings.)

Methodology

Each site was ranked according to the following attributes:

1. Rank (based on Neighbourhood Suitability scores*, from A to D where A is 24 to 28, B is 17 to 23, C is 12 to 16, D is <12)
2. % trips <5km (based on 2006 Travel Zone, source TTS 2016)
3. Cycling % (based on 2006 Travel Zone, source TTS 2016)
4. Walking % (based on 2006 Travel Zone, source TTS 2016)
5. % Households without cars (based on 2006 Travel Zone, source TTS 2016)
6. Population density/sq. km (based on 2006 Travel Zone, source TTS 2016)

*Neighbourhood Suitability scores were created by comparing:

- Percentage of trips 5km & less by Traffic Zone
- Percentage of households without vehicles by Traffic Zone
- Population density by Traffic Zone
- Mode Share Cycling by Ward (using 44 ward structure in effect until 2018)
- Mode Share Walking by Ward (using 44 ward structure in effect until 2018)

The results of each attribute were divided into quartiles and the quartiles were scored from 1, for the lowest quartile rank, to 4, for the highest quartile rank. Short trips and cycling mode share were weighted 2x higher than the other three attributes. Total scores were then turned in A, B, C, and D rankings: where A is 24 to 28, B is 17 to 23, C is 12 to 16, D is <12.

The following assumptions were made during this process:

1. Based on the City of Toronto's Open Data from the RentSafe program, there are approximately 325 TCHC apartment buildings. Town House sites were not included in this listing.
2. We anticipate that the parking installation will be handled by TCHC Landscaping as in the short-term project.
3. We anticipate that TCHC Tenant Engagement staff will provide feedback to Landscaping of tenant demand for bike parking and that such demand will take precedence over the data ranking.

4. Physical evidence of a lack of bike parking and demand, such as bicycles locked to trees and fences or on balconies should make a site a priority for bicycle parking installation regardless of the data ranking.

A finalized longlist containing the ranking of all 325 TCHC apartment buildings prioritizing sites with the highest need for bicycle parking was delivered to the City and TCHC on November 29, 2019. See **Appendix E** for a spreadsheet which provides the ranking of all 325 sites. The list is also displayed on a map here.

4. TENANT ENGAGEMENT

Meetings and Lobby Intercepts

From September 2019 to December 2019, tenants at 12 of the 15 shortlisted sites were asked to provide feedback on specific site selection options. This engagement was conducted either through tenant meetings organized by TCHC Tenant Engagement staff or through lobby intercepts.

Tenant meetings were held at these five sites: 1) 15 Tobermory Drive, 2) 35 Shoreham Drive, 3) 415 Driftwood Avenue, 4) 10 Deauville Lane, and 5) 3825 Sheppard Avenue East

Lobby intercepts were conducted at these seven sites: 1) 275 Shuter Street, 2) 285 Shuter Street, 3) 295 Shuter Street, 4) 444 Lumsden Avenue, 5) 10 Gordonridge Place, 6) 30 Gordonridge Place, and 7) 40 Gordonridge Place.

For the following reasons, it was not possible to consult with tenants at three of the sites:

1. 33 Coatsworth Crescent – Initially, the Community Services Coordinator at this site, as well as the Landscape department at TCHC, advised that the bike racks were going to be installed as part of larger landscape discussions so a separate tenant engagement process was unnecessary. Subsequently, in January 2020, TCHC informed TCAT that installation of racks will not be possible this year because of planned repairs to the underground garage.
2. 3939 Lawrence Ave E – due to major construction happening on site, bicycle rack installation will not be possible on this site in 2020, so TCHC advised against a tenant engagement session.
3. 51 Parkwoods Village Drive – due to major construction happening on site, bicycle rack installation will not be possible on this site in 2020, so TCHC advised against a tenant engagement session.

The feedback received from the tenants was summarized and submitted to TCHC to assist them in the installation process (**Appendix F**).

Bike Counts and Intercept Surveys at Pilot Sites

One of the goals of this project was to assess the uptake on the bicycle racks installed during the bicycle parking pilot conducted by the City of Toronto's Transportation Services in 2017-18. This was undertaken in September 2019 by way of an intercept survey at the locations of the bike

racks, and by conducting a count of bicycles being stored in the racks.

The buildings where racks were installed in the pilot are:

1. 3825 Sheppard Avenue East
2. 710-720 Trethewey Drive, and
3. 10 Deauville Lane

Bike counts and user surveys were conducted at the first two locations (3825 Sheppard Ave E and 710-720 Trethewey Drive) but not at the third, as, when contacted, the superintendent at 10 Deauville Lane reported that the racks installed there were not used at all.

1. 3825 Sheppard Avenue E

At 3825 Sheppard Ave E, four bike racks were installed across two locations. At the time of the intercept survey (September 10, 2019 from 3-5 p.m), there were 15 bicycles parked on the north side of the building, and 20 bikes parked on the south side. None of the bicycles were removed during the time of the survey.

Only two people came to the rack to the park their bicycles at the time of the survey. Of these, only one was willing to participate in the survey (see **Appendix G**).

2. 710 - 720 Trethewey Drive

710 Trethewey Drive had one bicycle rack installed in front of it while 720 Trethewey Drive had three bicycle racks installed.

At the time of the survey (September 24, 2019 from 3-5 p.m.), the bicycle rack at 710 Trethewey Drive had been uninstalled due to a large-scale construction project happening there.

The three racks at 720 Trethewey Drive were still there, so the survey was only conducted at this location.

At the beginning of the survey, there were no bicycles parked at 720 Trethewey Drive but by the end of it, there were two. Only one person was willing to participate in the survey (see **Appendix G**).

Bicycle racks at the North side of the building (Photo: Jiya Benni)*

** These photos were not taken at the time of the survey*

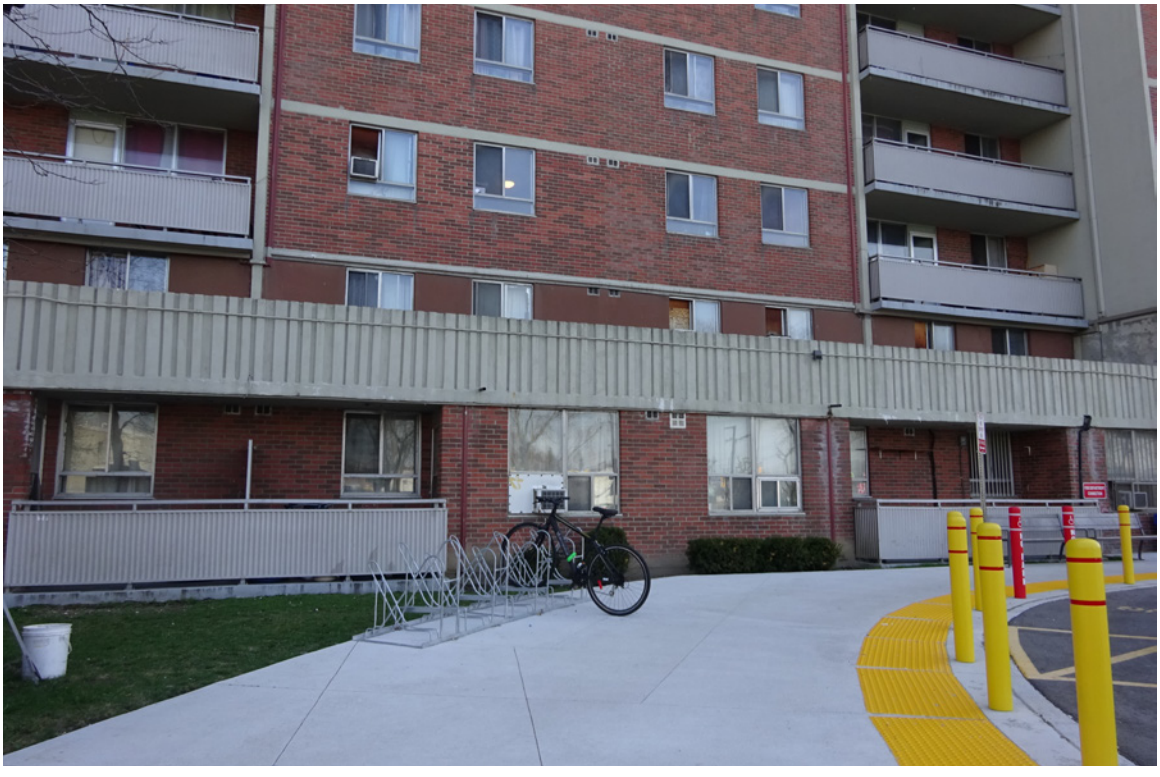
Bicycle racks at the South side of the building (Photo: Jiya Benni)*

** These photos were not taken at the time of the survey*

Bicycle racks in front of 710 Trethewey Drive (Photo: Jiya Benni)*

Bicycle racks in front of 720 Trethewey Drive (Photo: Jiya Benni)*

** These photos were not taken at the time of the survey*



Bicycle racks in front of 720 Trethewey Drive (Photo: Jiya Benni)*

Conclusion

Overall,

- The bike racks are in use at two of the three pilot sites.
- The survey participant at 3825 Sheppard Ave E said there is a need for more racks at this location however he wasn't a resident of the building.
- The survey participant at 720 Trethewey Drive said the racks should have better lighting and be protected from bad weather.

** These photos were not taken at the time of the survey*

5. GREEN PLAN

Study of practices in North America

1. Green Building Certification Plans

There are two major plans in Canada that address multi-family residential buildings.

1. BOMA BEST Building Environmental Standards - includes points for cycling facilities: bicycle facilities for a minimum of 10% of occupants (8) and sheltering bicycles from rain (2). Also includes improving site access for bicycles under 'innovation'.
2. LEED - Points available for providing long term bicycle storage for at least 15% of all building occupants. Short term bicycle storage must be within 60m of any main entrance, and long term within 90 metres walking distance of any functional entry. On-site bicycle sharing stations can be used for 50% of long and short-term bicycle parking. The ability to store bicycles within units does not count as long-term storage.

2. Building envelope and plant energy retrofitting

These programs are common in affordable multi-unit housing initiatives. However, links to reducing transportation emissions and increasing transport options are uncommon.

1. **United States EPA Energy Efficiency in Affordable Housing** (2018) - Does not address transportation issues which are dealt with in a separate document that does not address affordable housing.
2. **Deutsche Bank Corporate Social Responsibility** (2012). Recognizing the Benefits of Energy Efficiency in Multifamily Underwriting - Does not address transportation issues.
3. **Canada's Economic Action Plan 2009** provided $850 million in funding for energy retrofitting of social housing across Canada. Of this, TCHC received approximately $170 million. This funding focused only on building envelope and mechanics. Transportation was not part of the equation[1].
4. **Green Ontario** had funding for social housing energy retrofits that was cancelled by the provincial government in 2018.
5. **HUD** (the national US Housing department) Green Building Retrofit Checklist (2013) does not include any transportation issues.
6. **New York City**'s Next Generation NYCHA Sustainability Agenda for public housing does not address resident transportation. It does address Fleet Management of the

1 Tsenkova, S. (2018). Transformative change: energy-efficiency and social housing retrofits in Canadian cities. Urban Research & Practice, 11(3), 263-274.

Housing Authority[2]. NYCHA 2.0 has a Clean Fleet Plan for its 915 vehicles. It is part of the larger NYC Clean Fleet Plan.

7. **California** - The Transformative Climate Communities Program (TCCP) empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. It uses Cap & Trade funding to fund projects that deal with environmental, health and economic disparities that are frequently linked by location of low-income housing. Significantly, these projects which were based on resident input all include transportation. These were community level projects and so projects do not address building level transportation issues such as bicycle parking. This program is directed by the California Strategic Growth Council.

   Examples of Community Transport in California TCCP.

   - **Sacramento** - Sacramento Integrated Multimodal Place-Based Living (SIMPL) project. "The SIMPL Project applies a theory of "simplexity" by addressing the complex issue of greenhouse gas reduction with the simple approach of increasing multi-modal transportation options for residents." New affordable housing units along with a new light rail station and bike and electric car share.
   - **Ontario** - Ontario Together combined 101 new affordable homes with 5 miles of bike lanes and 3 miles of sidewalk improvements and reconstruction.
   - **Fresno** - Installed solar systems on over 200 homes, created 56 affordable homes. Transportation changes included increased electric bus frequency and new bike and e-vehicle sharing programs.
   - **Northeast San Fernando Valley** - Again, transportation improvements were key resident choices. They include: 2.4 miles of street enhancements and 900 feet of new sidewalks; 14 new battery-electric buses and 7 electric chargers; four EV Charging Stations. Additionally, increased plantings to improved street comfort.
   - **Los Angeles** - California awarded $35 million from Cap & Trade program to affordable housing and environmental initiatives in Watts, a Housing Authority of LA neighbourhood. It includes energy efficient retrofits, solar installations, and a food waste prevention program, along with 10 new electric buses and an electric vehicle car sharing and shuttle program for local residents. Program to improve health and economic opportunity for residents along with greenhouse gas reduction strategies.

2 City of Toronto has a Consolidated Green Fleet Plan that addresses this issue. The TCHC Fleet consists of 142 vehicles with an additional 67 staff claiming kilometrage.

3. Other literature of note

1. The ***Active Design*** literature focuses on building activity for health into cities and urban developments. It has an American certification program called Fitwel (part of Fanny Mae). The Multifamily requirements include short-term bicycle parking for 5% of residents and 1 long term bicycle parking spot per 3 units and Bike Share access.
2. ***New York City***: Active Design Guidelines - Bicycle parking is part of site design guidelines.
3. ***Region of Peel*** Affordable Housing Active Design (2014) - Recommends providing secure visible bicycle parking for short term and secure, sheltered and accessible indoor bicycle storage in a central location on the ground floor. (p.18 & 21)
4. ***Silicon Valley Bicycle Coalition***: Bicycle Elements for Affordable Housing Development
5. First Community Housing (a small provider in SF and San Jose) provides Alternative Transportation Resources on their website for community members.
6. A key article in the research literature on Active Design is environmental justice, for example One Step at a Time Towards Better Health: Active Design in Affordable Housing (2014). It does not address bicycling.
7. **The Unequal City 2015: Income and Health Inequities in Toronto** - Low income groups have worse health for 20 of 34 health status indicators. Physical inactivity is one of these indicators. Also, other disease associated with inactivity including diabetes and cardiovascular diseases.

Active Transportation Policy Considerations

Rationale

Our recommended active transportation policy components for TCHC Green Plan are based on the following policy rationales:

1. Low income groups have worse health outcomes associated with inactivity than the rest of Toronto's population including cardiovascular disease, diabetes and obesity.
2. In other jurisdictions, research shows that lack of access to transportation is associated with reduced access to economic opportunity, health care and fresh food.
3. Active transportation has important health benefits including significantly reducing the risk of all-cause mortality, cardiovascular disease,

obesity, Type II diabetes and certain types of cancer.

4. Increased active transportation by residents reduces pollution and greenhouse gas emissions, and automotive and transit congestion while increasing neighbourhood safety and sense of belonging.

Recommended Active Transportation Policy Components

1. Active transportation needs shall be considered during all retrofit projects. This includes ensuring access roads and pathways are safe for pedestrian crossing and bicycle users, ensuring that sufficient bike parking is provided, and where feasible, providing dedicated communal bike repair space to allow residents to keep their bicycles in working order. This space can range from a self-service bicycle repair stand similar to those offered at TTC stations to a full-fledged bicycle hub offering programming and more advanced repair facilities.
2. TCHC will endeavour to eliminate policies that prohibit bicycles in buildings or on elevators.
3. TCHC will encourage Toronto Bike Share to locate stations near or on its properties.
4. TCHC will prioritize bicycle parking installation based on the longlist (see **Appendix D**) developed in conjunction with the City of Toronto and TCAT.
5. Short-term bicycle parking shall be within 60m of entrance where possible and will ideally offer rain protection and visibility.
6. Long-term bicycle parking will be a locked facility that offers protection from weather and theft.
7. TCHC will use the City of Toronto's Guidelines for the Design and Management of Bicycle Parking Facilities to guide its bicycle parking program.
8. TCHC will develop a webpage on its website detailing transportation resources for residents that includes information about active transportation.
9. TCHC will encourage its Conservation Teams to engage with the City of Toronto Cycling Unit regarding gaps and opportunities for cycling infrastructure (e.g. bike lanes, trails, etc.) in close proximity to TCHC buildings.

6. CONCLUSION

Lessons learned

1. **No two sites are the same.**

   Each site has its own challenges and requirements especially from a security and accessibility perspective. Therefore, each site needs to be considered individually, including gathering tenant input, in order to make the best recommendations for bike parking siting and installation.

2. **Determining siting of racks.**

   Through the site visits we determined the most important criteria for siting bicycle racks to be visibility, ease of access, close to entrance, lighting, and surveillance by cameras and community members.

3. **Determining type of racks.**

   The main criteria for determining type of racks were that it should be low maintenance, easy to use, and secure (allows both wheel & frame to be secured with a U-lock).

4. **Getting buy-in from site staff.**

   We found that it is important for site staff to be in agreement with the siting and type of racks installed as they will be in charge of maintaining them in the long run. At some sites, even though there were opportunities to install bike cages in the underground parking, they were not recommended as the site staff were concerned about maintenance challenges.

5. **Fob-enabled parking garages.**

   Many parking garages are fob-enabled for tenants to park their motor vehicles. Ideally, a similar process would be set up for bicycle parking facilities located within parking garages, so that tenants could access the garage in a similar fashion in order to park their bicycles. There are many parking garages in private buildings (e.g. condos) where this is set up. However, at this time this was not considered feasible by site staff.

6. **Tenant input.**

   For the installed bicycle racks to be used well, it is important to understand what works best for tenants. Tenants should, preferably, be engaged at the outset.

7. **Security is a major challenge.**

   At the sites that we visited where bike parking racks were already in place, tenants expressed concerns that the racks are not secure enough to prevent bike theft. There were mixed opinions regarding whether security cameras were effective.

8. **Tenant engagement**

   We found the scheduling of tenant engagement sessions and ensuring high attendance at these events to be challenging. Lobby intercepts proved to be an effective method to get input that didn't require as much time commitment from the residents.

Recommendations

1. **TCHC could benefit from a formal system for understanding tenant demand for bike racks.**

   Currently, the only method of understanding demand is if tenants voluntarily express their need for bicycle racks through informal means, as no formal system is in place. While a more formal process would be beneficial for capturing demand, part of the formal system will need to include a way of communicating to tenants how allocation will be prioritized if sufficient funds do not exist to fully satisfy the potential demand.

2. **Engage tenants as early as possible.**

   Ideally, tenants should be engaged before the locations are determined so that their concerns can be taken into consideration.

3. **Provide temporary bicycle parking facilities during construction activity.**

   During the course of the project, it was noticed that on sites where construction was ongoing, existing bicycle racks were either uninstalled or blocked off. In such situations, it is recommended that these racks be temporarily installed elsewhere as residents still need a safe place to park their bicycles.

LIST OF APPENDICES

Appendix A: Site lists provided to TCAT by TCHC (February 2019)

Appendix B: Shortlist of 27 potential bicycle parking sites for 2020: Map (March 24, 2019)

Appendix C: Shortlist of 15 potential bicycle parking installation sites for 2020: Recommendations (July 14, 2019)

Appendix D: Shortlist of 15 potential bicycle parking installation sites for 2020: Map (July 14, 2019)

Appendix E: Longlist: Ranked list of all 325 sites (December 10, 2019)

Appendix F: Tenant Engagement Feedback (Sep-Dec 2019)

Appendix G: Bike Counts and Intercept Surveys (Sep 2019)

Appendix A – Site lists provided to TCAT by TCHC (February 2019)

Total 2019 CECP Projects	
Capital Sites by Program Stream	
1021 Birchmount Rd	SHAIP
10 Glen Everest Road	SHAIP
2190 Ellesmere Rd	SHAIP
2821 Birchmount Rd	SHAIP
40 Falstaff Ave	SHAIP
415 Driftwood Ave	SHAIP
6 Glamorgan Ave.	SHAIP
2950 Lawrence Ave E	SHAIP
65 Greencrest Circuit	SHAIP
4100 Lawrence Ave E	SHAIP
30 Teesdale	SHAIP
44 Willowridge Rd.	SHARP
57 Mabelle.	SHARP
15 Tobermory Dr.	SHARP
75 Tandridge Cres.	SHARP
4301 Kingston Rd.	SHARP
3947 Lawrence Ave E.	SHARP
3847 Lawrence Ave E.	SHARP
10 Boulbee Ave.	SHARP
80 Blake St.	SHARP
7 Firgrove Cres. Townhouses	Revit
*5 Needle Firway	Revit
*15 Canlish	Capital
*14 Rayoak Dr	Capital
3825 Sheppard Ave. E.	Capital
91 Augusta	Capital
575 Adelaide St. W.	Capital
415 Willowdale Ave.	Capital
1201 Midland Ave.	Capital
145 Mutual	Capital
400/410 McCowan (Cladding) / (Townhouses windows)	Capital
25 Henry Lane - Plumbing	Capital
15 Tobermory Drive	Capital
*415 Driftwood Ave (Edgeley) x2	Capital
*4400 Jane St.	Capital
1 to 8 Arbor Dell	Capital
3725 Dundas St. W.	Capital
55 Outlook Monor	Capital
3101 Weston Road	Capital
2468 Eglinton Ave. W.	Capital
615/609 East Mall Townhouses	Capital
98 Cavelle Ave.	Capital
140 Adanac Drive	Capital
Parma Court Townhouses	Capital
Empringham Dr. townhouses (50-106)	Capital
*2180 Ellesmere Rd	Capital
75 Dowling Ave.	Capital
444 Lumsden	Capital
230 River St.	Capital
330 Jarvis St.	Capital
21-25, 31-35, 49 Henry Lane -Envl	Capital
7 Capri	Capital
Chester LE Building	Capital
Chester Le Waterproofing	Capital
Hydro Block (6 Henry St.)	Capital
31 Gilder (on-going - windows removed)	Capital
61 Pelham	Capital
69 Holly St. and 70 Dunfield	Capital
530 Kingston Road	Capital
2 Demarco	Capital
1676 Albion	Capital
21 Windermere Ave	Capital
275 Bleecker St.	Capital
175 Cummer Avenue	Capital
51 Parkwood Village Dr.	Capital
1400 Bathurst St.	Capital
4110 Lawrence Ave. E.	Capital
4175 Lawrence Ave. E.	Capital
2008 Pharmacy Ave.	Capital
239-257 Roywood Dr.	Capital
110 Mornelle	Capital
Total 71	

Proposed 2019 CECP Bike Sites	
3825 Sheppard Ave. E.	Capital
25 Henry Lane	Capital
15 Tobermory Drive	Capital
*415 Driftwood Ave	Capital
55 Outlook Monor	Capital
3101 Weston Road	Capital
2468 Eglinton Ave. W.	Capital
615/609 East Mall Townhouses	Capital
98 Cavelle Ave.	Capital
Parma Court Townhouses (#65)	Capital
230 River St.	Capital
7 Capri	Capital
Chester Le Townhouses (132)	Capital
Hydro Block (6 Henry St.)	Capital
61 Pelham	Capital
69 Holly St.	Capital
70 Dunfield	Capital
530 Kingston Road	Capital
275 Bleecker St.	Capital
175 Cummer Avenue	Capital
4110 Lawrence Ave. E.	Capital
Danzig St. Townhouses (#101)	Capital
4175 Lawrence Ave. E.	Capital
2008 Pharmacy Ave.	Capital
Total 24	

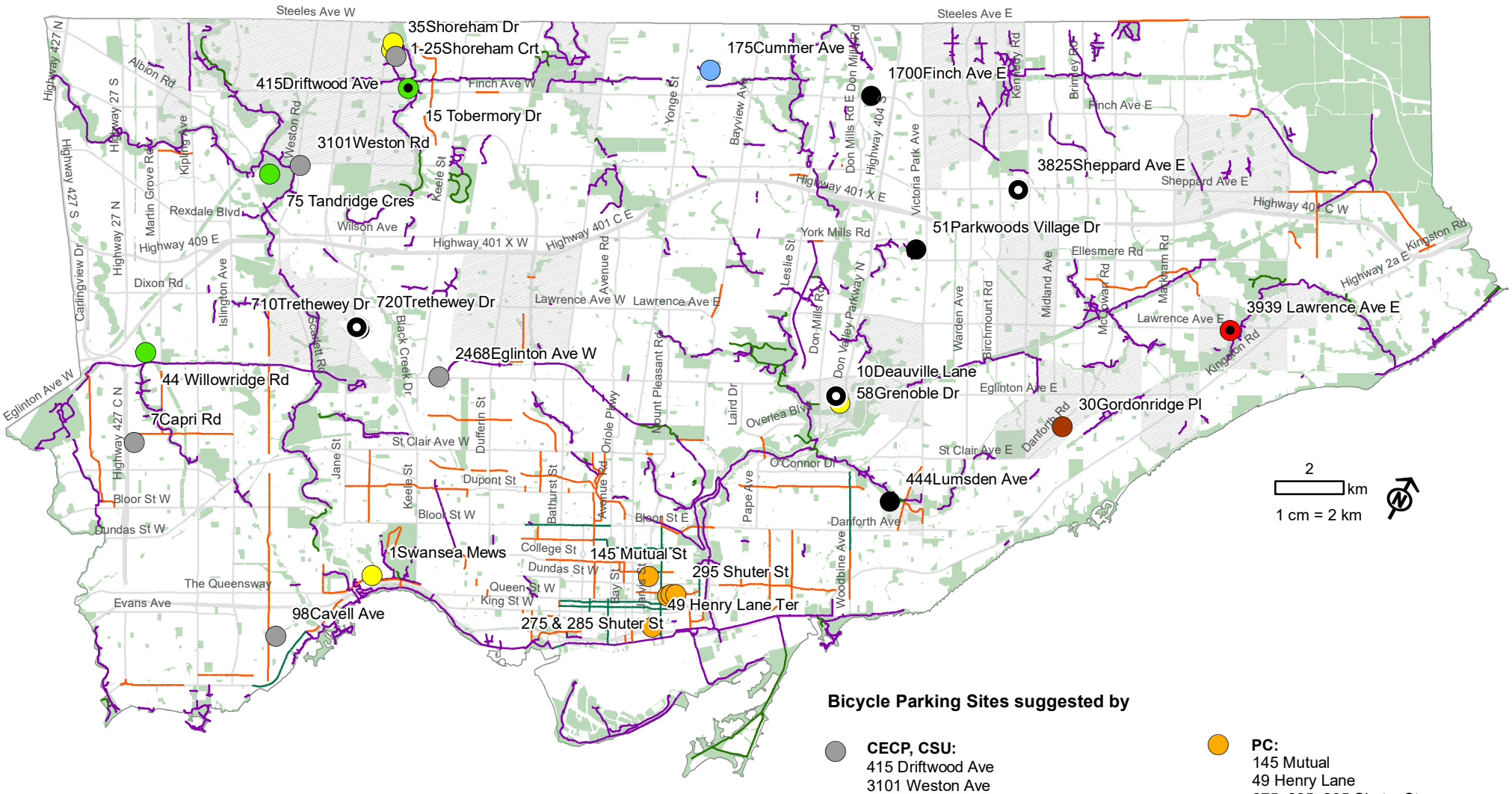
No SHAIP/SHARP/Windows/Cladding/Balcony/Structural work

Proposed Conservation Sites
10,30 and 40 Gordonridge
3330 Danforth Rd
682 Warden Ave
65 Greenbrae Circuit
Field Sparroways Townhomes (#1)
2739 Victoria Park Ave
1700 Finch Ave E
4000 Don Mills Rd
Bay Mills Blvd Townhomes (#200)
165, 167, 169 Shaughnessy Blvd
Total 10

Lanscaping, elevators, plumbing, lightening, etc.

