

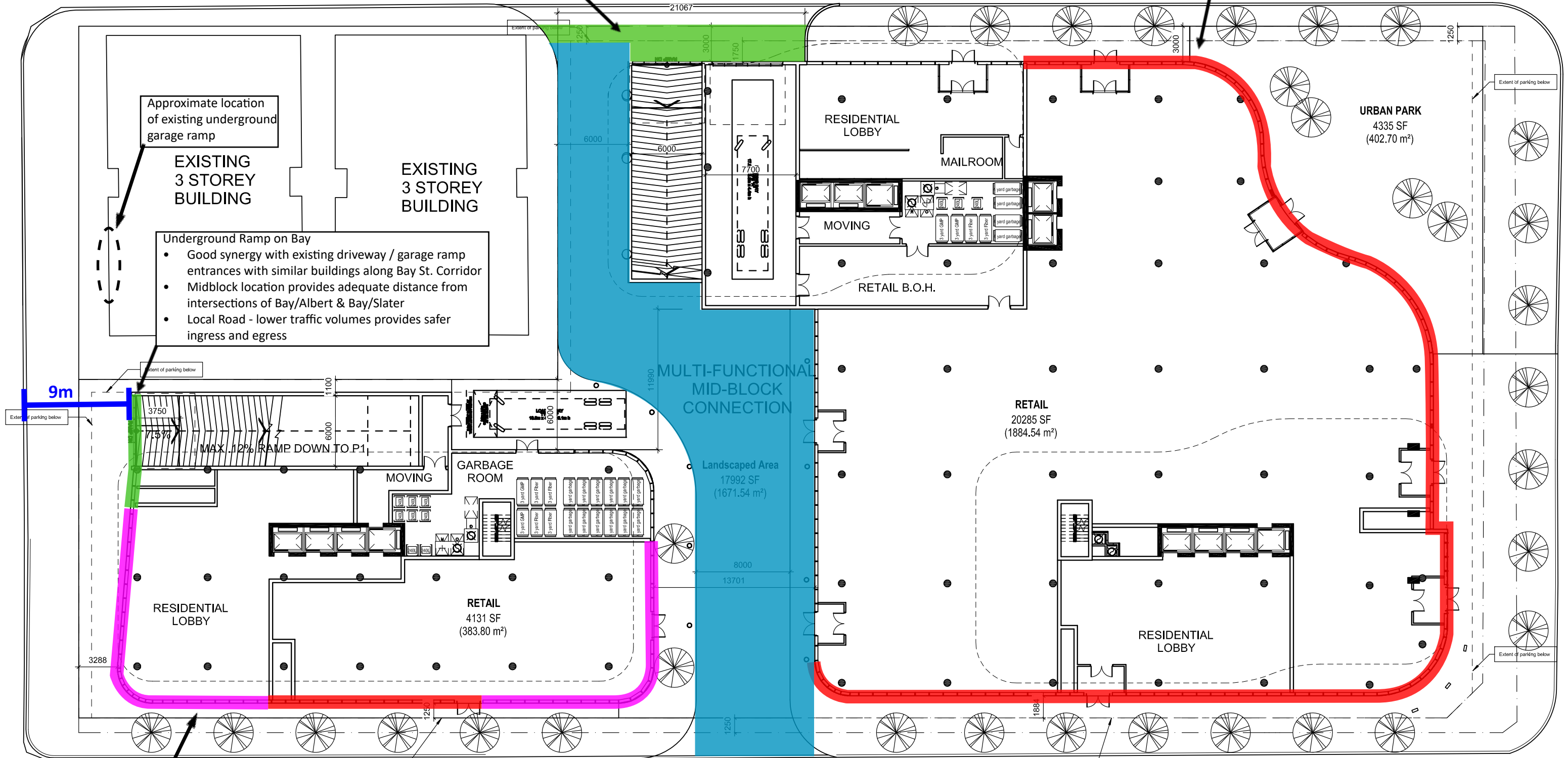