PC Suggested Bike Sites
15 Tobermory
75 Tandridge
341 Bloor St. W.
Hydro Block (6 Henry St.)
44 Willowridge
30 Teesdale
6 Glamorgan
2190 Ellesmere
1021 Birchmount
3947 Lawrence Ave. E.
3939 Lawrence Ave. E.
145 Mutual St.
2821 Birchmount
3825 Sheppard Ave. E.
275; 285; 295 Shuter St.
49 Henry Lane
Total 16

Appendix B – Shortlist of 27 potential bicycle parking sites for 2020: Map (March 24, 2019)



Legend

- Bike Lanes
- Cycle Tracks
- Major Multi-use Pathway
- Minor Multi-use Pathway
- Park Roads Cycling Connections
- Highways and Arterial Roads
- Neighbourhood Improvement Areas
- Parks and Green Space

Pilot Projects:
3825 Sheppard Ave E.
10 Deauville Lane
710 - 720 Trethewey Dr.

TCH Bike Hubs:
15 Tobermory Dr.
3939 Lawrence Ave E.

Bicycle Parking Sites suggested by

CECP, CSU:
415 Driftwood Ave
3101 Weston Ave
2468 Eglinton Ave W
98 Cavell Ave
7 Capri

CECP, Resident/Community:
175 Cummer Ave

CSU, PC:
44 Willowridge Rd.
15 Tobermory Dr.
75 Tandridge Cres.

CSU, PC, Resident/Community:
3939 Lawrence Ave E.

CSU, Resident/Community, Conservation Site:
30 Gordonridge

PC:
145 Mutual
49 Henry Lane
275, 285, 295 Shuter St.

Resident/Community:
444 Lumsden
51 Parkwood Village Dr
1700 Finch Ave E
10 Deauville Lane

City Cycling Infrastructure/Programs:
35 Shoreham Drive
1-25 Shoreham Court
1 Swansea Mews
58 Grenoble Drive

TCHC Project Map. Asiya Bidordinova for The Centre for Active Transportation (TCAT), Clean Air Partnership

Appendix C – Shortlist of 15 potential bicycle parking installation sites for 2020: Recommendations (July 14, 2019)

Site Planning and Resident Engagement for Bicycle Parking at Toronto Community Housing Apartment Towers

Shortlist of bicycle parking installation sites: Recommendations for 2019 & 2020

July 2019

the centre for active transportation

a project of Clean Air Partnership

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11. 51 Parkwoods Village Dr. 30
12. 35 Shoreham Drive 33
13. 15 Tobermory Drive 35
14. 415 Driftwood Avenue 38
15. 33 Coatsworth Cres 40

APPENDIX I - Key Considerations

APPENDIX II - Racking Options

APPENDIX III - Outdoor Bicycle Shelter Options

APPENDIX IV - Underground Parking Garage Options

APPENDIX V - Tips for Design and Installation of Multiple Post & Ring or Inverted U-style Racks

APPENDIX VI - Creative Bicycle Parking Solutions using Shipping Containers

This report contains recommendations for location and type of bicycle parking for 15 shortlisted sites. It also contains proposed year of installation and an estimated high-level costing in the following range:

$=<$5k

$$ = between $5k & $10k

$$$ = between $10k & $15k

$$$$ = between $15 & $25k

1. 275 Shuter St

TCHC directorate: **Central**, Proposed year of installation: **2020**, Costing: **$$$$**

Description of Building

16 storey high-rise with 299 units. Located on Shuter Street (just north of Queen) between Sherbourne and Parliament in conjunction with 285 & 295 Shuter Street. 77% of trips in neighbourhood are less than 5km in length. Cycle track on Sherbourne Street and bicycle lane on Shuter Street. Cycling mode share 6% (lower than surrounding neighbourhoods—lack of bicycle parking in highrises potentially a barrier)

Current Bicycle Parking (from April 2019 audit) - a new ground level outdoor bicycle cage with hanger style racks was installed in 2018/19. Cage has a gate but lacks locks and weather protection. There is minimal lighting. There are security cameras and the CSU office is close by. There are abandoned bicycles in cage (7 of 19). The bicycle parking is not safe from theft or weather.

Recommendations:

Improvements on existing facility proposed for 2020. Add a roof/shelter (permit required) to the bicycle cage for weather protection. Additional lighting and possibly security cameras to be added.

Figure 1. Location of existing parking facility recommended to be covered

Rationale: There has been a large investment in bicycle parking which is underutilized and prone to theft and vandalism due to design/operational issues. There is no underground parking for a bicycle cage, so this is the only potential option for residents.

Basic Material Requirements: 2 steel/aluminum shelters, lighting and security cameras. Lock/fob system if possible.

Site Measurements: 11.6 m X 5m

Figure 2. Existing parking facility at 275 Shuter for which a roof has been proposed.

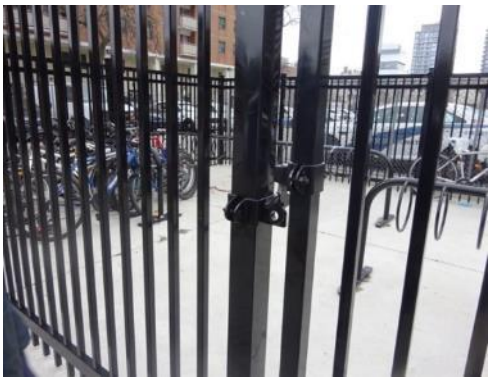


Figure 3. Lock of the existing facility

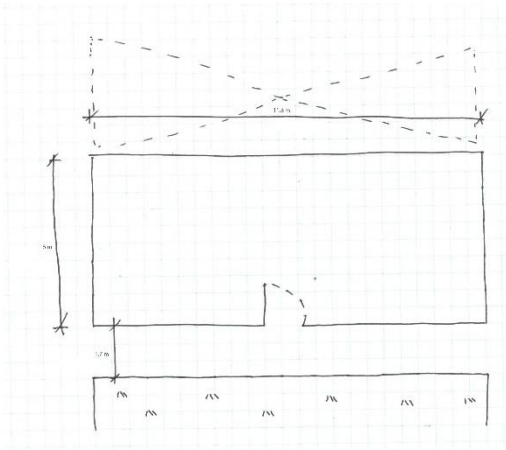


Figure 4. Rough sketch of the existing parking facility

Suggested layout

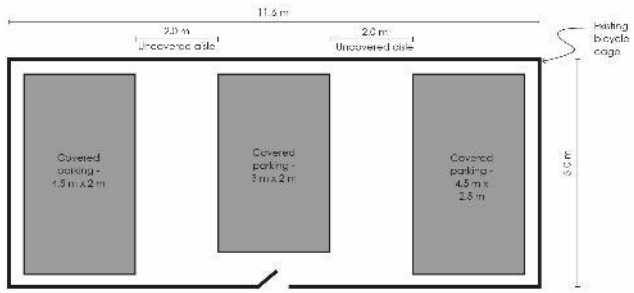


Figure 5. Suggested layout for proposed changes to the bicycle cage

Notes: TCAT suggests this be a locked as well as covered facility however site staff are concerned about administration of registration/access so this may not be possible.

2. 285 Shuter St

TCHC directorate: **Central,** Proposed year of installation: **2020**, Costing: **$$$$**

Description of Building

15 storey high-rise with 300 units. Located on Shuter (just north of Queen) between Sherbourne and Parliament in conjunction with 275 & 295 Shuter. 77% of trips in neighbourhood are less than 5km in length. Cycle track on Sherbourne and bicycle lane on Shuter. Cycling mode share 6% (lower than surrounding neighbourhoods—lack of bicycle parking in highrises potentially a barrier).

Current Bicycle Parking (from April 2019 audit) - Short term bicycle parking for approximately 6 bicycles on a hanger style ground level outdoor bicycle rack far from building and entrances. No bicycles were parked there during site visit. There is minimal lighting and no obvious security cameras. Ground level units have bicycles parked in their frontyards. No bicycles visible on balconies.

Recommendations:

Two short term (one covered) bicycle parking installations proposed for 2020.

Figure 6. Recommended locations for bicycle parking at 285 Shuter St

Short Term (uncovered)

Rationale: The proposed site is near the building entrance and was recommended by the Community Housing Supervisor. It is highly visible and is within the main circulation area of the site.

Basic Material Requirements: multiple inverted U racks or post & ring and concrete pad (s). Removal of tree suggested by Landscape due to age and location. If larger area desired, the garbage enclosure can be moved towards to curb to open up space.

Site Measurements:

Figure 7. Area facing the entrance to 285 Shuter proposed for short-term parking.

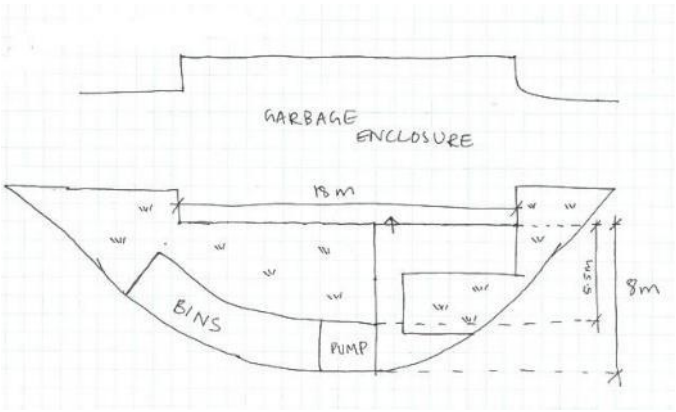


Figure 8. Rough sketch of the location

Figure 9. Multiple U or Post and Ring style recommended

Notes:
Area is currently mostly landscaped with grass. Lighting is good and there are cameras.
It is important that bicycle parking does not appear to be associated with garbage so visual and physical separation from garbage is necessary.
Clarification needed to determine if City is willing to pay to move garbage enclosure to increase space and increase separation between parking and garbage area.

Short Term (covered)

Rationale: There is no underground parking for a bicycle cage, so this is the only potential option for residents. Possible covered site for LT is behind building and closer to Queen St.

Basic Material Requirements: Shelter, racks, concrete pad, lighting & security cameras.

Site Measurements: 7 m X 2 m, 9.8 m x 2 m

Notes: Roots of existing trees might interfere with siting. Steve Rupert (Landscaping) to check through scanning. Prefer shelters without walls to prevent vandalism.

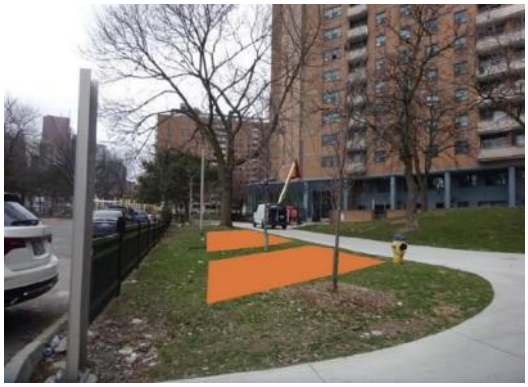


Figure 10. Proposed location for sheltered bicycle parking behind 285 Shuter St

Figure 12 Recommended covered bicycle shelter

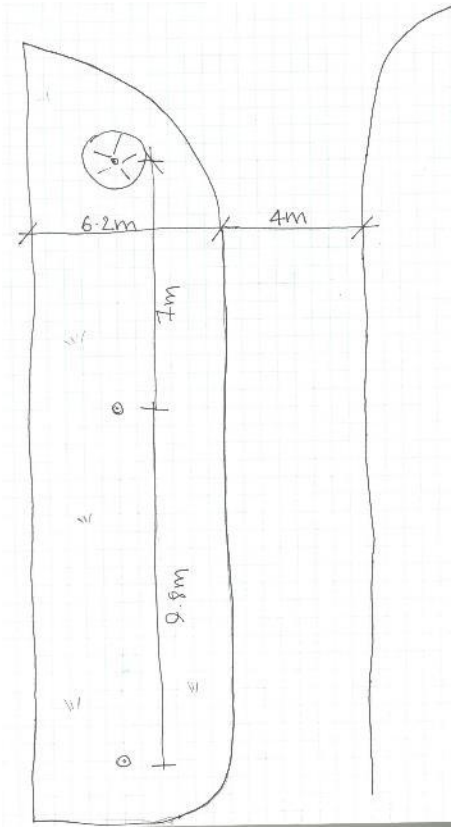


Figure 11. Rough sketch of the location

3. 295 Shuter St

TCHC directorate: **Central,** Proposed year of installation: **2020**, Costing: **$$$$**

Description of Building

16 storey high-rise with 300 units. Located on Shuter Street (just north of Queen) between Sherbourne and Parliament Streets in conjunction with 275 & 295 Shuter. 77% of trips in neighbourhood are less than 5km in length. Cycle track on Sherbourne Street and bicycle lane on Shuter Street. Cycling mode share 6% (lower than surrounding neighbourhoods—lack of bicycle parking in highrises potentially a barrier)

Current Bicycle Parking (from April 2019 audit) - A newly constructed above ground bicycle cage not in use. Requires racks, weather protection, lights, security. Space roughly measures 6 m x 6 m.

Recommendations:

Remove current cage and replace with appropriate covered parking in 2020.

Figure 13. Existing bicycle parking facility at 295 Shuter St which is proposed to be replaced

Rationale: There is no underground parking for a bicycle cage, so this is the only potential spot to provide weather sheltered bicycle parking for residents. Current structure is not suitable.

Basic Material Requirements: Shelter and racks

Site Measurements: 6m x 6m

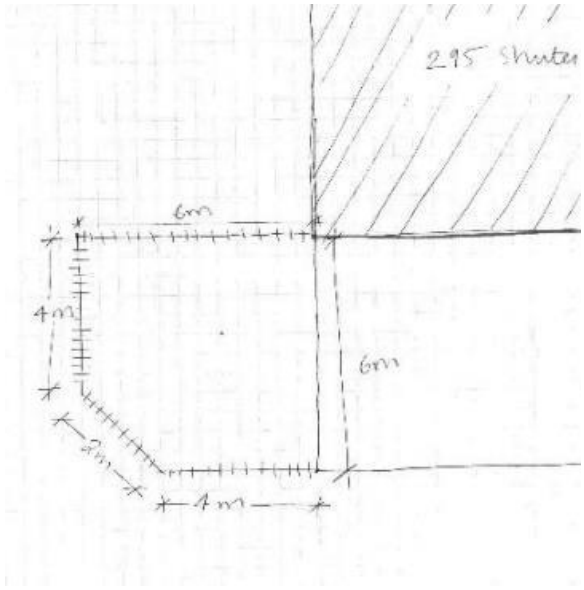


Figure 15. Rough sketch of the site at 295 Shuter St

Notes: Landscaping (Steve Rupert) supports change.

Figure 14. Existing bicycle parking facility next to 295 Shuter St with potential location of rack

Figure 16 Recommended covered bicycle shelter

4. 3939 Lawrence Avenue East

TCHC directorate: **East,** Proposed year of installation: **2020**, Costing: **$$$**

Description of Building

Host to the Lawrence Orton Community Bicycle Hub, this 3-story 30-unit apartment building in Scarborough is part of a cluster of housing buildings comprising of 4 low-rise buildings and 1 high-rise building. While 46% of trips in neighbourhood are 5km in length or less, the cycling mode share of the neighbourhood is 0%.

Current Bicycle Parking

(from April 2019 audit) - Short-term bicycle parking (post and ring parking) were available on site. These were found in good condition but were not used at the time of audit. Bicycles were seen stored on balconies as well as outside the building below the balconies. Surface parking is full and it wasn't possible to visit the underground parking at the time of the audit. Bicycle racks are being installed in 2019 near the community bike hub as part of a larger landscaping project.

Recommendations:

Two additional short term parking areas (one covered) to be installed in 2020.

Figure 17 Recommended locations for bicycle parking at 3939 Lawrence Ave E.

Short Term (uncovered)

Rationale: High visibility location close to apartment entrance. Landscaped area at the corner of the building on the southern edge of the parking lot.

Basic Material Requirements: concrete pad(s), inverted U racks, lighting.

Site Measurements: Space available: 5.2 m X 1.8 m and 3.7m X 1.8 m

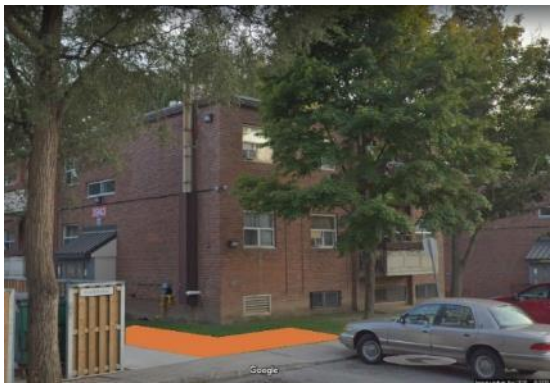


Figure 18. Recommended location for short term parking

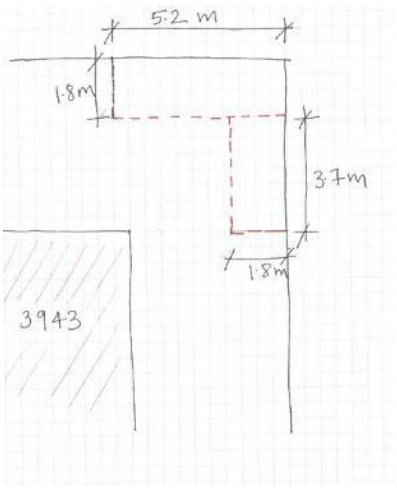


Figure 20. Sketch of recommended location

Figure 19 Recommended style 3939 Lawrence short term parking

Notes: Potential for 14 spots. Requires more lighting

Short-term (covered)

Rationale: Underground parking is not feasible according to site staff. This central and visible location is underused and is suited to a long term above ground covered shelter.

Basic Material Requirements: this is a good site to pilot retrofitting a shipping container with bicycle racks and creating a community art project mural.

Site Measurements: 13m x3.6m

Figure 21. Potential spot for long term parking.

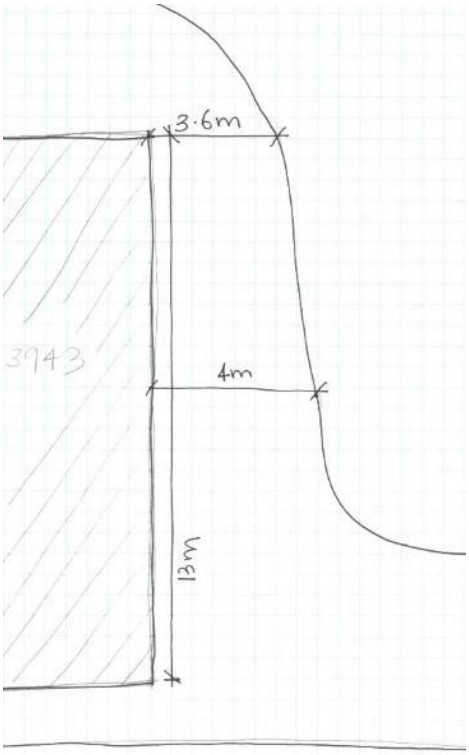


Figure 23. Sketch of recommended location for container-style parking

Figure 22 Recommended style long term 3939 Lawrence E

Notes: CSU and site staff approve location. Bicycle hub staff may be able to help coordinate art with retrofitting.

5. 10 Deauville Lane

TCHC directorate: **East**, Proposed year of installation: **2019**, Costing: **$$$**

Description of Building

7-story 183-unit apartment building in Flemington Park. It was part of the 2018 pilot project. 42% of trips in neighbourhood are 5km in length or less while cycling mode share of neighbourhood is 1%.

Current Bicycle Parking (from April 2019 audit) - 2 short-term bicycle racks in good condition close to entrance. No bicycles were parked in them. There is strong tenant demand and 27 bicycles were parked in covered car park where there are no bicycle racks. Weather protection is more of a concern than protection from theft. Residents take expensive bicycles to their units.

Recommendations

Install short term covered racks at the entrance to the seating area and move current racks from outside to covered parking area where cage can be added. (2019)

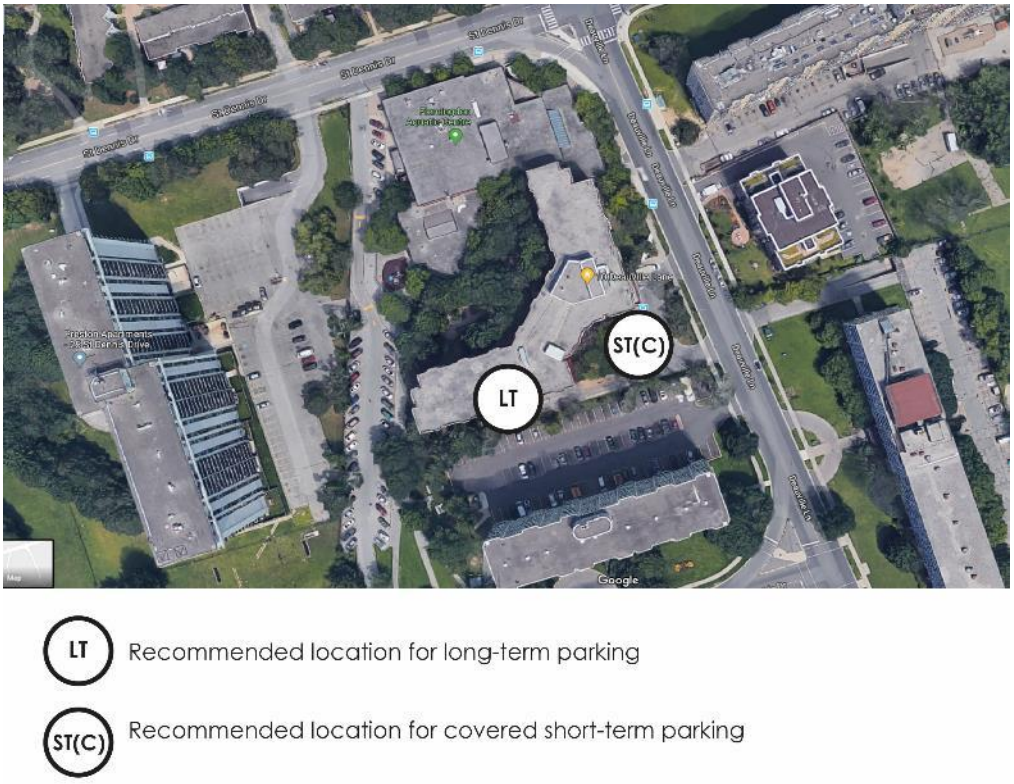


Figure 24. Recommended locations for bicycle parking at 10 Deauville Lane

Short Term (covered)

Rationale: Area at entrance to building and seating area provides good short-term parking. Cover recommended due to high rate of use of bikes in building and demand in long term parking area will likely outstrip available space.

Basic Material Requirements: Covered shelter with racks.

Site Measurements:

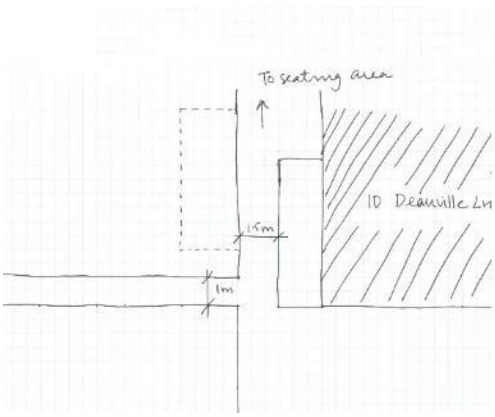


Figure 28. Sketch of recommended location

Figure 26. Recommended location for covered parking

Figure 27 Recommended style short-term parking style 10 Deauville Lane

Notes: Landscaping recommends removing two trees that are past their prime to accommodate shelter. There is no signs of vandalism or other problems in area.

Long Term

Rationale: This is residents' preferred spot for parking. Residents continue to use the area in spite of no bicycle racks. Good visible location. Lighting already installed.

Basic Material Requirements: racks, cameras, possibly fobs, sign to dismount from bicycle before entering covered biking.

Site Measurements: Total available area is 5.9 m X 2.75 m.

Figure 29 Recommended long-term parking site 10 Deauville

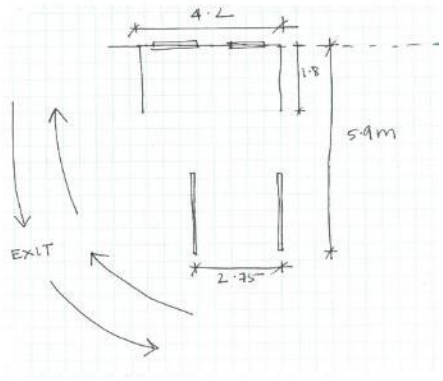


Figure 31. Sketch of recommended location

Figure 30 Recommended long-term parking style 10 Deauville Lane

Notes: No vertical racks due to senior population. Site staff suggests moving exterior racks in to unused space in covered parking. Entrance to covered parking has a vertical clearance of 1.7 m though the identified location itself has a vertical clearance of 2.1 m. Might require people to dismount from cycle before entering covered parking. Option 1 - bike rack on the far side + aisle /+ bike rack on the smaller section. Option 2 - bike rack on right side/against longer side of the spot. Option 1 preferred. Use bright yellow post to mark area and for better visibility for drivers.

6. 3825 Sheppard Avenue East

TCHC directorate: **East**, Proposed year of installation: **2019**, Costing: **$$$**

Description of Building

13-story 300-unit apartment building in Scarborough. While 36% of trips in neighbourhood are 5km in length or less, the cycling mode share of the neighbourhood is 1%. This building was part of the 2018 pilot project.

Current Bicycle Parking (from April 2019 audit) – 4 short-term bicycle parking racks (vertically staggered racks) were available on site (City 2017 pilot). These were found in good condition and were very well used. However, bicycles continued to be parked in areas that provided protection from the elements showing a clear preference and need for weather protection.

Recommendations

Cover four racks that lack weather protection in 2019.

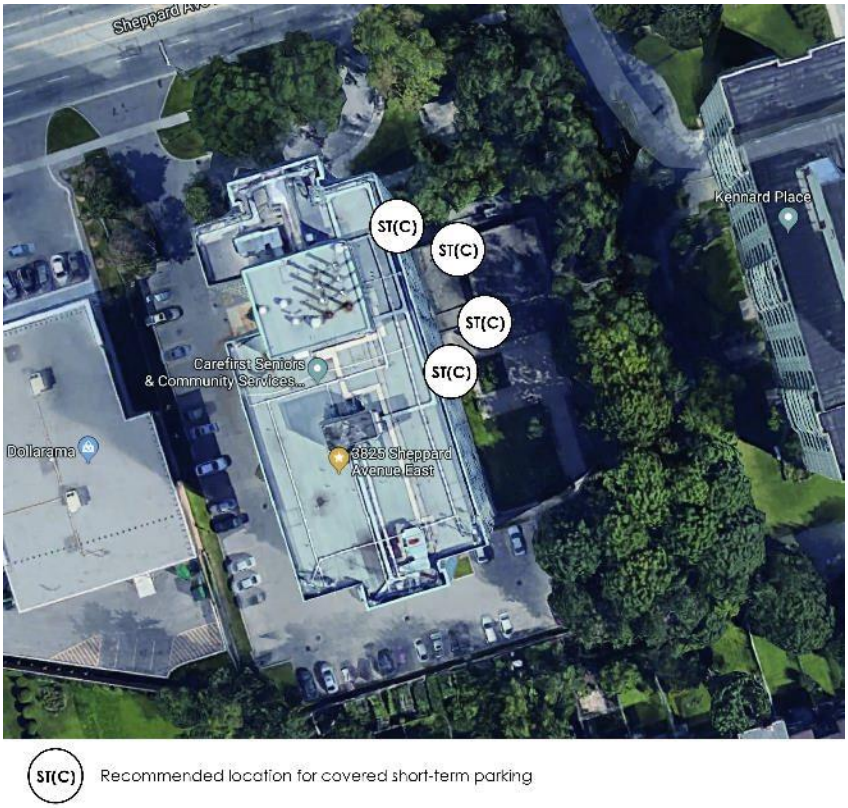


Figure 32. Recommended locations for bicycle parking at 3825 Sheppard Ave

Rationale: the existing racks lack weather protection. Bicycles are found to be parked below the overhangs instead of on the racks. Covering these racks would maximise their use.

Basic Material Requirements: covered shelters for four racks

Figure 33 3825 Shephard Ave E current bicycle parking

Figure 34 Recommended shelter style for 3825 Shephard Ave E

Site Measurements:

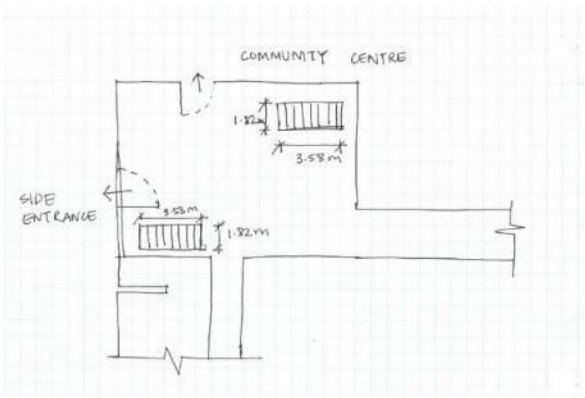


Figure 36. Location of existing racks near the rear entrance

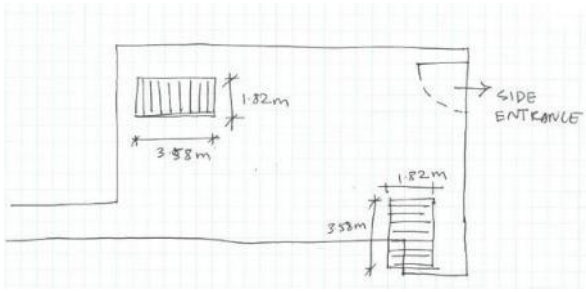


Figure 35. Location of existing racks near side entrance

Notes: where space allows, add shelter with walls, otherwise shelters without walls are fine. CSU approves location. No apparent need for additional lighting or cameras.

7. 10 Gordonridge Place

TCHC directorate: **East**, Proposed year of installation: **2020**, Costing: **$**

Description of Building
16 story highrise in south-west Scarborough. 43% of trips in neighbourhood are 5km in length or less. Cycling mode share of neighbourhood is 4%.

Current Bicycle Parking (from April 2019 audit) - no short- or long-term bicycle parking available. No bicycles visible.

Recommendations:

Short and long term bicycle parking installation recommended for installation in 2020.

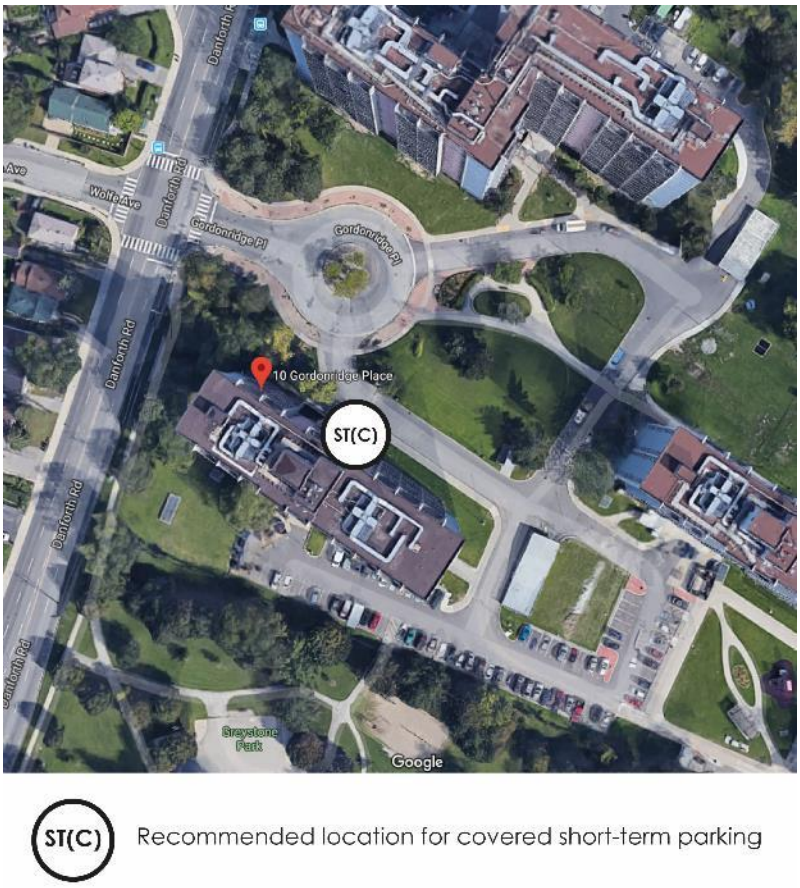


Figure 37 Recommended locations for bicycle parking at 10 Gordonridge Place

Short Term (covered)

Rationale: High visibility location to left of building entrance provides for both bicycle and personal safety. Covered for protection from elements. Low cost and low complexity installation. Security and lighting will need to be extended. Existing covered portion consist of concrete tiles while the uncovered area is landscaped. Tenants have requested parking.

Basic Material Requirements: Multiple inverted U racks, removal and disposal of false balcony front, pathway to be paved

Site Measurements: 5.7 m X 1.8 m.

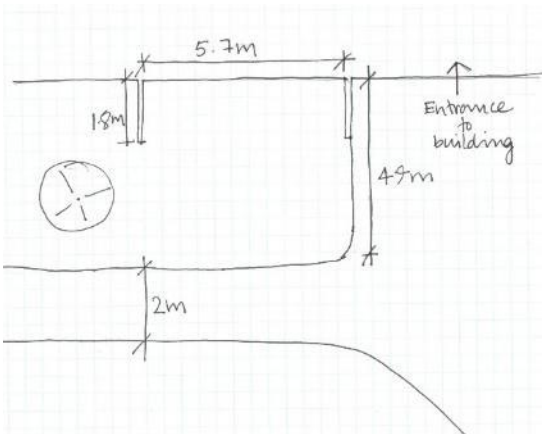


Figure 40. Sketch of recommended location

Figure 39. 10 Gordonridge Place short -term site recommendation

Figure 38.Recommended style 10 Gordonridge short-term

Notes: A false balcony fence will need to be removed from an unused area that does not belong to a residence. The U racks to be installed behind current false balcony and under 2nd floor balcony. This will allow for some weather protection.

8. 30 Gordonridge Place

TCHC directorate: **East**, Proposed year of installation: **2020**, Costing: **$**

Description of Building
17 story high-rise in south-west Scarborough with 231 units. 43% of trips in neighbourhood are 5km in length or less. Cycling mode share of neighbourhood is 4%.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available. No bicycles visible.

Recommendations:

Two short-term parking locations and one long-term underground location shared with 10 Gordonridge Place recommended for 2020.

ST(C) Recommended location for covered short-term parking

ST(U) Recommended location for uncovered short-term parking

Figure 41. Recommended locations for bicycle parking at 30 Gordonridge Place

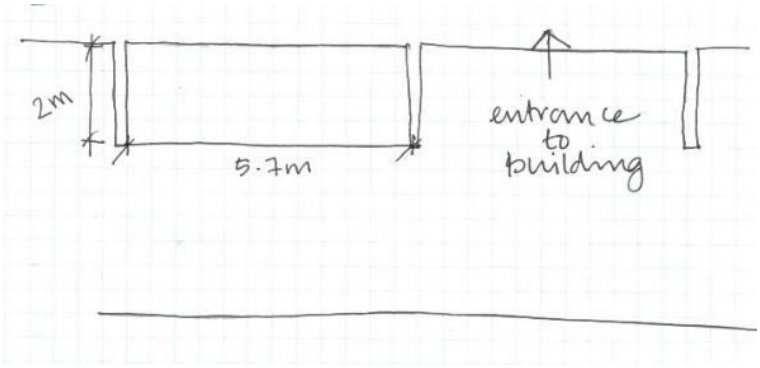
Short Term (covered)

Rationale: Excellent short-term parking location sited to the left of building entrance. High visibility for both bicycle and personal safety, covered for protection from elements. Low cost and low complexity installation. Security and lighting will need to be extended. Tenants have requested parking.

Figure 42. Recommended site for short-term parking at 30 Gordonridge Place

Basic Material Requirements: multiple inverted U racks, camera and lighting.

Site Measurements: 2m x 5.7m



Notes: CSU approves of location

Short Term (uncovered)

Rationale: Provides additional parking in an underused area.

Basic Material Requirements: multiple inverted U racks, camera and lighting.

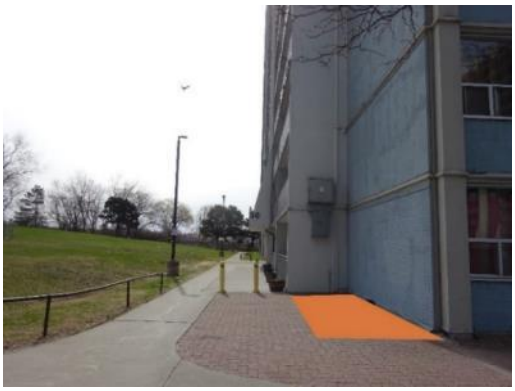


Figure 43. Recommended location for short-term parking at 30 Gordonridge Place

Figure 44. Recommended style 30 Gordonridge Place

Site Measurements: 3.5m x 5.5m

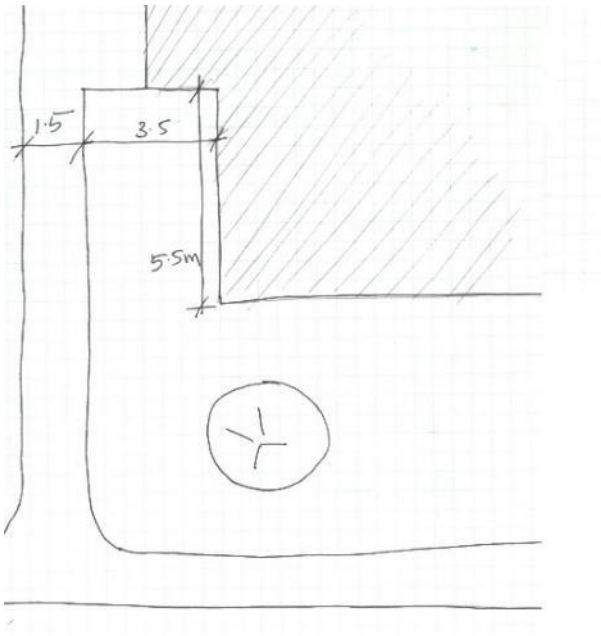


Figure 45. Sketch of recommended location

Notes: CSU approves of location. Space has to be left for telecom repairs.

9. 40 Gordonridge Place

TCHC directorate: **East**, Proposed year of installation: **2020**, Costing: **$**

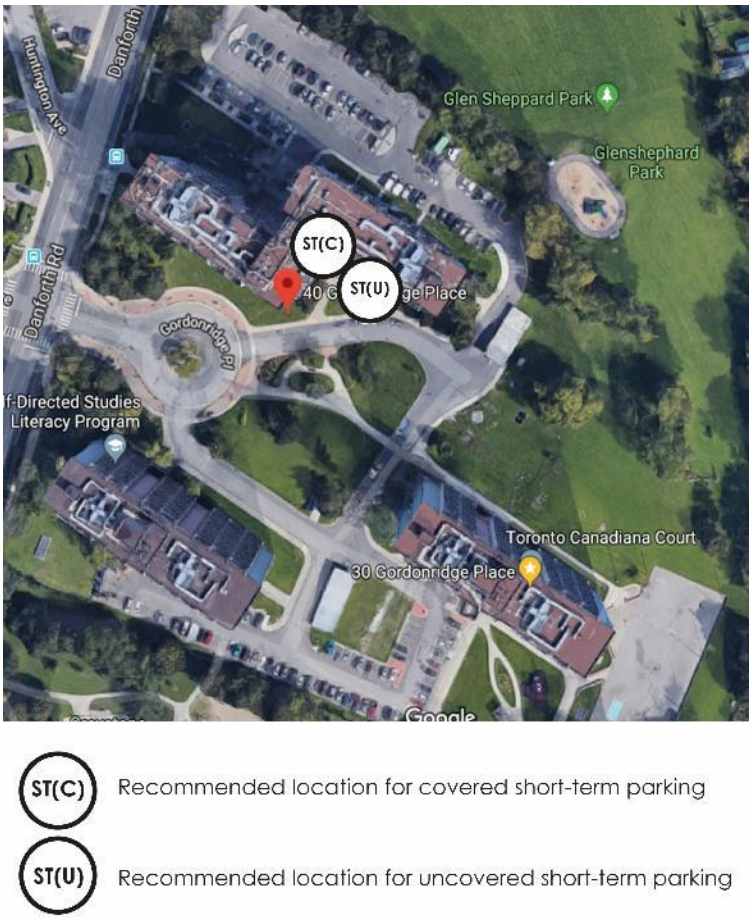
Description of Building

17 story highrise in south-west Scarborough with 231 units. Sister building to 10 and 40 Gordonridge Place. 43% of trips in neighbourhood are 5km in length or less. Cycling mode share of neighbourhood is 4%.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available. No bicycles visible.

Recommendations

Two short-term and underground parking recommended for installation proposed in 2020.



ST(C) Recommended location for covered short-term parking

ST(U) Recommended location for uncovered short-term parking

Figure 46. Recommended locations for bicycle parking at 40 Gordonridge Place

Short Term (uncovered)

Rationale: Good short-term parking location for residents close to TCHC site office. High visibility for both bicycle and personal safety. Camera and lighting already in place. Low cost and low complexity installation. Tenants have requested parking.

Basic Material Requirements: concrete pad, Multiple inverted U racks.

Site Measurements: 6.7m x2m

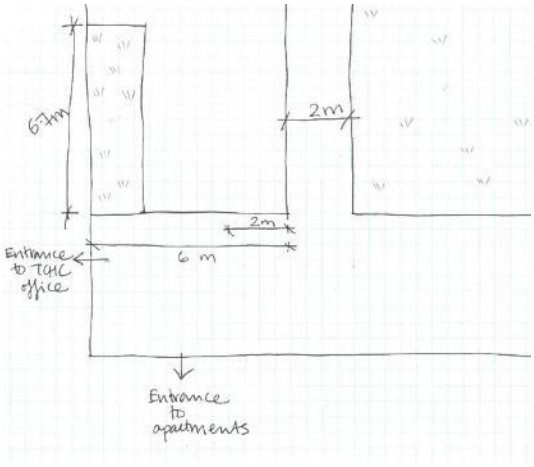


Figure 49. Sketch of recommended location

Figure 47 Recommended short-term location 40 Gordonridge Place

Figure 48. Recommended type of parking at this location

Notes: CSU approves location

Short Term (covered)

Rationale: located between building entrance and TCHC office. Recommended by site staff. Concrete in place.

Basic Material Requirements: Multiple inverted U racks.

Site Measurements: 2 m X 3.6 m

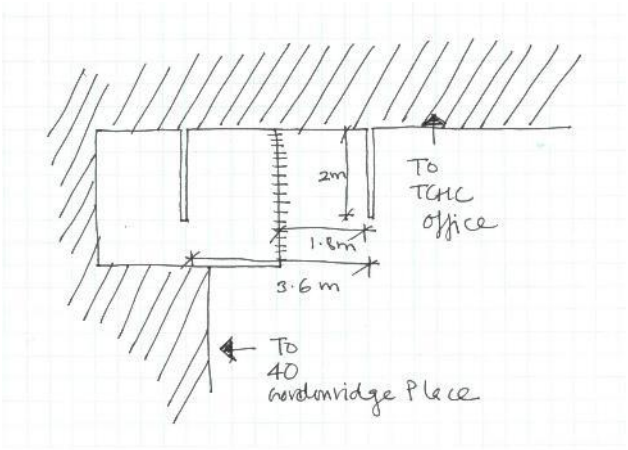


Figure 51. Sketch of recommended location

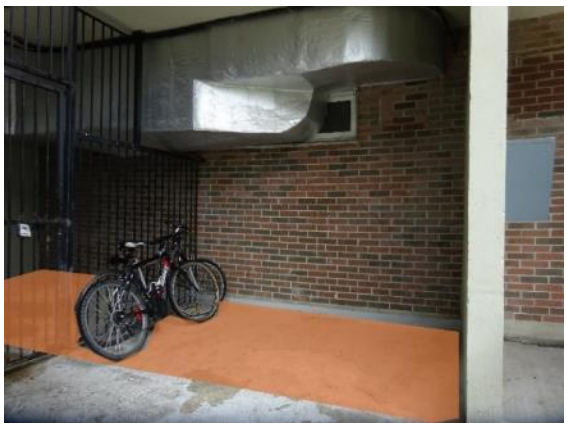


Figure 50 Recommended short-term location for 40 Gordonridge

Figure 52 recommended style short-term parking 40 Gordonridge

Notes: CSU approves location. The location has a vertical clearance of 1.8 m.

10. 444 Lumsden Avenue

TCHC directorate: **East**, Proposed year of installation: **2020**, Costing: **$$$$**

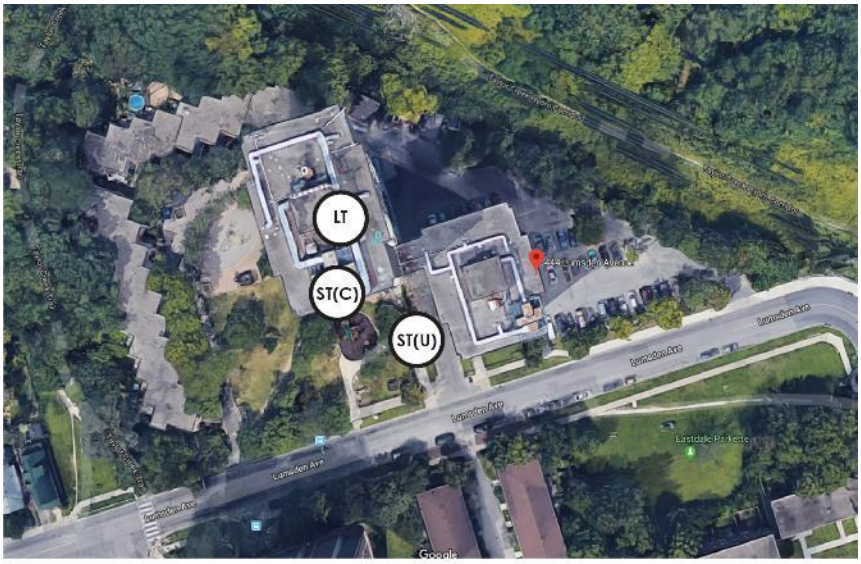
Description of Building

12 story 247-unit apartment building in East York (north of Danforth between Dawes and Main. It is associated with a townhouse complex. 40% of trips in neighbourhood are 5km in length or less. Cycling mode share of neighbourhood is 4%.

Current Bicycle Parking (from April 2019 audit) - no short- or long-term bicycle parking available. No bicycles visible except for 2 children's bicycles in playground. Tenants have asked for bicycle parking. Underground parking is not full. Surface parking is for visitors. Townhouse areas are being renovated this year with landscaping to follow. There is a landscape plan completed for the apartment buildings.

Recommendations:

Bicycle parking installation proposed for 2020.



LT Recommended location for long-term parking

ST(C) Recommended location for covered short-term parking

ST(U) Recommended location for uncovered short-term parking

Figure 53. Recommended locations for bicycle parking at 444 Lumsden Avenue

Short Term (uncovered)

Rationale: High visibility location close to apartment entrance. Residents have requested bicycle parking.

Basic Material Requirements: concrete pad(s), multiple post& ring racks or inverted U racks, security cameras

Site Measurements: 20m x 2.1m, potential for 30 spots

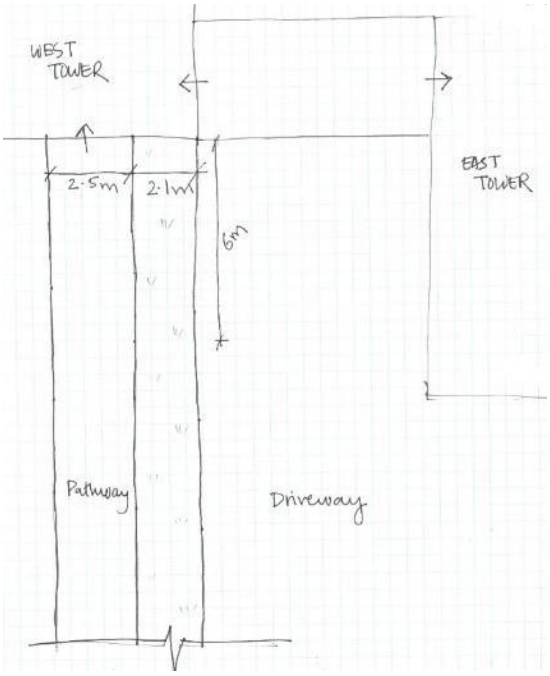


Figure 57. Sketch of recommended location.

Notes: Requires more cameras but lighting is fine. CSU supports location

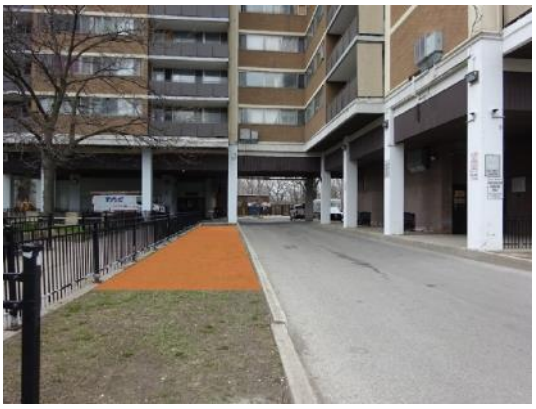


Figure 54 Recommended location for uncovered short- term parking 444 Lumsden Ave

Figure 56. Recommended type of parking - post and ring style

Figure 55. Recommended type of parking - inverted U racks

Short Term (covered)

Rationale: Weather protected area on porch at outer edge of building. Residents have requested bicycle parking. Cameras and lighting already present.

Basic Material Requirements: multiple post & ring or inverted U racks

Site Measurements: 2 available locations measuring 5.2m x 1.8m each.

Figure 58 Recommended site sheltered short term parking 444 Lumsden Ave

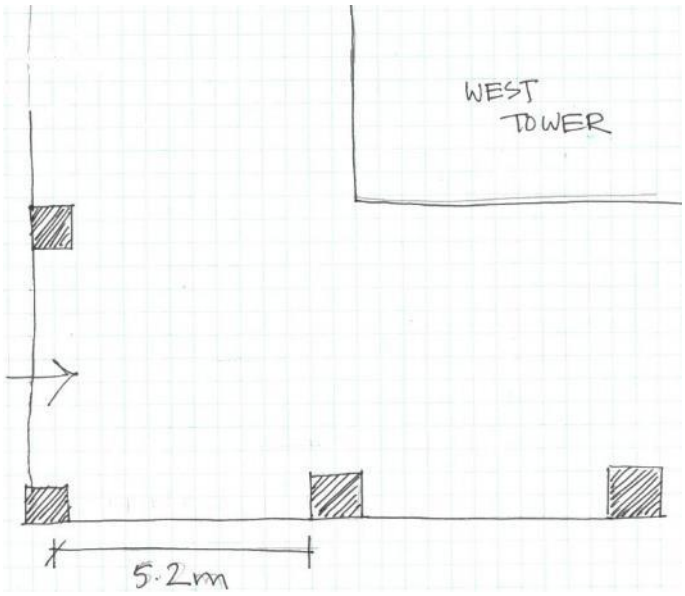


Figure 60. Sketch of recommended location

Notes: CSU supports location

Figure 59. Recommended types of bicycle parking

Long Term

Rationale: Space is well lit and available space. There is tenant demand.

Basic Material Requirements: bicycle cage with vertical racks, fob controlled access (as seen in Figure 5). Requires security cameras.

Site Measurements: Stalls #107, 108, 109 & 110 in underground garage. Each measures 6.8m x 3m.

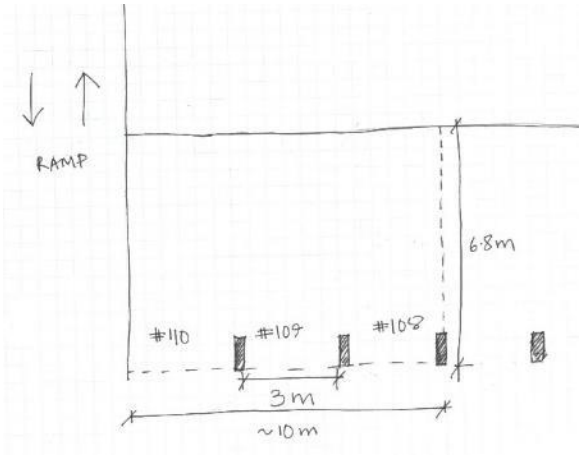


Figure 61. Sketch of recommended location

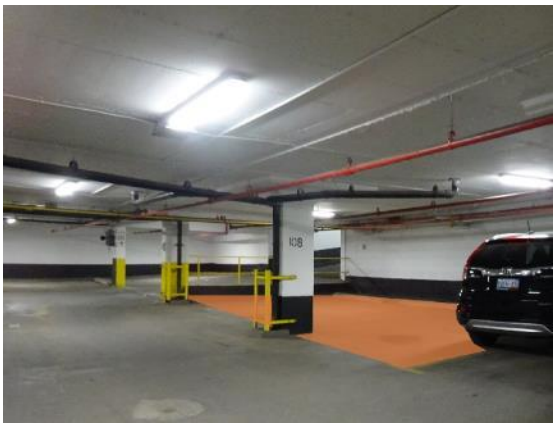


Figure 62. Recommended long term parking site in the underground parking at 444 Lumsden Ave.

Figure 63. Recommended style bicycle cage for 444 Lumsden Ave

Notes: 12 bicycles per stall.

11. 51 Parkwoods Village Drive

TCHC directorate: **East**, Proposed year of installation: **2020**, Costing: **$$$**

Description of Building
7-story 81unit apartment building in North York (York Mills and Victoria Park). 42% of trips in neighbourhood are 5km in length or less. Cycling mode share of neighbourhood is 1%.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available. A few bicycles visible on balconies. Tenants have asked for bicycle parking. Sister building at 40 Rayoak Drive is undergoing renovation to its entrance

Recommendations:

Two short term parking areas (one covered) recommended for 2020.

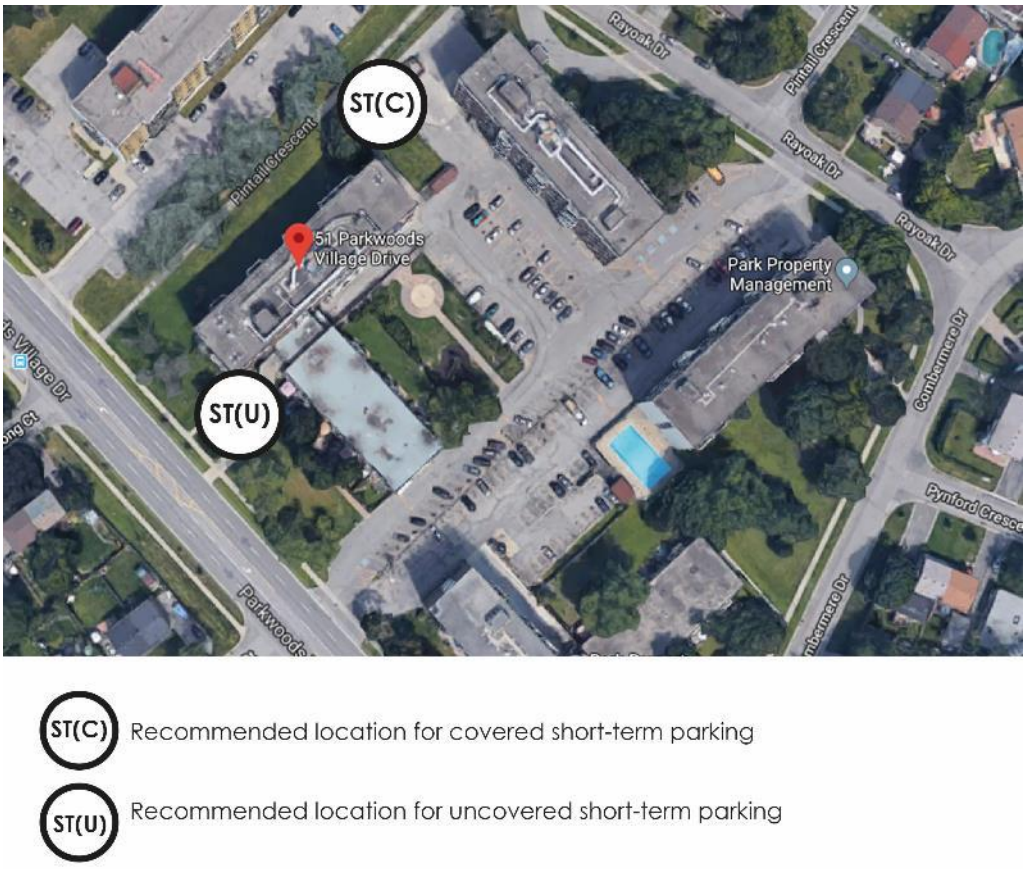


Figure 64. Recommended locations for bicycle parking at 51 Parkwoods Village Dr

Short Term (uncovered)

Rationale: Good visible location close to building entrance for both bicycle and resident security. Residents have requested bicycle parking. Lighting and cameras already installed.

Basic Material Requirements: concrete pad(s), multiple U racks

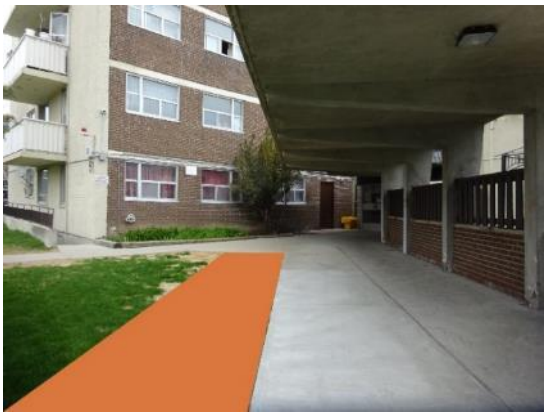


Figure 65. Recommended site short-term parking near main entrance

Figure 66. Recommended style for short-term

Site Measurements: 8m x2m

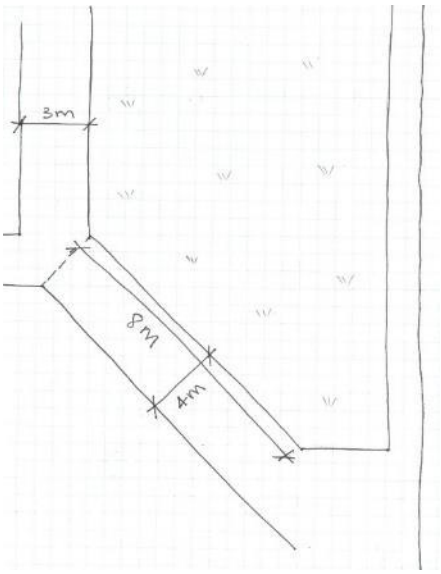


Figure 67. Sketch of recommended location

Notes: CSU supports locations

Short Term 2 (covered)

Rationale: Secluded and well-defined area close to a side entrance. Lighting and cameras exist.

Basic Material Requirements: sheltered parking with multiple U racks

Site Measurements: 10 m X 6 m. Potentially enough space for 32 spots - 16 on either side however it may be only one side is possible. Need to leave a minimum pathway of 1.8 m between for bicycle manoeuvring and access to the garbage enclosure.

Figure 68. Well-defined space available near a side entrance for sheltered bicycle parking

Figure 69 Recommended style for this location

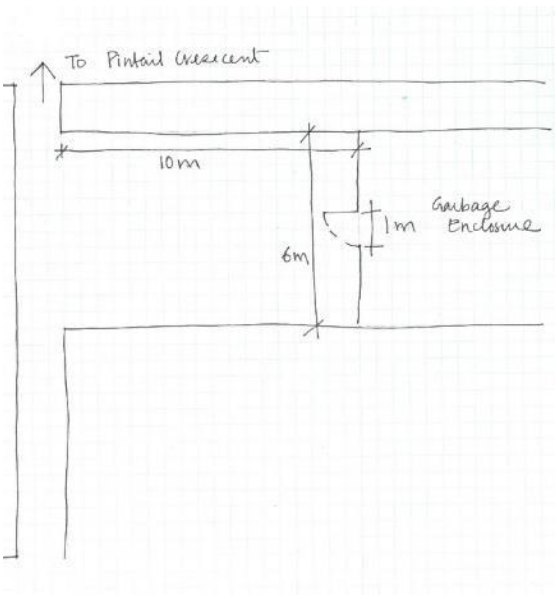


Figure 70. Sketch of recommended location

Notes: CSU supports location. Ensure bicycle parking is visibly separate from garbage enclosure through design and quality.

12. 35 Shoreham Dr

TCHC directorate: **West,** Proposed year of installation: **2019**, Costing: **$$$**

Description of Building

11 storey high-rise with 323 units. Located between Jane and Keele, and Finch and Steeles, and 2km from York University subway station along Shoreham Drive. 49% of trips in neighbourhood are less than 5km in length.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available at the time of initial site visit. Previous short-term bicycle parking was located close to front doors but removed during construction. At the time of initial site visit, bicycles were parked in courtyard and locked to trees, benches and fences. Since then, two inverted U racks have been installed at the parking lot. Bicycles parked in the courtyard are now parked in the new racks.

Recommendations:

Cover the recently installed bicycle parking in 2019.

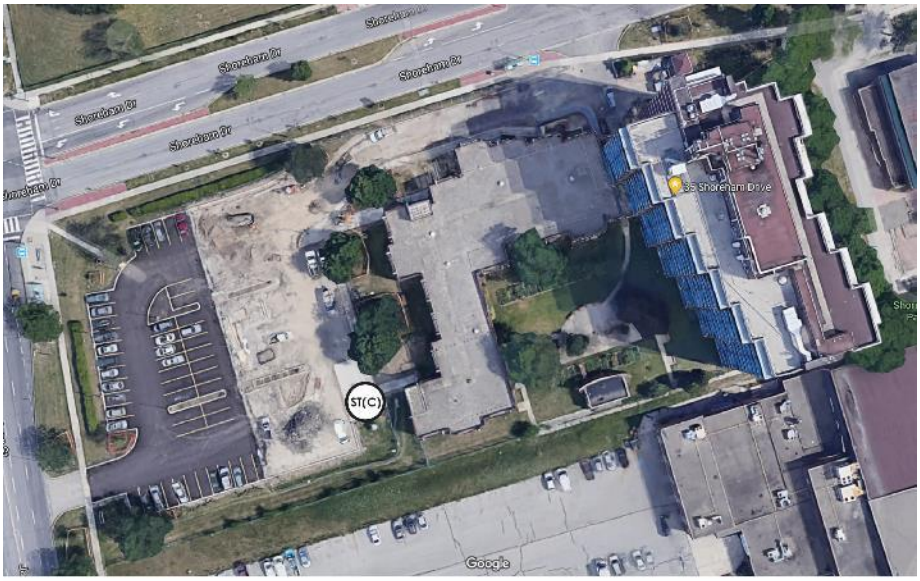


Figure 71. Location of existing bicycle racks that are recommended to be covered

Figure 73. Existing bicycle racks

Figure 72. Recommended covered bicycle shelter

Rationale: Since there is no other locations available on site for long-term bicycle parking, it is best that the newly installed racks are sheltered to protect from weather. As the location is in a parking lot, the shelter will also help in defining the area.

Basic Material Requirements: Shelters

Site Measurements: 4.5 m X 1.8 m

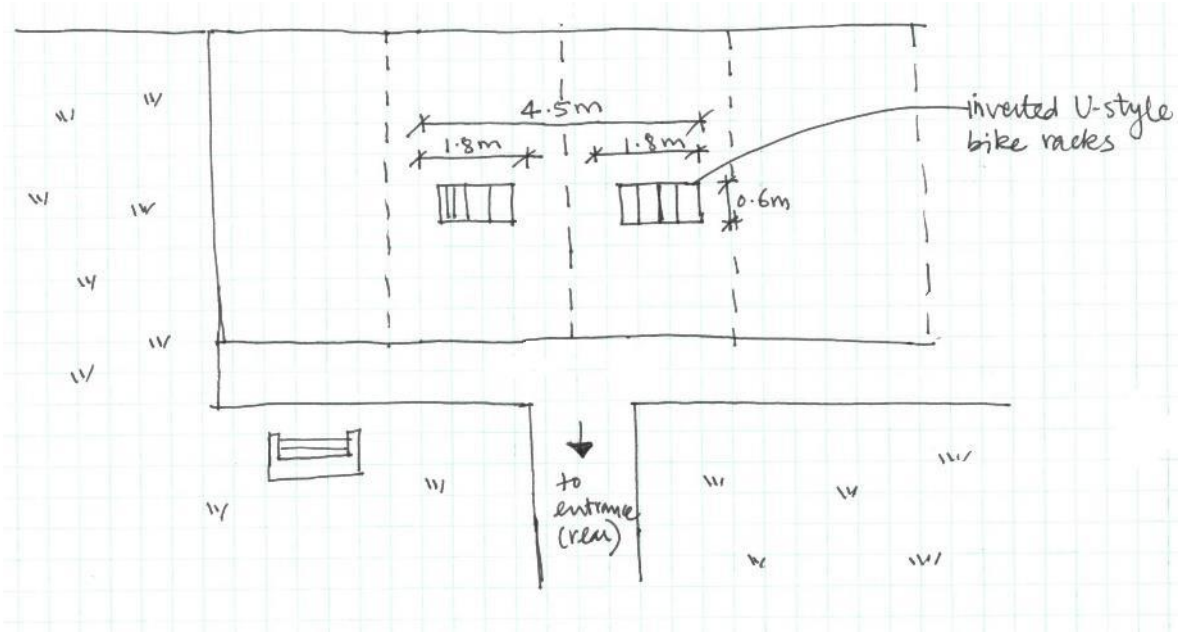


Figure 74. Sketch of existing bicycle rack location

Notes: It is best if the racks are moved to the side together and then covered. The other option is to move the racks a little away from each other to leave the access to the pathway uninterrupted and then cover them separately. Keeping the racks where they are and then covering it will block the access. But the superintendent is of the opinion that the current position is most ideal.

13. 15 Tobermory Drive

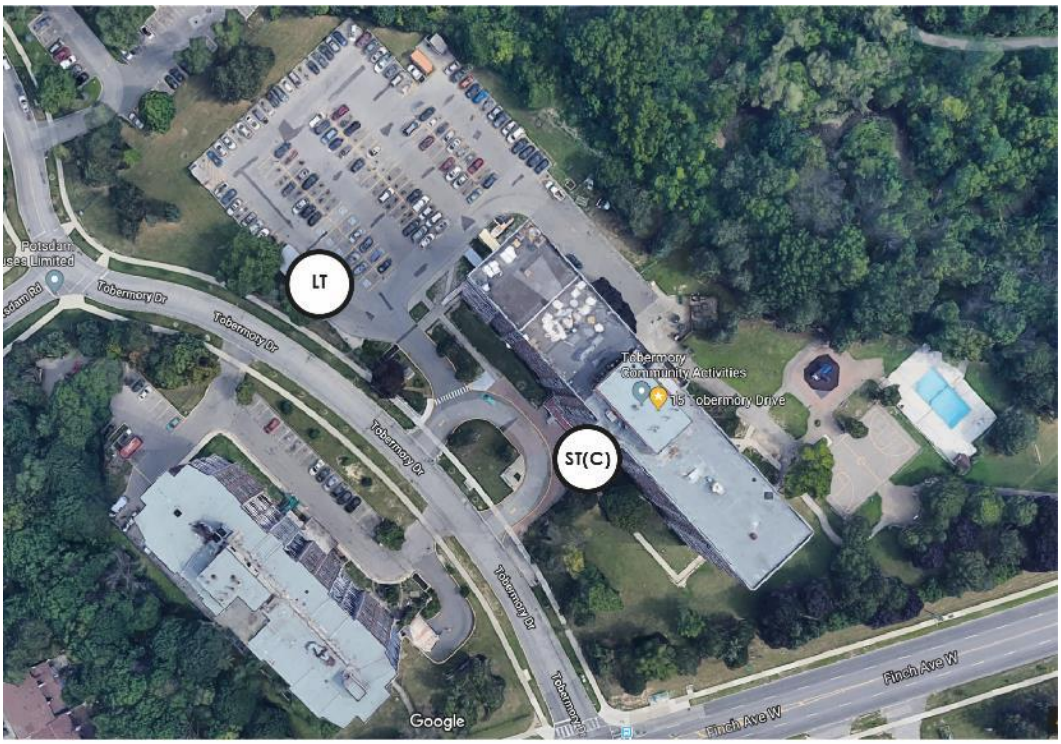
TCHC directorate: **West,** Proposed year of installation: **2019**, Costing: **$$$$**

Description of Building
Hosts an active Bicycle Hub. 24 storey high-rise with 374 units. Located just north of Finch Ave. W. and is 2.7km from Finch W station along Finch Hydro Corridor bicycle path. 49% of trips in neighbourhood are less than 5km in length.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available. Bicycles locked to fence along driveway and visible on balconies.

Recommendations:

Both short and long-term bicycle parking installation proposed for 2019.



LT Recommended location for long-term parking

ST(C) Recommended location for covered short-term parking

Figure 75. Recommended locations for bicycle parking at 15 Tobermory Drive

Short Term (covered)

Rationale: Bicycle racks to be sited to south (right) of front door underneath building overhang which provides natural weather protection. Excellent short-term parking location for residents and bicycle hub clients. High visibility for both bicycle and personal safety, covered for protection from elements. Low cost and low complexity installation. Security and lighting already in place.

Figure 76. Potential location for covered short-term bicycle parking

Basic Material Requirements: 2 or 3 bicycle racks, machinery to move planters, potentially need to level interlock surface and/ or pour concrete to secure racks.

Figure 77. Short term racking recommended for 15 Tobermory

Site Measurements:

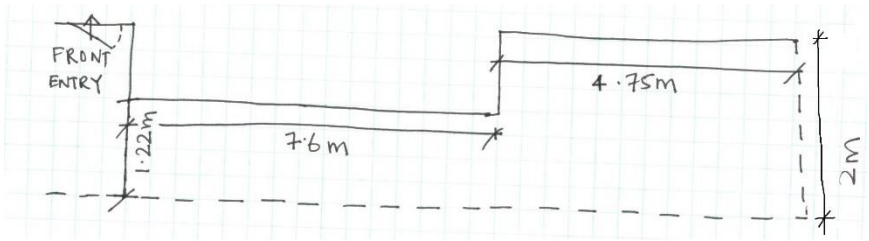


Figure 78. Rough sketch of the location

Notes: Room for two or three sets of racks holding approximately 18 to 24 bicycles. Planters can be repositioned. Current surface is interlock. Site design should choose between rack and individual anchored single U racks.

Long Term

Rationale: best location in underground to provide secure covered long-term parking. Close to entrance/exit. High traffic location to avoid theft and promote user comfort. Fairly straightforward installation likely.

Basic Material Requirements: Fencing of space on three sides (approximately 68 linear ft total). Gated entry with lock/fob access. Racks for 30 to 45 bicycles.

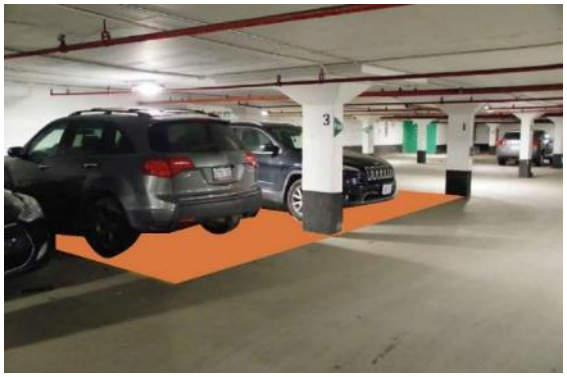


Figure 80 Potential spot for long term parking at 15 Tobermory Drive.

Figure 79. 15 Tobermory Underground Long Term recommendation

Site Measurements: 9.2m x 5.8m

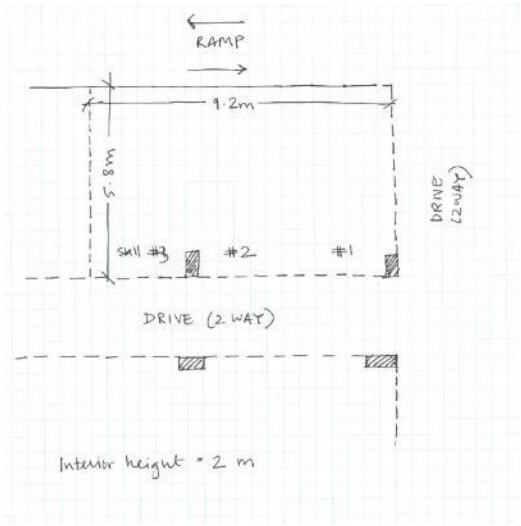


Figure 81. Rough sketch of the location

Notes: Bicycle cage to be installed in underground parking level 1 stalls 1, 2 & 3 which are currently used by building contractors who can be moved to alternate spaces. Room for approximately 30 bicycles if using horizontal single level racks. Room for approximately 45 bicycles if using vertical single level racks. Not sufficient ceiling height to accommodate stacked parking. Current floor surface is concrete. Security & lighting already in place. An additional camera may be helpful. Need to carefully consider location of cage entrance to avoid automobile traffic.

14. 415 Driftwood Avenue (West)

TCHC directorate: **West,** Proposed year of installation: **2020**, Costing: **$$$**

Description of Building
16 storey high-rise with 135 units. Located between Jane and Keele and Finch and Steeles and 2.4 km from York University subway station along Shoreham Drive. 49% of trips in neighbourhood are less than 5km in length.

Current Bicycle Parking (from April 2019 audit) - No short- or long-term bicycle parking available. Bicycles visible on balconies.

Recommendations:
Bicycle parking installation proposed for 2020.

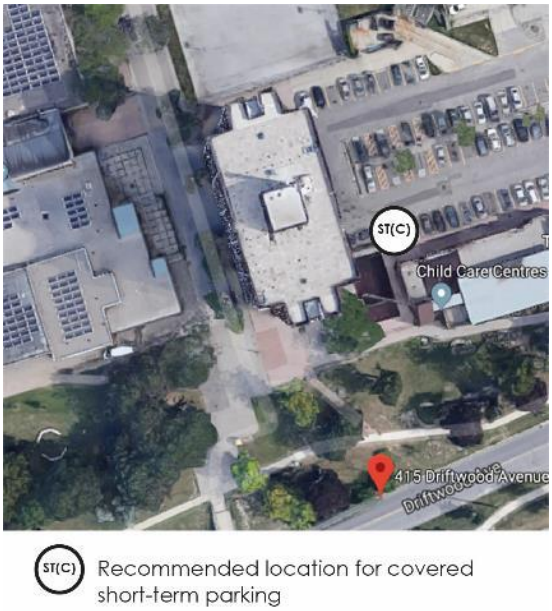


Figure 82. Recommended location for bicycle parking at 415 Driftwood Ave

Short Term (covered)

Rationale: No underground parking at building therefore an above ground secure bicycle shelter is only option for secure long-term parking.

Figure 85. Recommended site for covered short- term bicycle parking for 415 Driftwood Ave

Figure 83 Recommended style for covered short-term parking 415 Driftwood

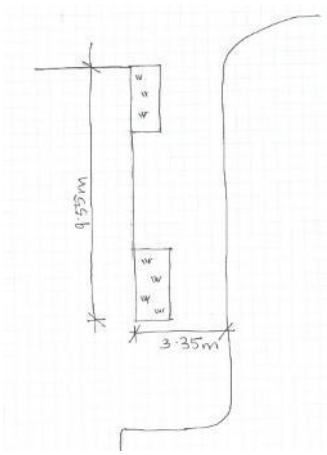


Figure 84. Rough sketch of the location

Basic Material Requirements: covered shelter and poured concrete foundation (Figure 20).

Site Measurements: 4.65 m X 9.55 m

Notes: Site is outside back entrance alongside play area associated with City daycare that is being redeveloped. Landscaping believes fence can be moved and covered bicycle parking installed. Back of bike shelter can serve as fence line. Superintendent is concerned that parking solution should be attractive and add value to the building.

15. 33 Coatsworth Crescent (Central)

TCHC directorate: **Central,** Proposed year of installation: **2020**, Costing: **$$$$**

Description of Building
5 storey mid-rise with 145 units. Located south of Danforth Ave and Coxwell Ave and 800 m away from Coxwell subway station. The building management is preparing to host a bicycle repair program, so a well-defined bicycle parking on the site will be a valuable addition to the program.

Current Bicycle Parking (from April 2019 audit) – Short-term bicycle parking is provided in front of the building but all the bicycles parked here are abandoned ones.

Recommendations:

Bicycle parking installation proposed for 2020 when the landscape plan for the site will be ready.

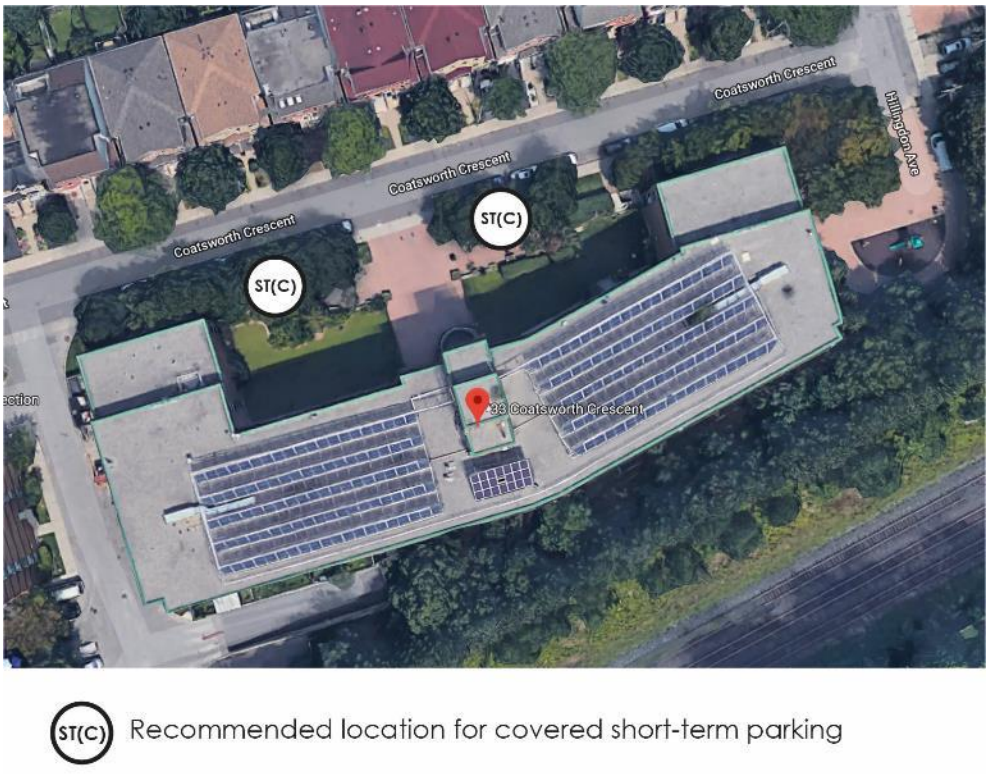


Figure 86. Recommended locations for bicycle parking at 33 Coatsworth Crescent

Short Term (covered)

Rationale: No space in the underground parking of the building therefore an above ground bicycle shelter is the only option for bicycle parking. Recommended type of parking doesn't include walls or locks as per site staff's request.

Basic Material Requirements: covered shelter, inverted U-racks, and poured concrete foundation.

Site Measurements: 12.5m X 5.7m and 13.6m X 5.7 m

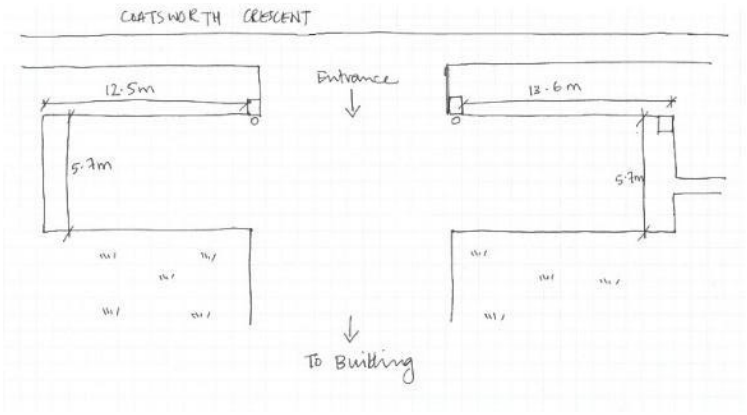


Figure 88. Sketch of recommended location

Figure 87 Recommended locations for short-term covered parking

Figure 89. Recommended type of covered parking

Notes: Site staff was very particular that the parking installed should be attractive but low maintenance.

APPENDIX I

Key considerations:

1. Bicycle parking should be visible, secure (allows both wheel and frame to be secured with a u-lock), well-lit, sheltered, low maintenance, easy to use and within 200 m of a building entrance.
2. Each TCHC community has different requirements—there is no one size fits all scenario, however there are options that can be used in multiple locations.
3. Sheltered parking is clearly desired by residents -weather protection is a particular concern.
4. We have prioritized locations based on feedback from TCHC staff indicating tenant demand.
5. Site staff are sometimes not supportive of locked-sheltered bicycle parking (long-term) whether in underground or on surface due to concerns about administering access to locks/fobs.
6. Due to the housing crisis in Toronto, downtown building staff express concern about attracting sleepers in sheltered parking. Concerns about vandalism and graffiti were expressed by superintendents in many neighbourhoods.
7. Design needs to reduce potential for other uses and vandalism. Overhead shelter is required, but walls should be minimal or avoided. Bicycle racks need to extend to end of shelters and aisles should not be covered.
8. Overhead shelters may require permits as will bicycle shelters made from shipping containers.
9. All of these installations are retrofits on existing buildings and not required to meet the City standards for new building. However, the City standards are an important reference for the project as are Association of Pedestrian and Bicycle Professionals Guidelines.[1]
10. Actual demand maybe higher than perceived demand once good facilities are available.
11. All bicycle parking needs to be monitored for abandoned bicycles which need to be removed on a regular basis.

[1] https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter230.htm
https://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-13268.pdf
https://cdn.ymaws.com/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf

APPENDIX II

Racking Options

Type	Image	Capacity	Dimensions (m)	Primary Use	Comments
2-sided Post and Ring		2 bikes per ring	.90 (h) x .47 (w)	Exterior parking, multiples. Needs concrete base.	Low cost, readily available. Multiples can be installed to fit a variety of location sizes. Readily recognizable. Does not attract other uses.
Inverted U		2 bikes per U	.863 (h)x .609 (w) (Urban Racks) .88 (h) x.40 (w)	Exterior parking, multiples. Ground mount or embedded. Needs concrete base.	Secure, moderate pricing. Does not attract other uses. Available from Urban Racks (BC) or Fabco (QC). Avoid 2 piece flange- 1 piece is more secure.
Inverted U rack		6 bikes—possible to expand		Option for tiled areas where concrete pour is not possible	More expensive than Vertically Staggered racks but much more secure. Available from Urban Racks (BC).
Vertically staggered		8 bikes	2.97 (l) x .57 (h) (space for installation & use 3.58 (l)x 1.82 (d))	Option for tiled areas where concrete pour is not possible). More bikes in space.	Practical where bike theft is less common (possible to cut and difficult to make two points of contact). Peak Racks (US)

APPENDIX III

Outdoor Bicycle Shelter Options

Type	Image	Capacity	Dimensions (m)	Primary Use	Comments
Fabco Walled Shelter		10 bikes depending on size (larger size fit up to 40 bikes)	3.5(w) x 4.87(l) x 2.9 (h)	Covered and locked for weather and theft security.	Highly secure and visible. Ventilation and roof vents included. Lighting required. Est.$15 k plus installation (concrete, racks, labour-14 hours (w experience)
Fabco no walls		18 to 20 bikes depending on racks (smaller available)	2.48(w) x 8.0 (l)x 3.2(h)	Covered for weather protection	Offers weather protection. With racks fitted end to end other uses can be reduced. <$15k
UrbanRacks			9', 18' & 27' options	Covered for weather protection	Plexi-glass fades w time; indiv panels can pop out. Est. $15k+

'BikeBox' (note racks are installed oddly)-see container document for more details		10 to15 bikes --standard 2.43m x 6.06m fits in one parking spot	Standard size is 2.43m(w) x2.59m(h) x6.06m(l) or x12.2.m(l) (8'x20' or 8' x40')	Can be open or locked depending on design, location and community interest. Community art project bonus.	$2k to $3k purchase, plus design, concrete, iron workers to refit structure with opening or doors, mural artists or iron workers, bike racks,

APPENDIX IV

Underground Parking Garage Options

Type	Image	Capacity	Dimensions (m)	Primary Use	Comments
49 Henry Lane TCHC Steel frame cage galvanized		Dependent on # of parking spaces and type of racking used (vertical or horizontal)	Two to three parking spaces	Secure long term parking for residents-well-liked and used.	Cost is dependent on size. Each needs individual design and specs.
bikerack.ca Steel frame black		As above.	As above	As above	As above
Bike Brampton		As above	As above	As above	As above

APPENDIX V

Tips for Design and Installation of Multiple Post & Ring or Inverted U-style Racks

1. Footprint of typical bicycle is 1.8m long x .6m wide
2. Allow 1 metre clearance from wall horizontal to rack
3. Allow 1 metre clearance between racks
4. Allow 1.5 metres between aisles (so an area with two rows of Inverted U style racks would need to be (1.8m x 2 + 1.5m= 4.74m)
5. Embedding racks during concrete pour increases security but makes changes difficult.
6. Rack's high point (of U or ring (not post)) should be at least 0.8m from ground
7. Ensure pedestrian zone is not impeded when bicycles are in place.

APPENDIX VI

Creative Bicycle Parking Solutions using Shipping Containers

Shipping containers have become a useful tool in urban areas to provide low cost shelter with creative touches. Each container costs between $2k and $3k to purchase and ship to site. Additional costs are associated with design, siting, racking, security and art. $10k would likely cover all costs and provide parking for approximately 13 bicycles. Using shipping containers for sheltered bicycle parking can create a neighbourhood art project as well as sheltered parking. A project of this nature requires more planning and coordination than a traditional manufactured bicycle shelter but is likely to result in lower cost overall than prefab shelters as well as provide local engagement and employment thus meeting TCHC goals of social enterprise engagement.

Examples:

LAND Studios in Cleveland developed a program called **Bike Boxes**. Rather than mural painters they use local artisans at **Rustbelt Welding** to create their shelters.

Figure 1 LAND Studios Bike Boxes

Cyclehoops (UK) developed a secure stacked bike shelter using a repurposed shipping container and fitted it with sliding gates. It is modular and so easily expanded and can be relocated if needs change.

Figure 2 Cyclehoops UK

TREK Development Group (Pittsburgh) developed a commuter bicycle parking facility using containers. This is a high-end project but gives an excellent idea of the potential shipping containers offer.

Figure 3 TREK Development Group Pittsburgh, PA

Figure 6 Scarborough Cycles Bicycle Hub

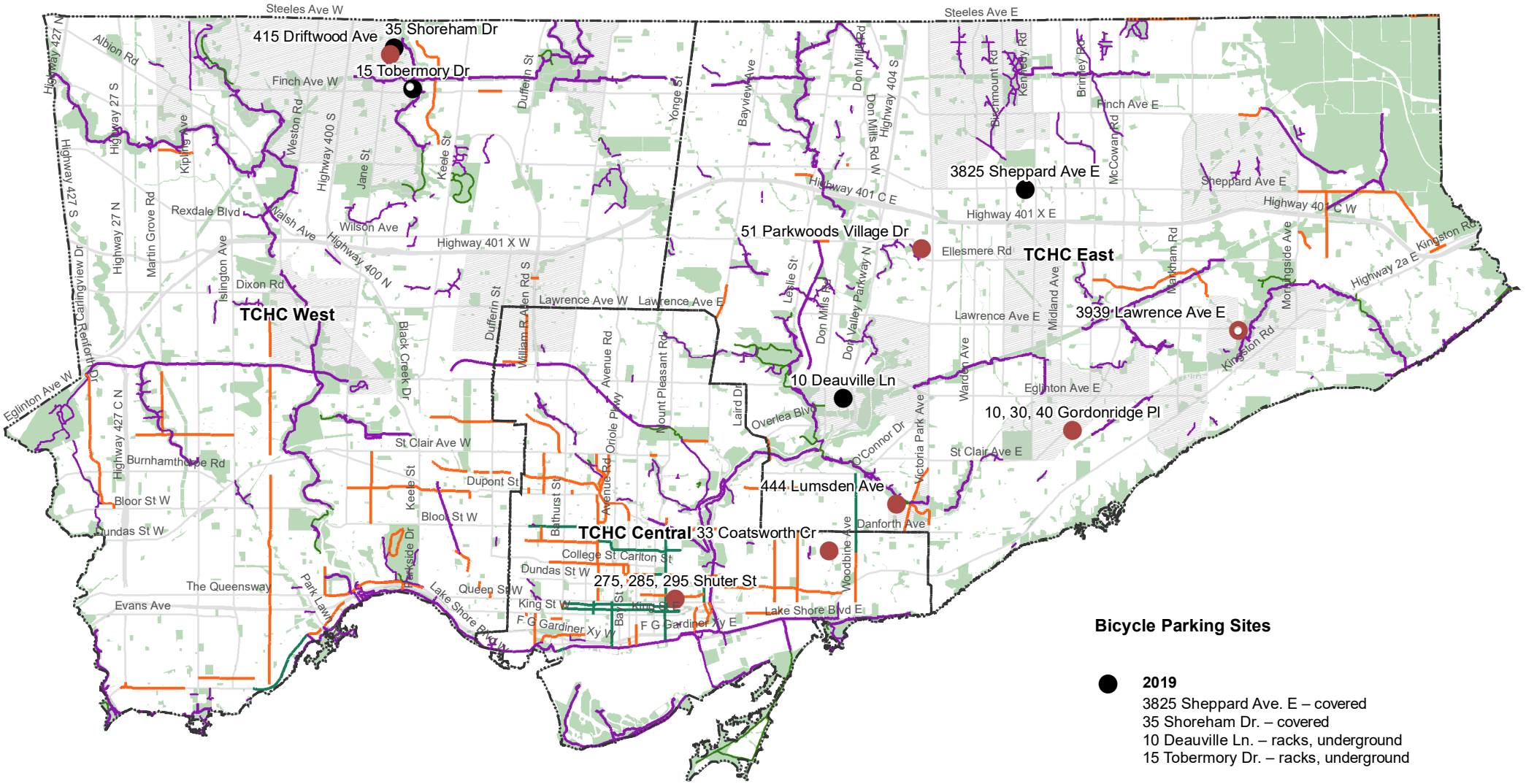
Locally the **Scarborough Cycles Project** used a shipping container to house a bicycle hub at Birchmount Bluffs Community Centre and hired Moises Frank a local mural/graffiti artist to paint the exterior. TCAT will extend their experience in Scarborough to Markham this summer where a local artist will paint the new Markham Cycles Bicycle Hub container.

Murals on shipping containers are an emerging urban art form and marrying the bicycle parking option with community art offers potential to create neighbourhood buy in, support and protection from destructive graffiti.

Figure 5 Navy Yard Philadelphia

Figure 4 Native Canadian Centre of Toronto

Appendix D – Shortlist of 15 potential bicycle parking installation sites for 2020: Map (July 14, 2019)



TCHC Project Map. Asiya Bidordinova for The Centre for Active Transportation (TCAT), Clean Air Partnership

Appendix E – Longlist: Ranked list of all 325 sites (December 10, 2019)

AddrID	Address	Postal Code	Priority Ranking	Total Score	Trips <5km	HH w/o cars	Cycling Mode %	Walking Mode %	Pop Density KM^2	TCHC District	TZID	NewWard	OldWard	BikeParking (from RentSafe)	# Storeys	# Units	CarParking	Management	Year Built	Amenities
41	15 Tobermory Dr Toronto	M3N2R5	2019/2020 Shortlst	17	49.1%	42.3%	0.6%	10.1%	9854	West	390	7	8	0	24	374	Underground Garage , Ground Level Garage , Garage accessible thru buildg	TCH	1972	
55	51 Parkwoods Village Dr Toronto	M3A2X1	2019/2020 Shortlst	10	42.7%	23.7%	0.4%	5.2%	7061	East	233	16	34	0	7	81	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1962	
78	275 Shuter St Toronto	M5A1W4	2019/2020 Shortlst	27	77.1%	69.3%	6.5%	29.5%	13273	Central	24	13	28	0	16	299	Surface Parking		1964	Indoor recreation room , Outdoor rec facilities , Child play area
106	3825 Sheppard Ave E Toronto	M1T3P6	2019/2020 Shortlst	9	36.7%	33.6%	0.4%	6.4%	4430	East	583	22	40	0	13	300	Surface Parking	DEL	1975	Indoor recreation room
115	3939 Lawrence Ave E Toronto	M1G1R9	2019/2020 Shortlst	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	3	31	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	
119	10 Gordonridge Pl Toronto	M1K 4H6	2019/2020 Shortlst	13	43.0%	26.7%	1.1%	5.6%	6369	East	532	20	35	0	16	217	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1972	Indoor recreation room
126	40 Gordonridge Pl Toronto	M1K4H8	2019/2020 Shortlst	13	43.0%	26.7%	1.1%	5.6%	6369	East	532	20	35	0	18	421	Underground Garage , Garage accessible thru buildg , Surface Parking		1972	Indoor pool , Indoor recreation room , Outdoor rec facilities , Indoor exercise room , Child play area
175	285 Shuter St Toronto	M5A1W5	2019/2020 Shortlst	27	77.1%	69.3%	6.5%	29.5%	13273	Central	24	13	28	0	15	300		TCH	1964	
179	444 Lumsden Ave Toronto	M4C2L7	2019/2020 Shortlst	15	39.9%	37.6%	3.3%	6.4%	7244	East	250	19	31	0	17	90	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1969	Indoor recreation room
200	295 Shuter St Toronto	M5A1W6	2019/2020 Shortlst	27	77.1%	69.3%	6.5%	29.5%	13273	Central	24	13	28	0	16	300	Surface Parking	TCH	1964	Indoor recreation room
204	33 Coatsworth Cres Toronto	M4C5P9	2019/2020 Shortlst	19	42.0%	42.2%	4.3%	10.7%	8638	Central	258	19	32	0	5	128	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1989	
210	35 Shoreham Dr Toronto	M3N1S5	2019/2020 Shortlst	17	49.1%	42.3%	0.6%	10.1%	9854	West	390	7	8	0	11	323	Surface Parking		1969	Indoor recreation room
215	415 Driftwood Ave Toronto	M3N2P7	2019/2020 Shortlst	17	49.1%	42.3%	0.6%	10.1%	9854	West	390	7	8	0	16	135	Surface Parking	TCH	1967	Indoor recreation room
305	10 Deauville Lane Toronto	M3C3J2	2019/2020 Shortlst	18	41.9%	26.7%	1.2%	9.0%	8659	East	223	16	26	0	7	247	Underground Garage , Garage accessible thru buildg		1981	Indoor recreation room
310	30 Gordonridge Pl Toronto	M1K4H8	2019/2020 Shortlst	13	43.0%	26.7%	1.1%	5.6%	6369	East	532	20	35	0	17	231	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1972	Indoor recreation room
4	585 King St E Toronto	M5A 0J7	A	25	70.1%	35.2%	6.5%	29.5%	8429	Central	16	13	28	8	8	128	Surface Parking		2014	Indoor recreation room
6	91 Augusta Ave Toronto	M5T2L2	A	28	71.9%	57.9%	9.0%	35.7%	18140	Central	76	10	20	0	14	257	Surface Parking		1968	Indoor recreation room
7	200 Sherbourne St Toronto	M5A 3Z5	A	27	77.1%	69.3%	6.5%	29.5%	13273	Central	24	13	28	0	7	174	Underground Garage , Garage accessible thru buildg		1978	Indoor recreation room
9	1447 King St W Toronto	M6K3K5	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	6	59	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room

11	3 Laxton Ave Toronto	M6K1K8	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	8	42	Underground Garage , Garage accessible thru buildg , Surface Parking		1953	Indoor recreation room
14	365 Parliament St Toronto	M5A2Z9	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	6	72	Surface Parking	TCH	1980	
20	6 Henry St Toronto	M5T1X1	A	26	75.6%	61.0%	9.0%	35.7%	7261	Central	68	11	20	0	4	105	Underground Garage , Garage accessible thru buildg , Surface Parking		1978	Indoor recreation room
21	155 Sherbourne St Toronto	M5A3W2	A	27	77.1%	69.3%	6.5%	29.5%	13273	Central	24	13	28	0	16	301	Underground Garage , Garage accessible thru buildg , Surface Parking		1973	Indoor recreation room , Outdoor rec facilities , Child play area
34	575 Adelaide St W Toronto	M6J3R8	A	25	67.7%	38.6%	13.2%	18.7%	14280	Central	90	10	19	0	11	150	Surface Parking		1983	Indoor recreation room , Child play area
45	1 Oak St Toronto	M5A0A1	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	10	84	Surface Parking		2010	Indoor recreation room , Indoor exercise room
49	75 Dowling Ave Toronto	M6K3G7	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	7	138	Underground Garage , Garage accessible thru buildg , Surface Parking		1989	Indoor recreation room
50	423 Yonge St Toronto	M5B 1T2	A	26	78.1%	64.1%	5.7%	35.2%	17450	Central	38	13	27	0	20	340	Underground Garage , Garage accessible thru buildg , Surface Parking		1970	Indoor recreation room
63	11 Sullivan St Toronto	M5T1B8	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	3	17		TCH	1923	
65	540 Queen St E Toronto	M5A1V2	A	27	67.9%	45.4%	6.5%	29.5%	19001	Central	17	13	28	0	6	44	Ground Level Garage , Surface Parking	TCH	1984	
70	184 River St Toronto	M5A3S8	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	3	54	Surface Parking	TCH	2006	
75	85 Spencer Ave Toronto	M6K3C9	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	7	57	Underground Garage , Garage accessible thru buildg , Surface Parking		1974	Indoor recreation room
77	250 Davenport Rd Toronto	M5R1J8	A	27	72.6%	54.0%	9.0%	35.7%	10196	Central	71	11	20	0	25	460	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1968	Indoor recreation room
79	320 Seaton St Toronto	M5A2T7	A	26	77.5%	72.8%	6.5%	29.5%	7339	Central	23	13	28	0	6	25	Surface Parking		1961	Indoor recreation room
80	200 Wellesley St E Toronto	M4X1G3	A	28	66.2%	70.3%	6.5%	29.5%	43114	Central	21	13	28	0	29	719	Underground Garage , Garage accessible thru buildg , Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
82	291 George St Toronto	M5A2N2	A	24	77.5%	72.8%	5.7%	35.2%	7339	Central	23	13	27	0	5	132	Underground Garage , Garage accessible thru buildg		1986	Indoor recreation room
84	150 Dan Leckie Way Toronto	M5V0C9	A	27	69.9%	37.6%	9.0%	35.7%	35742	Central	79	10	20	0	41	298	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	2012	
86	369 Pape Ave Toronto	M4K3Y6	A	24	55.6%	52.6%	7.3%	13.5%	13188	Central	273	14	30	0	8	139	Surface Parking		1981	Indoor recreation room
90	25 Henry Lane Ter Toronto	M5A 4B6	A	28	66.6%	54.7%	6.5%	29.5%	17754	Central	26	10	28	0	6	196	Underground Garage , Garage accessible thru buildg , Surface Parking		1979	Indoor recreation room , Outdoor rec facilities , Child play area
91	60 Richmond St E Toronto	M5C1N8	A	26	68.9%	47.6%	6.5%	29.5%	13343	Central	36	13	28	0	8	50			1990	
95	25 Mutual St Toronto	M5B2K1	A	25	77.9%	69.1%	5.7%	35.2%	14036	Central	37	13	27	0	11	97	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1983	Indoor recreation room
98	102 Tyndall Ave Toronto	M6K2E2	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	7	54	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room
105	40 Asquith Ave Toronto	M4W1J6	A	24	73.5%	35.3%	5.7%	35.2%	16065	Central	43	11	27	0	17	192	Underground Garage , Garage accessible thru buildg , Surface Parking		1984	Indoor recreation room

111	300 Dufferin St Toronto	M6K 3E5	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	7	114	Underground Garage , Garage accessible thru buildg		1980	Indoor recreation room
122	127 St Patrick St Toronto	M5T3C1	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	12	54	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1980	
124	417 Gerrard St E Toronto	M5A2H4	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	3	12	Surface Parking	TCH	1980	
125	460 Jarvis St Toronto	M4Y 2X8	A	24	65.9%	62.3%	5.7%	35.2%	18703	Central	39	13	27	0	11	212	Underground Garage , Garage accessible thru buildg , Surface Parking		1991	Indoor recreation room
130	190 John St Toronto	M5T3E5	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	4	26	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room
131	34 Oxford St Toronto	M5T2Y2	A	25	81.9%	47.2%	9.0%	35.7%	7576	Central	75	11	20	0	5	189	Underground Garage , Garage accessible thru buildg , Surface Parking		1979	Indoor recreation room
139	111 Chestnut St Toronto	M5G2J1	A	25	66.7%	55.8%	5.7%	35.2%	12805	Central	53	10	27	0	15	144	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1987	
148	50 Matilda St Toronto	M4M1M4	A	25	70.4%	37.9%	7.3%	13.5%	9685	Central	271	14	30	0	4	56	Surface Parking		2008	Indoor recreation room , Outdoor rec facilities , Child play area
150	15 Scadding Ave Toronto	M5A4G6	A	28	66.6%	54.7%	6.5%	29.5%	17754	Central	26	10	28	0	9	251	Underground Garage , Garage accessible thru buildg , Surface Parking		1982	Indoor recreation room , Outdoor rec facilities , Child play area
151	123 Sackville St Toronto	M5A3E8	A	27	67.9%	45.4%	6.5%	29.5%	19001	Central	17	13	28	0	3	20	Surface Parking		1985	Outdoor rec facilities
155	252 Sackville St Toronto	M5A3E9	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	22	159	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	2009	
159	125 Queens Wharf Rd Toronto	M5V 0E2	A	27	69.9%	37.6%	9.0%	35.7%	35742	Central	79	10	20	0	7	73	Surface Parking	GREENWIN	1990	
162	72 Clinton St Toronto	M6G 3Z9	A	26	74.8%	54.8%	13.2%	18.7%	11678	Central	93	11	19	0	7	157	Underground Garage , Garage accessible thru buildg , Surface Parking		1989	Indoor recreation room
166	275 Bleecker St Toronto	M4X1M1	A	28	66.2%	70.3%	6.5%	29.5%	43114	Central	21	13	28	0	21	301	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1969	
167	501 Adelaide St E Toronto	M6G 3Z9	A	27	74.3%	51.7%	6.5%	29.5%	19890	Central	25	13	28	0	13	180	Underground Garage , Garage accessible thru buildg	GREENWIN	2009	Indoor recreation room , Child play area
173	341 Bloor St W Toronto	M5S 1W8	A	25	73.4%	60.1%	9.0%	35.7%	4227	Central	70	11	20	0	18	326	Underground Garage , Garage accessible thru buildg , Surface Parking		1980	Indoor recreation room
176	55 The Esplanade Toronto	M5E 1V2	A	27	68.2%	51.7%	6.5%	29.5%	31155	Central	34	10	28	0	12	166	Surface Parking		1983	Indoor recreation room
177	248 Simcoe St Toronto	M5T3B9	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	12	53	Underground Garage , Garage accessible thru buildg , Surface Parking		1991	Indoor recreation room
178	22 Mc Caul St Toronto	M5T3C2	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	11	139	Underground Garage , Garage accessible thru buildg , Surface Parking		1991	Indoor recreation room
182	310 Dundas St E Toronto	M5A3Z8	A	26	77.5%	72.8%	6.5%	29.5%	7339	Central	23	13	28	0	7	155	Underground Garage , Garage accessible thru buildg		1980	Indoor recreation room
184	176 The Esplanade Toronto	M5A 4H2	A	28	66.6%	54.7%	6.5%	29.5%	17754	Central	26	13	28	0	7	220	Underground Garage , Garage accessible thru buildg	TCH	2006	
185	260 Sumach St Toronto	M5A3K2	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	3	48	Surface Parking	TCH	1948	
188	177 Pendrith St Toronto	M6G1S1	A	24	76.0%	51.6%	13.2%	18.7%	6291	Central	95	11	19	0	3	54	Surface Parking	TCH	1964	

189	220 Oak St Toronto	M5A2E1	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	27	469	Surface Parking		1972	Indoor recreation room
190	325 Bleecker St Toronto	M4X1M2	A	28	66.2%	70.3%	6.5%	29.5%	43114	Central	21	13	28	0	24	327	Surface Parking	GREENWIN	1969	Indoor pool
193	25 Elm St Toronto	M5G1H1	A	25	78.7%	47.6%	5.7%	35.2%	41098	Central	50	11	27	0	16	101	Underground Garage , Garage accessible thru buildg , Surface Parking		1985	Indoor recreation room
202	49 Henry Lane Ter Toronto	M5A4B5	A	28	66.6%	54.7%	6.5%	29.5%	17754	Central	26	10	28	0	5	15	Underground Garage , Garage accessible thru buildg	TCH	1980	
222	261 Jarvis St Toronto	M5B2N9	A	24	77.5%	72.8%	5.7%	35.2%	7339	Central	23	13	27	0	7	55	Underground Garage , Garage accessible thru buildg	GREENWIN	1994	Indoor recreation room
223	230 River St Toronto	M5A3R1	A	24	74.2%	38.8%	6.5%	29.5%	3443	Central	19	13	28	0	3	25		TCH	1961	
227	76 Grange Ave Toronto	M5T 3J5	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	3	11	Surface Parking	TCH	1993	
228	146 Fort York Blvd Toronto	M5V 0E1	A	27	69.9%	37.6%	9.0%	35.7%	35742	Central	79	10	20	0	7	25	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	2000	
229	259 Sumach St Toronto	M5A3K3	A	28	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	3	47	Surface Parking	TCH	2006	
230	274 Sackville St Toronto	M5A 3S7	A	26	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	6	71	Surface Parking	TCH	1948	
231	295 Sackville St Toronto	M5A3G1	A	26	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	3	48	Surface Parking	TCH	1948	
232	325 Gerrard St E Toronto	M5A 2G6	A	26	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	6	72	Surface Parking	TCH	1980	
233	25 Bishop Tutu Blvd Toronto	M5V 2Z9	A	24	57.3%	32.3%	9.0%	35.7%	25117	Central	84	10	20	0	10	119	Underground Garage , Garage accessible thru buildg , Surface Parking		1987	Indoor recreation room , Outdoor rec facilities , Child play area
236	80 Blake St Toronto	M4J3E1	A	24	55.6%	52.6%	7.3%	13.5%	13188	Central	273	14	30	0	14	190	Underground Garage , Garage accessible thru buildg	TCH	1969	Indoor recreation room
246	245 Dunn Ave Toronto	M6K1S6	A	25	49.4%	60.5%	8.9%	14.4%	19326	West	110	4	14	0	20	384	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Indoor recreation room , Outdoor rec facilities , Child play area
248	25 Madison Ave Toronto	M5R 2S2	A	27	72.6%	54.0%	9.0%	35.7%	10196	Central	71	11	20	0	4	12	Surface Parking		1989	Indoor recreation room , Outdoor rec facilities
249	92 Carlton St Toronto	M5B 1M5	A	24	65.9%	62.3%	5.7%	35.2%	18703	Central	39	13	27	0	12	110	Underground Garage , Garage accessible thru buildg	GREENWIN	2010	
258	145 Mutual St Toronto	M5B2K5	A	26	78.1%	64.1%	5.7%	35.2%	17450	Central	38	13	27	0	15	145	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1985	Indoor recreation room
259	330 Jarvis St Toronto	M4Y3A3	A	24	65.9%	62.3%	5.7%	35.2%	18703	Central	39	13	27	0	10	82	Underground Garage , Garage accessible thru buildg		1995	Indoor recreation room
261	375 Bleecker St Toronto	M4X1M3	A	24	66.2%	70.3%	6.5%	29.5%	43114	Central	21	13	28	0	24	327	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1969	
267	168 John St Toronto	M5T2X9	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	7	180	Underground Garage , Garage accessible thru buildg , Surface Parking		1979	Indoor recreation room
269	20 Vanauley St Toronto	M5T2H4	A	28	71.9%	57.9%	9.0%	35.7%	18140	Central	76	10	20	0	8	135	Underground Garage , Garage accessible thru buildg , Surface Parking		1986	Indoor recreation room
274	18 Davenport Rd Toronto	M5R3M3	A	24	73.6%	45.5%	5.7%	35.2%	8712	Central	44	11	27	0	16	128	Underground Garage , Garage accessible thru buildg , Surface Parking		1980	Indoor recreation room , Child play area
289	1 Church St Toronto	M5E1Y6	A	25	68.2%	51.7%	6.5%	29.5%	31155	Central	34	10	28	0	13	115	Underground Garage , Garage accessible thru buildg		1996	Indoor recreation room
296	257 Sherbourne St Toronto	M5A 3Y9	A	24	77.5%	72.8%	6.5%	29.5%	7339	Central	23	13	28	0	4	102	Underground Garage , Garage accessible thru buildg	TCH	1975	
297	230 Sackville St Toronto	M5A 0B8	A	25	67.9%	45.4%	6.5%	29.5%	19001	Central	17	13	28	0	10	155	Underground Garage , Garage accessible thru buildg	TCH	2013	

298	95 Wood St Toronto	M4Y2Z3	A	24	65.9%	62.3%	5.7%	35.2%	18703	Central	39	13	27	0	7	72	Underground Garage , Garage accessible thru buildg , Surface Parking	GREENWIN	1993	Indoor recreation room
303	859 Dundas St E Toronto	M4M3G4	A	25	70.4%	37.9%	7.3%	13.5%	9685	Central	271	14	30	0	4	29	Surface Parking		1973	Indoor recreation room
304	55 Bleecker St Toronto	M4X1W9	A	26	71.5%	59.2%	6.5%	29.5%	25369	Central	22	13	28	0	14	260	Underground Garage , Garage accessible thru buildg , Surface Parking		1980	Indoor recreation room
306	171 Front St E Toronto	M5A4H3	A	26	66.6%	54.7%	6.5%	29.5%	17754	Central	26	13	28	0	3	61			1982	Indoor recreation room , Outdoor rec facilities
307	170 Vanauley Walk Toronto	M5T2H8	A	28	71.9%	57.9%	9.0%	35.7%	18140	Central	76	10	20	0	6	40		ATIKSON CO-OP	1969	
308	15 Larch St Toronto	M5T3J7	A	28	77.0%	66.8%	9.0%	35.7%	16551	Central	67	10	20	0	3	20	Ground Level Garage	TCH	1993	
312	10 Boultbee Ave Toronto	M4J1A6	A	24	55.6%	52.6%	7.3%	13.5%	13188	Central	273	14	30	0	11	167	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	2001	Indoor recreation room
313	140 The Esplanade Toronto	M5A4P5	A	26	66.6%	54.7%	6.5%	29.5%	17754	Central	26	13	28	0	7	102	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1993	
316	246 Sackville St Toronto	M5A3S4	A	26	73.4%	57.7%	6.5%	29.5%	17824	Central	18	13	28	0	8	61	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	2009	Indoor recreation room
321	21 St Joseph St Toronto	M4Y1J8	A	26	78.6%	65.3%	5.7%	35.2%	58822	Central	46	13	27	0	5	35	Surface Parking		1994	Indoor recreation room
322	180 Sackville St Toronto	M5A 0C5	A	25	67.9%	45.4%	6.5%	29.5%	19001	Central	17	13	28	0	9	83	Surface Parking	TCH	2015	
323	251 Sherbourne St Toronto	M5A 3Y8	A	24	77.5%	72.8%	6.5%	29.5%	7339	Central	23	13	28	0	7	200	Underground Garage , Garage accessible thru buildg		1975	Indoor recreation room
3	1555 Queen St E Toronto	M4L 1E6	B	20	47.8%	38.7%	4.3%	10.7%	6887	Central	266	14	32	6	6	60	Surface Parking	TCH	1969	
5	11 Randolph Ave Toronto	M6P4G3	B	19	43.9%	34.4%	11.7%	14.3%	5979	West	106	9	18	0	6	95	Underground Garage , Garage accessible thru buildg , Surface Parking		1994	
10	600 Rogers Rd Toronto	M6M 5G2	B	17	47.8%	57.8%	0.8%	5.7%	5879	West	149	5	12	0	9	207	Surface Parking	TCH	1990	Indoor recreation room
23	5 Flemington Rd Toronto	M6A2N3	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
27	130 Eglinton Ave E Toronto	M4P2X9	B	18	37.3%	51.0%	2.9%	13.9%	27854	Central	211	12	22	0	15	266	Underground Garage , Garage accessible thru buildg		1981	Indoor recreation room
28	470 Melita Cres Toronto	M6G3Y1	B	22	59.5%	52.9%	4.7%	9.9%	10140	Central	167	12	21	0	5	37	Surface Parking		1980	Indoor recreation room
29	801 Mount Pleasant Rd Toronto	M4P2Z4	B	17	46.0%	30.3%	2.9%	13.9%	6700	Central	212	15	22	0	10	183	Underground Garage , Garage accessible thru buildg , Surface Parking		1983	
39	1080 Eastern Ave Toronto	M4L1B1	B	20	47.8%	38.7%	4.3%	10.7%	6887	Central	266	19	32	0	6	41	Surface Parking	TCH	1965	
43	520 Kingston Rd Toronto	M4L 3W8	B	18	40.1%	35.2%	4.3%	10.7%	7643	Central	256	19	32	0	5	108	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room
46	77 Rankin Cres Toronto	M6P4E2	B	19	43.9%	34.4%	11.7%	14.3%	5979	West	106	9	18	0	7	121	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room , Outdoor rec facilities , Child play area
52	4 Replin Rd Toronto	M6A2M9	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	4	30	Surface Parking	TCH	1957	
53	22 Varna Dr Toronto	M6A2L7	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
54	20 Varna Dr Toronto	M6A2L7	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
58	71 Merton St Toronto	M4S3A3	B	22	48.8%	51.1%	2.9%	13.9%	20821	Central	209	12	22	0	10	167	Underground Garage , Garage accessible thru buildg , Carport , Surface Parking		1980	Indoor recreation room
60	384 Mount Pleasant Rd Toronto	M4S3C8	B	22	48.8%	51.1%	2.9%	13.9%	20821	Central	209	12	22	0	8	155	Underground Garage , Garage accessible thru buildg , Surface Parking		1993	Indoor recreation room

66	266 Donlands Ave Toronto	M4J5B1	B	18	44.8%	32.9%	5.8%	10.8%	9090	East	281	14	29	0	8	254	Underground Garage , Garage accessible thru buildg		1986	Indoor recreation room
67	154 Vaughan Rd Toronto	M6C4A2	B	21	47.8%	50.6%	4.7%	9.9%	9848	Central	173	12	21	0	7	51	Underground Garage , Garage accessible thru buildg		1983	Indoor recreation room
73	145 Strathmore Blvd Toronto	M4J4Y9	B	21	54.0%	66.7%	5.8%	10.8%	7166	East	275	14	29	0	14	350	Surface Parking		1974	Indoor recreation room , Outdoor rec facilities
76	61 Pelham Park Gdns Toronto	M6N1A8	B	22	47.9%	60.8%	4.7%	9.0%	7602	West	147	9	17	0	17	352	Underground Garage , Garage accessible thru buildg , Surface Parking		1968	Indoor recreation room
81	98 Elmer Ave Toronto	M4L3R7	B	17	40.2%	11.7%	4.3%	10.7%	9751	Central	255	19	32	0	4	36	Surface Parking	TCH	1955	
85	29 Louvain Ave Toronto	M4M3M7	B	22	58.2%	28.5%	7.3%	13.5%	15284	Central	270	14	30	0	4	51	Underground Garage , Garage accessible thru buildg	TCH	1993	
93	659 Northcliffe Blvd Toronto	M6E5B3	B	17	46.6%	53.2%	1.1%	7.2%	12044	Central	175	12	15	0	7	54	Surface Parking	TCH	2003	
94	3181 Eglinton Ave E Toronto	M1J2G9	B	17	47.7%	39.0%	0.9%	8.2%	6959	East	549	20	36	0	7	103	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1965	Indoor recreation room , Child play area
96	3171 Eglinton Ave E Toronto	M1J2G8	B	17	47.7%	39.0%	0.9%	8.2%	6959	East	549	20	36	0	12	161	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1965	Indoor recreation room , Outdoor rec facilities , Child play area
101	133 Merrill Ave E Toronto	M4C1C8	B	19	42.0%	42.2%	4.3%	10.7%	8638	Central	258	19	32	0	3	42	Surface Parking		1960	Indoor recreation room
103	1 Replin Rd Toronto	M6A2M8	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
107	2 Lambertlodge Ave Toronto	M6G3Y9	B	22	59.5%	52.9%	4.7%	9.9%	10140	Central	167	12	21	0	5	64	Underground Garage , Garage accessible thru buildg , Surface Parking		1983	Indoor recreation room
108	1775 Eglinton Ave W Toronto	M6E 4Z9	B	17	46.6%	53.2%	1.1%	7.2%	12044	Central	175	12	15	0	14	300	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1981	Indoor recreation room
128	42 Hubbard Blvd Toronto	M4E1A3	B	17	45.1%	31.2%	4.3%	10.7%	6341	Central	254	19	32	0	3	27	Surface Parking	TCH	1928	
132	70 Dunfield Ave Toronto	M4S3A4	B	18	34.5%	41.7%	2.9%	13.9%	15592	Central	210	12	22	0	16	156	Underground Garage , Garage accessible thru buildg	TCH	1977	
134	320 Kingston Rd Toronto	M4L1T7	B (TCHC suggestion)	18	40.1%	35.2%	4.3%	10.7%	7643	Central	256	19	32	0	3	36	Surface Parking	TCH	1954	
136	5 Leila Lane Toronto	M6A2M7	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
146	220 Eglinton Ave E Toronto	M4P 1K4	B	18	37.3%	51.0%	2.9%	13.9%	27854	Central	211	12	22	0	10	99	Underground Garage , Garage accessible thru buildg		1972	Indoor recreation room
147	133 Broadway Ave Toronto	M4P1V5	B	18	37.3%	51.0%	2.9%	13.9%	27854	Central	211	12	22	0	4	52	Surface Parking		1954	Indoor recreation room
149	1884 Davenport Rd Toronto	M6N 4Y2	B	22	47.9%	60.8%	4.7%	9.0%	7602	West	147	9	17	0	9	186	Underground Garage , Garage accessible thru buildg		1978	Indoor recreation room
154	3725 Dundas St W Toronto	M6S2T5	B	17	46.4%	47.9%	4.8%	11.0%	4784	West	128	4	13	0	10	153	Underground Garage , Garage accessible thru buildg , Surface Parking		1972	Indoor recreation room
157	69 Holly St Toronto	M4S 3A5	B	17	34.5%	41.7%	2.9%	13.9%	15592	Central	210	12	22	0	4	14	Ground Level Garage , Surface Parking	TCH	1969	
163	1167 Queen St E Toronto	M4M1L5	B	23	50.7%	40.6%	7.3%	13.5%	9219	Central	267	14	30	0	5	40	Underground Garage , Garage accessible thru buildg , Surface Parking		1995	Indoor recreation room
164	39 Harcourt Ave Toronto	M4K1M3	B	22	51.9%	35.5%	7.3%	13.5%	7473	Central	277	14	30	0	3	15	Surface Parking	TCH	1989	
165	12 Thorncliffe Park Dr Toronto	M4H1N8	B	19	43.5%	34.9%	1.2%	9.0%	20022	East	222	15	26	0	11	219	Underground Garage , Garage accessible thru buildg		1988	Indoor recreation room
168	6 Replin Rd Toronto	M6A2M9	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	4	30	Surface Parking	TCH	1957	
201	1400 Bathurst St Toronto	M5R 3S5	B	20	48.5%	26.8%	4.7%	9.9%	9758	Central	169	12	21	0	5	113	Underground Garage , Garage accessible thru buildg	TCH	1993	Indoor recreation room

205	1275 Danforth Ave Toronto	M4J5B6	B	20	41.3%	28.8%	7.3%	13.5%	10147	Central	264	14	30	0	4	109	Underground Garage , Garage accessible thru buildg , Surface Parking		1988	Indoor recreation room
206	1525 Dundas St W Toronto	M6K 1T7	B	21	56.4%	41.1%	11.7%	14.3%	4080	West	108	9	18	0	6	106	Surface Parking		1959	Indoor recreation room
211	1 Leila Lane Toronto	M6A2M7	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
212	1 Old Meadow Lane Toronto	M6A2N2	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	4	30	Surface Parking	TCH	1957	
213	3 Flemington Rd Toronto	M6A2N3	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
220	3735 Dundas St W Toronto	M6S 2T6	B	17	46.4%	47.9%	4.8%	11.0%	4784	West	128	4	13	0	10	132	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1972	
225	55 Rankin Cres Toronto	M6P 4E4	B	19	43.9%	34.4%	11.7%	14.3%	5979	West	106	9	18	0	9	176	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	TCH	1992	
226	80 Danforth Ave Toronto	M4K3Y5	B	21	56.6%	44.0%	5.8%	10.8%	8277	Central	279	14	29	0	5	131	Surface Parking		1978	Indoor recreation room
234	679 Queens Quay W Toronto	M5V3A9	B	23	59.4%	23.6%	9.0%	35.7%	15887	Central	82	10	20	0	6	106	Underground Garage , Garage accessible thru buildg , Surface Parking		1988	Indoor recreation room , Outdoor rec facilities , Child play area
235	717 Broadview Ave Toronto	M4K2P5	B	23	59.9%	41.4%	7.3%	13.5%	8680	Central	278	14	30	0	8	69	Surface Parking		1972	Indoor recreation room
247	140 Adanac Dr Toronto	M1M2E8	B	17	47.7%	39.0%	0.9%	8.2%	6959	East	549	20	36	0	16	306	Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
250	3 Leila Lane Toronto	M6A2M7	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
251	3 Old Meadow Lane Toronto	M6A2N2	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	4	30		TCH	1957	
252	7 Flemington Rd Toronto	M6A2N5	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	4	30	Surface Parking	TCH	1957	
253	1 Flemington Rd Toronto	M6A2N3	B	17	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	3	31	Surface Parking	TCH	1957	
262	130 Vaughan Rd Toronto	M6C3Z6	B	21	47.8%	50.6%	4.7%	9.9%	9848	Central	173	12	21	0	9	99			1977	Indoor recreation room
270	2 Phin Ave Toronto	M4J3T2	B	21	49.5%	35.8%	7.3%	13.5%	4745	Central	274	14	30	0	3	34	Surface Parking	TCH	1970	
275	7 Coatsworth Cres Toronto	M4C5S5	B	19	42.0%	42.2%	4.3%	10.7%	8638	Central	258	19	32	0	6	48	Surface Parking		1993	Indoor recreation room , Outdoor rec facilities , Child play area
288	100 High Park Ave Toronto	M6P2S2	B	18	33.2%	42.9%	4.8%	11.0%	27292	West	119	4	13	0	24	447	Underground Garage , Garage accessible thru buildg , Surface Parking		1969	Indoor recreation room , Outdoor rec facilities , Child play area
290	1615 Dundas St E Toronto	M4L 1L2	B	22	51.7%	38.0%	7.3%	13.5%	6137	Central	269	14	30	0	4	81	Surface Parking	TCH	1960	
299	22 O'hara Ave Toronto	M6K2P8	B	23	58.8%	56.0%	8.9%	14.4%	6743	West	109	4	14	0	3	13	Surface Parking	TCH	1918	
300	20 West Lodge Ave Toronto	M6K 2T4	B	23	58.8%	56.0%	8.9%	14.4%	6743	West	109	4	14	0	11	299	Surface Parking		1959	Indoor recreation room
315	40 Lower River St Toronto	M5A 0J9	B	23	70.1%	35.2%	6.5%	29.5%	8429	Central	16	13	28	0	4	53	Underground Garage , Garage accessible thru buildg	TCH	2014	
324	330 Gerrard St E Toronto	M5A3V4	B	22	74.2%	38.8%	6.5%	29.5%	3443	Central	19	13	28	0	7	81	Underground Garage , Garage accessible thru buildg		1976	Indoor recreation room
327	1575 Queen St E Toronto	M4L1E7	B	20	47.8%	38.7%	4.3%	10.7%	6887	Central	266	14	32	0	6	60	Surface Parking	TCH	1969	
13	2755 Yonge St Toronto	M4N2H8	C	14	50.9%	20.1%	1.0%	6.8%	3956	Central	213	15	25	0	4	41	Surface Parking	TCH	1990	
17	193 Wilson Ave Toronto	M5M4M8	C	13	35.6%	14.7%	1.5%	10.5%	5327	West	194	8	16	0	5	125	Surface Parking		1982	Indoor recreation room
22	11 Newbold Ave Toronto	M4L2G6	C	16	47.3%	24.6%	4.3%	10.7%	6835	Central	257	19	32	0	4	21	Surface Parking	TCH	1984	
24	35 Park Home Ave Toronto	M2N5W4	C	12	35.8%	26.7%	0.6%	7.8%	27144	West	443	18	23	0	10	283	Surface Parking		1974	Indoor recreation room
25	5430 Yonge St Toronto	M2N6J9	C	12	35.8%	26.7%	0.6%	7.8%	27144	West	443	18	23	0	14	239	Underground Garage , Garage accessible thru buildg		1986	Indoor recreation room
26	6250 Bathurst St Toronto	M2R2A4	C	13	42.2%	21.9%	0.7%	4.9%	14247	West	431	6	10	0	14	389	Surface Parking		1972	Indoor recreation room
30	30 Eppleworth Rd Toronto	M1K3G9	C	13	39.3%	38.2%	1.1%	5.6%	9024	East	531	20	35	0	3	45	Surface Parking	DEL	1969	
31	2765 Yonge St Toronto	M4N2H8	C	14	50.9%	20.1%	1.0%	6.8%	3956	Central	213	15	25	0	4	31		TCH	1970	
32	41 Mabelle Ave Toronto	M9A5A9	C	13	33.9%	28.4%	1.1%	5.5%	17951	West	313	3	5	0	19	350	Underground Garage , Garage accessible thru buildg , Surface Parking		1979	Indoor recreation room , Outdoor rec facilities , Indoor exercise room
33	5 Needle Firway Toronto	M3N2B9	C	13	51.6%	21.3%	0.1%	7.1%	6740	West	401	7	7	0	9	137	Surface Parking	TCH	1980	Indoor recreation room

40	2999 Jane St Toronto	M3N2J9	C	12	41.2%	23.1%	0.6%	10.1%	6923	West	400	7	8	0	15	188	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1971	
51	3036-3050 Bathurst St Toronto	M6B 4K1	C	14	58.6%	22.0%	1.1%	7.2%	4904	Central	183	8	15	0	7	160	Underground Garage , Garage accessible thru buildg		1992	Indoor recreation room
56	2287 Gerrard St E Toronto	M4E2E4	C	16	40.5%	18.3%	4.3%	10.7%	6651	Central	252	19	32	0	5	38	Surface Parking		1967	Indoor recreation room
57	2390 Gerrard St E Toronto	M4E2E1	C	16	40.5%	18.3%	4.3%	10.7%	6651	Central	252	19	32	0	4	16	Surface Parking	TCH	1991	
59	4175 Lawrence Ave E Toronto	M1E4T7	C	13	40.2%	30.8%	0.3%	6.9%	8993	East	559	24	43	0	13	375	Surface Parking	DEL	1974	Indoor recreation room
62	49 Mabelle Ave Toronto	M9A5B1	C	13	33.9%	28.4%	1.1%	5.5%	17951	West	313	3	5	0	13	128	Underground Garage , Garage accessible thru buildg , Surface Parking		1979	Indoor recreation room , Outdoor rec facilities , Child play area
68	250 Twelfth St Toronto	M8V3Y8	C	13	37.0%	44.9%	1.6%	4.9%	4129	West	291	3	6	0	14	178	Underground Garage , Garage accessible thru buildg		1993	Indoor recreation room , Outdoor rec facilities , Child play area
71	1 Firvalley Crt Toronto	M1L1N8	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	12	115	Surface Parking		1962	Indoor recreation room
72	30 Teesdale Pl Toronto	M1L1L2	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	24	278	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Indoor recreation room , Outdoor rec facilities , Child play area
87	2567 Yonge St Toronto	M4P 3B4	C	14	46.0%	30.3%	1.0%	6.8%	6700	Central	212	15	25	0	6	105	Underground Garage , Garage accessible thru buildg , Surface Parking		1987	Indoor recreation room
88	2745 Yonge St Toronto	M4N2H8	C	14	50.9%	20.1%	1.0%	6.8%	3956	Central	213	15	25	0	4	41	Surface Parking		1937	Indoor recreation room
97	4301 Kingston Rd Toronto	M1E2N1	C	13	40.2%	30.8%	0.3%	6.9%	8993	East	559	24	43	0	20	419	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	Indoor pool , Indoor recreation room
99	400 Mccowan Rd Toronto	M1J 1J5	C	13	43.0%	40.6%	0.4%	6.2%	10203	East	520	21	38	0	10	198	Underground Garage , Garage accessible thru buildg , Surface Parking		1968	Indoor recreation room , Outdoor rec facilities , Child play area
100	93 Edgewood Ave Toronto	M4L 3G8	C	16	47.3%	24.6%	4.3%	10.7%	6835	Central	257	19	32	0	4	43	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1956	
114	98 Cavell Ave Toronto	M8V3Y4	C	12	34.2%	13.3%	1.6%	4.9%	6399	West	287	3	6	0	6	100	Surface Parking		1992	Indoor recreation room
118	3036 Bathurst St Toronto	M6B 4K1	C	14	58.6%	22.0%	1.1%	7.2%	4904	Central	183	8	15	0	7	160	Underground Garage , Garage accessible thru buildg , Surface Parking		1992	Indoor recreation room
121	8 Broadway Ave Toronto	M4P 3G7	C	15	37.3%	51.0%	1.0%	6.8%	27854	Central	211	15	25	0	7	83	Underground Garage , Garage accessible thru buildg	TCH	1993	Indoor recreation room
127	225 Morningside Ave Toronto	M1E3E5	C	12	40.2%	30.8%	0.4%	5.6%	8993	East	559	25	44	0	10	99	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	Indoor recreation room
137	5005 Dundas St W Toronto	M9A 4Y6	C	13	33.9%	28.4%	1.1%	5.5%	17951	West	313	3	5	0	19	255	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1962	
140	50 Tuxedo Crt Toronto	M1G3S8	C	13	54.8%	38.0%	0.4%	6.2%	5035	East	494	24	38	0	15	378	Surface Parking		1971	Indoor recreation room , Outdoor rec facilities , Child play area
141	55 Outlook Ave Toronto	M6N 4Y3	C	13	29.5%	47.7%	1.1%	5.3%	7641	West	143	5	11	0	12	275	Underground Garage , Garage accessible thru buildg		1979	Indoor recreation room
142	3330 Danforth Ave Toronto	M1L4P9	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	10	194	Surface Parking		1978	
143	682 Warden Ave Toronto	M1L3Z9	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	15	223	Surface Parking	TCH	1964	Indoor recreation room
145	121 Kendleton Dr Toronto	M9V1V3	C	15	50.1%	41.0%	0.3%	11.4%	5180	West	373	1	1	0	11	194	Surface Parking	TCH	1965	
152	9 Haldon Ave Toronto	M4C 4P5	C	15	39.9%	37.6%	3.3%	6.4%	7244	East	250	19	31	0	6	200	Surface Parking		1962	Indoor recreation room , Outdoor rec facilities , Child play area

160	40 Teesdale Pl Toronto	M1L1L3	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	24	278	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Indoor recreation room , Outdoor rec facilities , Child play area
170	855 Roselawn Ave Toronto	M6B4C3	C	13	35.8%	35.3%	1.1%	7.2%	13829	Central	177	8	15	0	17	253	Underground Garage , Garage accessible thru buildg	TCH	1974	
171	190 Woolner Ave Toronto	M6N1Y3	C	13	29.5%	47.7%	1.1%	5.3%	7641	West	143	5	11	0	16	304	Underground Garage , Garage accessible thru buildg	TCH	1968	
172	828 Kingston Rd Toronto	M5A 4K1	C	16	40.5%	18.3%	4.3%	10.7%	6651	Central	252	19	32	0	7	147	Surface Parking		1962	
174	145 Elm Ridge Dr Toronto	M6B4H4	C	16	40.6%	21.5%	4.7%	9.9%	6597	Central	184	8	21	0	9	53	Underground Garage , Garage accessible thru buildg	TCH	1985	
181	100 Cavell Ave Toronto	M8V3Y4	C	12	34.2%	13.3%	1.6%	4.9%	6399	West	287	3	6	0	7	300	Surface Parking		1977	Indoor recreation room
183	57 Mabelle Ave Toronto	M9A 4Y5	C	13	33.9%	28.4%	1.1%	5.5%	17951	West	313	3	5	0	19	255	Underground Garage , Ground Level Garage , Garage accessible thru buildg	DEL	1962	Indoor recreation room
192	17 Brimley Rd Toronto	M1M3T8	C	12	41.3%	20.6%	0.9%	8.2%	3823	East	545	20	36	0	11	330	Underground Garage , Garage accessible thru buildg		1979	Indoor recreation room
194	111 Kendleton Dr Toronto	M9V1V1	C	15	50.1%	41.0%	0.3%	11.4%	5180	West	373	1	1	0	7	58	Surface Parking	TCH	1965	
196	675 Kennedy Rd Toronto	M1K 2B9	C	13	39.3%	38.2%	1.1%	5.6%	9024	East	531	20	35	0	11	192	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1969	Indoor recreation room , Outdoor rec facilities , Child play area
203	20 Sanderling Pl Toronto	M3C3R2	C	12	47.5%	16.1%	1.0%	6.8%	2774	East	242	16	25	0	5	90	Surface Parking		1990	Indoor recreation room
214	4205 Lawrence Ave E Toronto	M1E4S6	C	12	40.2%	30.8%	0.4%	5.6%	8993	East	559	25	44	0	14	345	Surface Parking	DEL	1974	Indoor recreation room
221	135 Neptune Dr Toronto	M6A2Y4	C	16	57.3%	34.4%	1.1%	7.2%	5868	West	181	8	15	0	4	48	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1974	
238	3179 Yonge St Toronto	M4N 3P5	C	12	45.7%	23.4%	1.0%	6.8%	5058	East	214	15	25	0	5	110	Underground Garage , Garage accessible thru buildg , Surface Parking		1990	Indoor recreation room
241	2950 Lawrence Ave E Toronto	M1P2T9	C	14	64.2%	62.4%	0.4%	6.2%	917	East	511	21	38	0	6	200	Surface Parking		1960	Indoor recreation room
243	2190 Ellesmere Rd Toronto	M1G3M5	C	13	54.8%	38.0%	0.4%	6.2%	5035	East	494	24	38	0	16	180	Underground Garage , Garage accessible thru buildg , Surface Parking		1969	Indoor recreation room , Outdoor rec facilities , Child play area
244	2180 Ellesmere Rd Toronto	M1G 3M4	C	13	54.8%	38.0%	0.4%	6.2%	5035	East	494	24	38	0	16	180	Underground Garage , Garage accessible thru buildg , Surface Parking		1969	Indoor recreation room , Outdoor rec facilities , Child play area
257	1901 Weston Rd Toronto	M9N 3P5	C	12	32.8%	29.7%	1.1%	5.3%	14722	West	133	5	11	0	17	400	Underground Garage , Garage accessible thru buildg , Surface Parking		1973	Indoor recreation room
260	3174 Bathurst St Toronto	M6A3A7	C	16	50.2%	34.6%	1.1%	7.2%	7595	West	182	8	15	0	12	181	Surface Parking	TCH	1983	
263	20 Eppleworth Rd Toronto	M1K3G9	C	13	39.3%	38.2%	1.1%	5.6%	9024	East	531	20	35	0	3	36	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1969	
264	402-444 Lumsden Ave Toronto	M4C2L7	C	15	39.9%	37.6%	3.3%	6.4%	7244	East	250	19	31	0	25	183	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1969	Indoor recreation room , Outdoor rec facilities , Child play area
265	12 Broadway Ave Toronto	M4P 3G9	C	15	37.3%	51.0%	1.0%	6.8%	27854	Central	211	15	25	0	7	57	Underground Garage , Garage accessible thru buildg	TCH	1993	
271	59 Edgewood Ave Toronto	M4L3G9	C	16	47.3%	24.6%	4.3%	10.7%	6835	Central	257	19	32	0	4	53	Underground Garage , Garage accessible thru buildg	TCH	1956	
272	4400 Jane St Toronto	M3N2K4	C	12	44.9%	24.8%	0.6%	10.1%	5900	West	389	7	8	0	12	164	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1970	

276	530 Kingston Rd Toronto	M4L1V4	C	16	40.1%	35.2%	4.3%	10.7%	7643	Central	256	19	32	0	3	90	Underground Garage , Garage accessible thru buildg , Surface Parking		1954	Indoor recreation room
281	7 Capri Rd Toronto	M9B6B9	C	13	57.5%	16.4%	0.8%	4.7%	3948	West	331	2	3	0	20	275	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1973	
284	40 Firvalley Crt Toronto	M1L1P1	C	14	46.9%	41.3%	1.1%	5.6%	7300	East	538	20	35	0	15	168	Surface Parking		1964	Indoor recreation room
285	120 Town Haven Pl Toronto	M1K5H6	C	13	43.0%	26.7%	1.1%	5.6%	6369	East	532	20	35	0	8	150	Underground Garage , Garage accessible thru buildg , Surface Parking		1989	Indoor recreation room
286	1021 Birchmount Rd Toronto	M1K1S2	C	13	45.6%	37.3%	0.4%	6.8%	6498	East	524	21	37	0	11	236	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	Indoor recreation room , Outdoor rec facilities , Child play area
291	4000 Don Mills Rd Toronto	M2H3N2	C	12	41.3%	39.0%	0.6%	5.3%	7159	East	471	17	24	0	6	397	Surface Parking		1980	Indoor recreation room
292	790 Eglinton Ave W Toronto	M5N1G2	C	15	39.1%	24.3%	4.7%	9.9%	10181	Central	191	8	21	0	4	57	Underground Garage , Garage accessible thru buildg		1941	Indoor recreation room
293	800 Eglinton Ave W Toronto	M5N1G1	C	15	39.1%	24.3%	4.7%	9.9%	10181	Central	191	8	21	0	4	36	Underground Garage , Garage accessible thru buildg		1941	Indoor recreation room
294	840 Eglinton Ave W Toronto	M5N1G1	C	15	39.1%	24.3%	4.7%	9.9%	10181	Central	191	8	21	0	4	40	Underground Garage , Garage accessible thru buildg		1941	Indoor recreation room
295	101 Kendleton Dr Toronto	M9V1V2	C	15	50.1%	41.0%	0.3%	11.4%	5180	West	373	1	1	0	7	221	Surface Parking	TCH	1965	
318	145 Neptune Dr Toronto	M6A2Y3	C	15	57.3%	34.4%	1.1%	7.2%	5868	West	181	8	15	0	4	48	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1974	
319	155 Neptune Dr Toronto	M6A2Y3	C	15	57.3%	34.4%	1.1%	7.2%	5868	West	181	8	15	0	4	48	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1974	
320	2468 Eglinton Ave W Toronto	M6M5E2	C	12	39.6%	44.2%	0.8%	5.7%	6179	West	152	5	12	0	20	210	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1989	Indoor recreation room
325	28 Broadway Ave Toronto	M4P1T5	C	15	37.3%	51.0%	1.0%	6.8%	27854	Central	211	15	25	0	3	75	Underground Garage , Garage accessible thru buildg , Surface Parking		1956	Indoor recreation room , Outdoor rec facilities , Child play area
1	83 Gilder Dr Toronto	M1K4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	indoor park	6	24				
2	20 Zachary Crt Toronto	M6A2P4	D	10	34.7%	11.9%	1.1%	7.2%	4664	West	179	8	15	indoor park	0	0				
8	1700 Finch Ave E Toronto	M2J4X8	D	7	37.1%	25.0%	0.6%	5.3%	5341	East	476	17	24	0	18	275	Underground Garage , Garage accessible thru buildg , Carport , Surface Parking		1979	Indoor recreation room
12	4110 Lawrence Ave E Toronto	M1E 2S1	D	9	35.5%	27.9%	0.3%	6.9%	3443	East	560	24	43	0	11	185	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	Indoor recreation room , Indoor exercise room , Child play area
15	3485 St Clair Ave E Toronto	M1K1L3	D	11	43.1%	13.5%	1.1%	5.6%	4150	East	535	20	35	0	9	97	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1968	Indoor recreation room , Outdoor rec facilities , Child play area
16	55 Greenbrae Crct Toronto	M1H1R1	D	11	50.8%	24.2%	0.4%	6.2%	3581	East	512	24	38	0	13	128	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room
18	3847 Lawrence Ave E Toronto	M1G1R5	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	13	213	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1969	
19	90 Mornelle Crt Toronto	M1E4P9	D	10	33.1%	34.8%	0.3%	6.9%	6668	East	562	24	43	0	13	198	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1971	Outdoor pool , Indoor recreation room , Outdoor rec facilities , Child play area

35	2195 Jane St Toronto	M3M1A3	D	7	35.9%	21.7%	0.2%	3.7%	5053	West	410	6	9	0	11	294	Surface Parking		1966	Indoor recreation room
36	10 Humberline Dr Toronto	M9W6J5	D	11	47.5%	18.1%	0.3%	11.4%	3435	West	371	1	1	0	13	179	Underground Garage , Garage accessible thru buildg , Surface Parking		1984	
37	11 Arleta Ave Toronto	M3L1Y3	D	10	41.2%	23.1%	0.2%	3.7%	6923	West	400	7	9	0	4	171	Surface Parking		1972	Indoor recreation room
38	30 Falstaff Ave Toronto	M6L 2C9	D	10	39.6%	29.5%	0.8%	5.7%	3958	West	137	5	12	0	19	221	Underground Garage , Garage accessible thru buildg , Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
42	3947 Lawrence Ave E Toronto	M1G1S1	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	19	238	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room
44	3101 Weston Rd Toronto	M9M2Z9	D	8	33.2%	15.0%	0.1%	7.1%	2443	West	404	7	7	0	18	176	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1984	Indoor recreation room
47	1420 Victoria Park Ave Toronto	M4A2P7	D (TCHC Suggestion)	11	41.0%	26.5%	0.4%	5.2%	10852	East	247	16	34	0	10	330	Surface Parking		1977	Indoor recreation room
48	2743 Victoria Park Ave Toronto	M1T 1A8	D (TCHC Suggestion)	9	37.6%	23.3%	0.4%	6.4%	7529	East	586	22	40	0	15	201	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Outdoor pool , Indoor recreation room , Outdoor rec facilities , Child play area
61	101 Humber Blvd Toronto	M6N 2H5	D	10	24.5%	26.7%	1.1%	5.3%	3056	West	144	5	11	0	14	246	Surface Parking	TCH	1969	
64	5 Brahms Ave Toronto	M2H1H2	D	9	22.2%	38.3%	0.6%	5.3%	3971	East	475	17	24	0	13	178	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1971	Indoor recreation room
69	81 Gilder Dr Toronto	M1K4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	6	22	Surface Parking	TCH	1980	Indoor recreation room
74	2821 Birchmount Rd Toronto	M1W2C8	D	8	38.4%	5.3%	0.6%	7.2%	2552	East	596	22	39	0	12	237	Underground Garage , Garage accessible thru buildg , Surface Parking		1969	Indoor recreation room , Outdoor rec facilities , Child play area
83	2765 Islington Ave Toronto	M9V5C2	D	9	39.4%	15.2%	0.3%	11.4%	2139	West	375	1	1	0	14	237	Underground Garage , Garage accessible thru buildg , Surface Parking		1984	Indoor recreation room , Outdoor rec facilities , Child play area
89	710 Trethewey Dr Toronto	M6M 5A4	D	11	36.4%	34.1%	0.8%	5.7%	7229	West	139	5	12	0	19	165	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	DEL	1974	
92	1286 Wilson Ave Toronto	M3M3G4	D	7	35.9%	21.7%	0.2%	3.7%	5053	West	410	6	9	0	8	124	Underground Garage , Garage accessible thru buildg , Surface Parking		1993	Indoor recreation room
102	1622 Lawrence Ave W Toronto	M6L1C1	D	10	39.6%	29.5%	0.8%	5.7%	3958	West	137	5	12	0	3	20	Underground Garage , Garage accessible thru buildg	DEL	1955	
104	44 Willowridge Rd Toronto	M9R3Z1	D	8	33.8%	16.2%	0.6%	3.4%	6384	West	346	1	4	0	14	236	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	
109	2063 Islington Ave Toronto	M9P2R7	D	7	30.3%	8.9%	0.3%	4.0%	2712	West	350	1	2	0	12	162	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1973	
112	12 King High Ave Toronto	M3H3A6	D	9	46.0%	14.8%	0.7%	4.9%	5102	West	424	6	10	0	3	31	Surface Parking	TCH	1962	
113	340 Royal York Rd Toronto	M8Y2P9	D	11	38.2%	10.4%	1.6%	4.9%	4964	West	288	3	6	0	16	307	Surface Parking		1972	Indoor recreation room
116	5 Bellevue Cres Toronto	M9N1G5	D	10	32.4%	28.0%	1.1%	5.3%	5441	West	132	5	11	0	21	326	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1971	
117	40 Falstaff Ave Toronto	M6L 2E1	D	10	39.6%	29.5%	0.8%	5.7%	3958	West	137	5	12	0	19	224	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	TCH	1970	

120	121 Humber Blvd Toronto	M6N2H6	D	9	24.5%	26.7%	1.1%	5.3%	3056	West	144	5	11	0	14	215	Underground Garage , Ground Level Garage , Garage accessible thru buildg , Surface Parking	TCH	1968	Indoor recreation room
123	51 Gilder Dr Toronto	M1K4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	6	22	Surface Parking	TCH	1980	
129	27 Scarlettwood Crt Toronto	M9P1T1	D	7	26.8%	9.2%	0.3%	4.0%	2438	West	349	2	2	0	3	14	Surface Parking	DEL	1970	
133	3943 Lawrence Ave E Toronto	M1G1R9	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	3	15	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room , Outdoor rec facilities
135	1900 Sheppard Ave W Toronto	M3L1Y7	D	10	41.2%	23.1%	0.2%	3.7%	6923	West	400	7	9	0	4	27	Surface Parking		2008	Indoor recreation room
138	2350 Finch Ave W Toronto	M9M2C7	D	9	39.0%	24.0%	0.1%	7.1%	6726	West	386	7	7	0	4	15	Surface Parking		2008	Indoor recreation room
144	2008 Pharmacy Ave Toronto	M1T3P7	D	9	37.6%	23.3%	0.4%	6.4%	7529	East	586	22	40	0	13	293	Surface Parking	DEL	1975	Indoor recreation room
153	2 Faywood Blvd Toronto	M3H5Z4	D	9	46.0%	14.8%	0.7%	4.9%	5102	West	424	6	10	0	3	40	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1989	
158	85 Gilder Dr Toronto	M1K 4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	6	22	Surface Parking	TCH	1980	Child play area
161	5 Wakunda Pl Toronto	M4A1A2	D (TCHC Suggestion)	11	41.0%	26.5%	0.4%	5.2%	10852	East	247	19	34	0	11	198	Surface Parking	TCH	1967	
169	14 Rayoak Dr Toronto	M3A2Y4	D	10	42.7%	23.7%	0.4%	5.2%	7061	East	233	16	34	0	8	63	Surface Parking	TCH	1962	
180	900 Queens Plate Dr Toronto	M9W6Z3	D	9	28.2%	51.6%	0.3%	4.0%	3795	West	369	1	2	0	16	204	Underground Garage , Garage accessible thru buildg	DEL	1994	Indoor recreation room , Outdoor rec facilities , Child play area
186	31 Gilder Dr Toronto	M1K4P8	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	18	190	Underground Garage , Garage accessible thru buildg , Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
187	365 Bay Mills Blvd Toronto	M1T2G5	D	10	46.2%	19.8%	0.4%	6.4%	4837	East	594	22	40	0	13	184	Underground Garage , Garage accessible thru buildg , Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
191	720 Trethewey Dr Toronto	M6M 5A5	D	11	36.4%	34.1%	0.8%	5.7%	7229	West	139	5	12	0	19	204	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1974	
195	3479 St Clair Ave E Toronto	M1K1L2	D	11	43.1%	13.5%	1.1%	5.6%	4150	East	535	20	35	0	8	94	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room , Outdoor rec facilities , Child play area
197	7 Glamorgan Ave Toronto	M1P2N1	D	8	39.2%	19.1%	0.4%	6.4%	5569	East	487	21	40	0	12	196	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Indoor recreation room
198	6 Glamorgan Ave Toronto	M1P2M7	D	8	39.2%	19.1%	0.4%	6.4%	5569	East	487	21	40	0	12	184	Underground Garage , Garage accessible thru buildg , Surface Parking		1971	Indoor recreation room
199	90 Parma Crt Toronto	M4A1A6	D (TCHC Suggestion)	11	41.0%	26.5%	0.4%	5.2%	10852	East	247	19	34	0	7	92	Surface Parking	TCH	1966	Indoor recreation room
207	1620 Lawrence Ave W Toronto	M6L1C1	D	10	39.6%	29.5%	0.8%	5.7%	3958	West	137	5	12	0	3	13	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1955	
208	3945 Lawrence Ave E Toronto	M1G1R9	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	3	20	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room
209	3941 Lawrence Ave E Toronto	M1G1R9	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	3	33	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room
216	2 Brahms Ave Toronto	M2H1H1	D	9	22.2%	38.3%	0.6%	5.3%	3971	East	475	17	24	0	12	164	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1971	Indoor recreation room

217	1315 Neilson Rd Toronto	M1B 5N2	D	8	36.7%	23.0%	0.3%	5.6%	6449	East	620	25	42	0	5	126	Surface Parking		1991	Indoor recreation room , Outdoor rec facilities , Child play area
218	1319 Neilson Rd Toronto	M1B5V9	D	8	36.7%	23.0%	0.3%	5.6%	6449	East	620	25	42	0	13	124	Surface Parking	TCH-COMMERTIAL	1993	Indoor recreation room , Outdoor rec facilities , Child play area
219	58 Waterton Rd Toronto	M9P2R1	D	7	26.8%	9.2%	0.3%	4.0%	2438	West	349	2	2	0	6	47	Surface Parking	DEL	1963	
224	2835 Lake Shore Blvd W Toronto	M8V3V8	D	11	33.4%	19.0%	1.6%	4.9%	3300	West	290	3	6	0	9	148	Surface Parking		1980	Indoor recreation room
237	49 Gilder Dr Toronto	M1K4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	6	22	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1970	
239	175 Cummer Ave Toronto	M2M2E9	D	9	44.2%	11.1%	0.6%	5.3%	2279	East	458	18	24	0	4	246	Surface Parking		1970	Indoor recreation room
240	65 Greenbrae Crct Toronto	M1H1R2	D	11	50.8%	24.2%	0.4%	6.2%	3581	East	512	24	38	0	13	128	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1970	Indoor recreation room
242	4455 Bathurst St Toronto	M3H5X7	D	10	42.5%	28.3%	0.7%	4.9%	2410	West	439	6	10	0	14	301	Surface Parking		1980	Indoor recreation room
245	4100 Lawrence Ave E Toronto	M1E2S1	D	9	35.5%	27.9%	0.3%	6.9%	3443	East	560	24	43	0	11	185	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1972	Indoor recreation room
254	9 Flemington Rd Toronto	M6A2N6	D	10	34.7%	11.9%	1.1%	7.2%	4664	West	179	8	15	0	4	30		TCH	1957	
255	87 Amaranth Crt Toronto	M6A2P1	D	10	34.7%	11.9%	1.1%	7.2%	4664	West	179	8	15	0	4	30	Surface Parking	TCH	1957	
256	75 Tandridge Cres Toronto	M9W 2N9	D	9	40.9%	22.1%	0.3%	4.0%	4396	West	365	1	2	0	10	221	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1967	
266	2067 Islington Ave Toronto	M9P2R8	D	7	30.3%	8.9%	0.3%	4.0%	2712	West	350	1	2	0	12	162	Underground Garage , Garage accessible thru buildg	TCH	1973	
268	750 Wilson Heights Blvd Toronto	M3H6B1	D	11	48.8%	7.4%	0.7%	4.9%	2858	West	428	6	10	0	4	79	Underground Garage , Garage accessible thru buildg , Surface Parking		1993	Indoor recreation room
273	1570 Jane St Toronto	M9N2R7	D	11	36.4%	34.1%	1.1%	5.3%	7229	West	139	5	11	0	6	76	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1967	
277	30 Denarda St Toronto	M6M5C3	D	10	28.7%	33.5%	1.1%	5.3%	4902	West	140	5	11	0	15	255	Underground Garage , Garage accessible thru buildg	DEL	1983	Indoor recreation room
278	20-50 Falstaff Ave Toronto	M6L2C7	D	10	39.6%	29.5%	0.8%	5.7%	3958	West	137	5	12	0	19	224	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1970	
279	51 Blossomfield Dr Toronto	M6A2P6	D	10	34.7%	11.9%	1.1%	7.2%	4664	West	179	8	15	0	4	30	Surface Parking	TCH	1957	
280	11 Flemington Rd Toronto	M6A2N6	D	10	34.7%	11.9%	1.1%	7.2%	4664	West	179	8	15	0	4	31	Surface Parking	TCH	1957	
282	65 Greencrest Crct Toronto	M1G3T9	D	11	45.8%	32.8%	0.3%	6.9%	5448	East	515	24	43	0	13	400	Surface Parking		1977	Indoor recreation room , Outdoor rec facilities
283	10 Glen Everest Rd Toronto	M1N1J4	D	11	37.4%	32.2%	0.9%	8.2%	2844	East	541	20	36	0	17	350	Surface Parking		1970	Indoor recreation room
287	110 Mornelle Crt Toronto	M1E4R1	D	10	33.1%	34.8%	0.3%	6.9%	6668	East	562	24	43	0	15	145	Underground Garage , Garage accessible thru buildg , Surface Parking	DEL	1971	Outdoor pool , Indoor recreation room , Outdoor rec facilities , Child play area
301	495 Wilson Ave Toronto	M3H 6B2	D	7	34.0%	21.7%	0.7%	4.9%	3694	West	423	6	10	0	5	132	Underground Garage , Garage accessible thru buildg , Surface Parking		1995	Indoor recreation room
302	7 Arleta Ave Toronto	M3L2E2	D	10	41.2%	23.1%	0.2%	3.7%	6923	West	400	7	9	0	4	201	Surface Parking	TCH	1972	
309	1025 Scarlett Rd Toronto	M9P3V3	D	7	26.8%	9.2%	0.3%	4.0%	2438	West	349	2	2	0	11	128	Underground Garage , Garage accessible thru buildg , Surface Parking		1994	Indoor recreation room , Outdoor rec facilities , Child play area
311	3680 Keele St Toronto	M3J1M2	D	11	39.9%	27.8%	0.6%	10.1%	5904	West	396	7	8	0	3	238	Surface Parking		1970	Indoor recreation room

314	47 Gilder Dr Toronto	M1K4P7	D	11	40.5%	17.9%	0.4%	6.8%	6453	East	523	21	37	0	6	66	Surface Parking		1970	Indoor recreation room , Outdoor rec facilities , Child play area
317	2739 Victoria Park Ave Toronto	M1T1A7	D (TCHC Suggestion)	9	37.6%	23.3%	0.4%	6.4%	7529	East	586	22	40	0	15	203	Underground Garage , Garage accessible thru buildg , Surface Parking	TCH	1971	Indoor recreation room
326	49 Scarlettwood Crt Toronto	M9P1T1	D	7	26.8%	9.2%	0.3%	4.0%	2438	West	349	2	2	0	3	14	Surface Parking	DEL	1971	

Appendix F – Tenant Engagement Feedback (Sep-Dec 2019)

1. Feedback received during tenant engagement at 15 Tobermory Drive

Date: September 26, 2019

Time: 5 pm to 6 pm

# of attendees: 5 residents by the end of the consultation. Started off with 3 residents. Golda Innis from TCHC and Daemon Retren from CultureLink were also present.

Questions asked during presentation

Do you own a bicycle? – 2 out of 3 did. Those who joined later were not asked this question as discussions were in full swing.

Are you satisfied with current bicycle parking – No.

Feedback from residents

Residents prefer the covered short-term location to the underground location. They suggested fencing one side of the covered short-term parking area for better weather protection.

They prefer stainless steel to painted racks as the former is less maintenance.

Residents do not like the underground location. They are afraid to go there and feel the bike is out of their sight. Underground is not a convenient location for them and there are a few accessibility issues seniors might run into while accessing the location. Though they warmed up to the idea when it was mentioned that the parking would have locks and security camera surveillance, they soon went back to preferring the outside location.

Residents suggested another location for parking which is just outside the Bike Hub, and also adjacent to the proposed covered short-term parking area (see pictures on next page). This area was measured to be 11.35 m in length. The area currently has landscaping which the residents didn't mind being removed. They want a covered bike parking in this location. Windows and balconies from units overlook this area. It is already surveilled by security cameras but additional lighting will be helpful.

Few residents also commented that a community consultation for installing bike racks is not required.

Location suggested by tenants

Figure 1. Area suggested by tenants for bike parking (shown as highlighted)

Length of the area: 11.35 m

# of bikes that can be accommodated: Approximately 18.

Location:

- Right outside the community bike hub.
- Same side as the building entrance.

Security: The location is surveilled by camera and is also overlooked by balconies and windows. Additional lighting facing the highlighted area will be helpful.

Suggested bike rack type: Inverted U-rack with shelter

Figure 2. Bike rack type suggested by tenants

2. Feedback received during tenant engagement at 35 Shoreham Drive

Date: October 31, 2019

Time: 6 pm to 7 pm

# of attendees: 21 residents, Bernard Laryea (Community Services Coordinator), Daemon Retren (CultureLink Bike Hub)

Questions asked during presentation

Do you own a bicycle? – 8 out of 21 did.

Are you satisfied with current bicycle parking – No.

Feedback from residents

Residents overwhelmingly do not like the location of the existing bicycle racks. One resident even reported having their bike stolen from that location. Therefore, they were not happy about the recommendation put forward to them which was to cover the existing bike racks with a roof. They were made aware that walls were not recommended along with roofs as CSU advised that it would attract loiterers.

One resident came forward later to say that a fenced structure with a lock at this location would be ideal.

The residents suggested three other locations –

1. Courtyard on the side of the building and behind the garbage collection area.

This is an unused courtyard. It is accessed only by a door from the building. There is no noticeable access to the outside. Residents think it is possible to create an entrance on the fence between the courtyard and the garbage collection area (on the left) so that cycle users can exit through the garbage collection area.

2. Elevator lobby on the main floor

Residents suggest building a bike storage facility in this space in the elevator lobby on the main floor.

3. Elevator lobby on the 11th floor

Though it is not as large as the space on the main floor, residents think it is possible to create a bike storage facility in this space in the elevator lobby on the 11th floor.

3. Feedback received during tenant engagement at 415 Driftwood Ave

Date: November 27, 2019

Time: 6 pm to 7 pm

# of attendees: 5 residents, Golda Innis (CECP Supervisor, TCHC), Bernard Laryea (Program Coordinator, TCHC), Daemon Retren (CultureLink Bike Hub)

Questions asked during presentation

Do you own a bicycle? – 2 out of 5 did.

Are you satisfied with current bicycle parking – No. They take their bicycles up to their units but they are fine with that arrangement.

Feedback from residents

Location is good but security is a problem.

Residents prefer locked structures like bike cages.

One of the residents who owned a bicycle said he might use the proposed bike rack during the day but would prefer taking his bicycle to his unit at night. He also said the recommendation is an improvement from the current parking situation.

4. Feedback received during tenant engagement at 10 Deauville Lane

Date: October 23, 2019

Time: 10 am to 11 am

# of attendees: 26 residents, Kathy Hoover (Community Services Coordinator) and two interpreters.

Questions asked during presentation

Do you own a bicycle? – 7 out of 26 did.

Are you satisfied with current bicycle parking – No.

Feedback from residents

The building currently has bike racks which were installed as part of City's pilot project but the residents only use it as a last resort. They currently park their bikes in the covered parking lot where no formal bike parking exists.

Recently, when there was construction in the covered parking lot, residents used the bike racks because there was no other option. One resident noted that even when she parks her bike at the racks during the day, she would take it up to her unit at night. According to the residents present at the meeting, their visitors don't use the current racks either.

At the meeting, the residents were made aware of the two locations (one outside the building (short-term covered) and one in the covered parking lot (long term)) recommended by TCAT.

Short-term covered location outside the building - Residents unanimously said they didn't want racks installed at this location. The neighbourhood is not safe and therefore they don't feel safe parking their bikes in an exposed location.

Long-term parking in the covered parking lot - Residents overwhelmingly approved the location recommended in the covered parking lot. When asked if they preferred bike racks to be in a bike cage as opposed to bike racks which were not in a cage, they voted for the former.

5. Feedback received during tenant engagement at 3825 Sheppard Ave E

Format: Show of hands at annual year end event

Date: December 17, 2019

Time: Evening

# of attendees: 125 residents, Kathy Hoover (Community Services Coordinator, TCHC)

Feedback from residents

Majority of the residents present at the event approved the overhead shelters proposed for this location.

Note: A tenant engagement meeting was scheduled at 3825 Sheppard Ave E on December 16, 2019 but as only one tenant showed up, it was decided that Kathy Hoover would conduct a vote at their annual year end event the following day. Jiya Benni (TCAT) wasn't present at this event.

6. Feedback received during tenant engagement at 275 Shuter St

Format: Lobby intercept

Date: December 10, 2019

Time: 10 am to noon

# of attendees: 14 tenants took part in the survey.

Questions asked during presentation

Do you own a bicycle? – 8 out of 14 did. One of them didn't have her own bike but her kids did.

Are you satisfied with current bicycle parking – 7 out of 8 were not satisfied.

Feedback from residents

Six tenants liked the location as it was easily accessible and close to the CSU office. One objected to it saying it's too exposed. A couple of residents reported to having their bikes stolen from that location.

Seven tenants liked the proposal but three said locks should be added.

One resident said the existing facility should be more secure with locks or maybe even an electric fence. Kids who need to access this facility should have their own fobs which have restricted access.

One resident commented that people in the neighbourhood might destroy the proposed roofs.

7. Feedback received during tenant engagement at 285 Shuter St

Format: Lobby intercept

Date: December 10, 2019

Time: 1 pm to 3 pm

# of attendees: 11 tenants took part in the survey.

Questions asked during lobby intercept

Do you own a bicycle? – 6 out of 11 did. One was planning to get a bicycle.

Are you satisfied with current bicycle parking? – 5 out of 6 were not satisfied.

Feedback from residents

Tenants liked both the locations but couple of them preferred the location in front of the building (uncovered short-term parking) as compared to the location behind the building (covered short-term parking).

A couple of residents thought the location in front of the building (uncovered short-term parking) is more secure than the one behind (covered short-term parking) as it's close to the entrance and is away from the park which is frequented by drug users.

A couple of residents didn't like either of these locations but one preferred the location in the front (uncovered short-term parking) to the one behind (covered short-term parking). The other resident commented that without locked structures, there is no value in providing bicycle parking. His bike was stolen previously; he keeps his new bike in his apartment and won't be using any bicycle racks unless it is a locked facility.

When asked if they preferred the inverted U-rack or the post and ring, they said they prefer the former.

One resident commented that her guests who come by bicycle will benefit from the new bike parking.

8. Feedback received during tenant engagement at 295 Shuter St

Format: Lobby intercept

Date: December 10, 2019

Time: 3 pm to 4 pm

# of attendees: 9 tenants took part in the survey.

Questions asked during lobby intercept

Do you own a bicycle? – None of the intercepted tenants owned a bicycle.

Are you satisfied with current bicycle parking? – They didn't answer this question because of the above reason.

Feedback from residents

Three tenants liked this location and two thought the recommendation was good.

9. Feedback received during tenant engagement at 444 Lumsden Ave

Format: Lobby intercept

Date: December 16, 2019

Time: 6:30 pm to 8:00 pm (during food bank program)

# of attendees: 16 tenants took part in the survey.

Questions asked during presentation

Do you own a bicycle? – 9 out of 16 did.

Are you satisfied with current bicycle parking – No one was satisfied.

Feedback from residents

Long-term bicycle parking (with fobs and cameras)- 14 tenants liked this option. One resident was hesitant of mixing car and bicycle traffic together. He also mentioned that the underground parking garage wasn't safe from theft.

Covered short-term bicycle parking (with cameras) - Four tenants liked this option while four didn't. Those who liked it thought it was a good idea to have a bicycle rack for visitors or day-time use. They also thought this option was good for kids. The ones who didn't like this location thought bicycles parked at this location wouldn't be safe from theft. For this location, tenants preferred the inverted U-rack as opposed to the post and ring.

Uncovered short-term bicycle parking (with cameras) - Two tenants like the uncovered short-term parking option while three didn't. One tenant who liked it thought this type of parking was handier than the underground bicycle cage. The ones who didn't like this location thought bicycles parked at this location wouldn't be safe from theft. For this location, tenants preferred both the inverted U-rack or the post and ring.

A few tenants were of the opinion that it's good to have both short-term and long-term parking on site as they can use both depending on their needs.

10. Feedback received during tenant engagement at 10 Gordonridge Place

Format: Lobby intercept during Christmas event

Date: December 21, 2019

Time: 5 pm to 8 pm

# of attendees: 8 tenants took part in the survey.

Feedback from residents

Location - Residents approved of the location.

Recommended style – Residents approved of the recommended style i.e inverted U-racks.

One resident commented that the provided location is not enough, and that more racks at more locations have to be installed. He also mentioned that there are storage rooms with bicycle racks inside the building that are not used. He wanted residents to have access to those rooms.

Most residents liked the idea and are looking forward to seeing bicycle racks installed.

11. Feedback received during tenant engagement at 30 Gordonridge Place

Format: Lobby intercept during Christmas event

Date: December 21, 2019

Time: 5 pm to 8 pm

# of attendees: 6 tenants took part in the survey.

Feedback from residents

Location - Residents favoured the covered short-term bicycle parking location to the uncovered short-term bicycle parking location, due to its proximity to the building entrance and it being covered. One resident liked the uncovered short-term bicycle parking location.

Recommended style – Residents approved of the recommended style i.e. inverted U racks.

12. Feedback received during tenant engagement at 40 Gordonridge Place

Format: Lobby intercept during Christmas event

Date: December 21, 2019

Time: 5 pm to 8 pm

# of attendees: 16 tenants took part in the survey.

Feedback from residents

Location - 13 residents liked the covered short-term bicycle parking location while only 3 residents like the uncovered short-term bicycle parking location.

Recommended style - All but one resident liked the recommended style of bicycle rack. The one resident that didn't like it believed inverted U-racks wasn't space-efficient.

Most residents liked the idea and are looking forward to seeing the bicycle racks installed.

One resident commented that he would take his bicycle out more if the building had bicycle parking.

One resident commented that she would like a place to park her adult tricycle so that she could free up space in her small one-bedroom apartment.

One resident mentioned her bicycle had been stolen two times from outside 40 Gordonridge Place.

TCHC/City of Toronto Bicycle Parking Program
USER RESEARCH 2019

(The purpose of this survey is to conduct user research of the bike parking installed at TCHC buildings by the City in 2017/2018 as a pilot project)

Address: 3825 Sheppard Ave E

Time: 3 pm to 5 pm, September 10, 2019

BIKE COUNTS

South side
Number of bikes parked at the beginning of the survey: 20 (3 abandoned)
Number of bikes parked at the end of the survey: 20 (1 bike was parked and removed in these 2 hours)

North side
Number of bikes parked at the beginning of the survey: 15 (4 abandoned)
Number of bikes parked at the end of the survey: 15

Remarks

One bike owner refused to take part in the survey. He wasn't comfortable talking in English. He also parked his bike onto the fence.

INTERCEPT SURVEY (intercept users after they park their bikes)

1. User demographics

#	Sex			Age						Do you live in this building?		Does your household own a car?		
	M	F	O	0-15	16-24	25-44	45-64	65-74	75+	Y	N	Y	N	If Y, do you have access to it (either as a driver or passenger)?
1.	X					X					X			
2														
3														
4														
5														

2. Usage of racks

#	Do you always use this rack?			Do you use this rack all year round?				Where did you park your bike before these racks were installed?
	Y	N	If N, where else do you park your bike?	Y	N	If N, why?	If N, where else do you park your bike?	
1.	X				X	Does not bike when it snows		fence
2.								
3.								
4.								
5.								

3. Location characteristics

#	Is it easy to find spots at this location?			Is this area well-lit at night?			Do you feel your bike is safe from vandalism at this location?			Do you feel your bike is safe from weather damage at this location?			Do you feel your bike is safe from theft at this location?		
	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat
1.		X				Don't know		X		X				X	
2.															
3.															
4.															
5.															

4. Rack characteristics

#	Are the racks sturdy?			Does the spacing between bike racks allow for sufficient room to lock your bike?			Can you lock your bikes securely?		
	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat
1.		X			X				X
2.									
3.									
4.									
5.									

5. Overall impression

#	What is your overall impression of the bike parking?					How can the bike parking be improved?
	Excellent	Very Good	Good	Fair	Poor	
1.			X			More racks
2.						
3.						
4.						
5.						

TCHC/City of Toronto Bicycle Parking Program
USER RESEARCH 2019

(The purpose of this survey is to conduct user research of the bike parking installed at TCHC buildings by the City in 2017/2018 as a pilot project)

Address: 710 – 720 Trethewey Drive

Time: 3 pm to 5 pm, September 24, 2019

BIKE COUNTS

710 Trethewey Drive
Number of bikes parked at the beginning of the survey: (bike rack had been removed due to construction)
Number of bikes parked at the end of the survey:

720 Trethewey Drive
Number of bikes parked at the beginning of the survey: 0
Number of bikes parked at the end of the survey: 2

Remarks

One bike owner refused to take part in the survey. He wasn't comfortable talking in English.

INTERCEPT SURVEY (intercept users after they park their bikes)

1. User demographics

#	Sex			Age						Do you live in this building?		Does your household own a car?		
	M	F	O	0-15	16-24	25-44	45-64	65-74	75+	Y	N	Y	N	If Y, are you able to drive it?
1.	X			X						X, 710		X		No
2														
3														
4														
5														

2. Usage of racks

#	Do you always use this rack?			Do you use this rack all year round?				Where did you park your bike before these racks were installed?
	Y	N	If N, where else do you park your bike?	Y	N	If N, why?	If N, where else do you park your bike?	
1.	X				X	Doesn't guarantee weather protection all year round	Take it to my unit	Unit
2.								
3.								
4.								
5.								

3. Location characteristics

#	Is it easy to find spots at this location?			Is this area well-lit at night?			Do you feel your bike is safe from vandalism at this location?			Do you feel your bike is safe from weather damage at this location?			Do you feel your bike is safe from theft at this location?		
	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat
1.	X					X			X, because of my lock		X				X, because of my lock
2.															
3.															
4.															
5.															

4. Rack characteristics

#	Are the racks sturdy?			Does the spacing between bike racks allow for sufficient room to lock your bike?			Can you lock your bikes securely?		
	Y	N	Somewhat	Y	N	Somewhat	Y	N	Somewhat
1.		X		X			X		
2.									
3.									
4.									
5.									

5. Overall impression

#	What is your overall impression of the bike parking?					How can the bike parking be improved?
	Excellent	**Very Good**	**Good**	**Fair**	**Poor**	
1.		X				Need more lighting near the entrance. Cannot see my bike from the balcony on top at night.
2.						
3.						
4.						
5.						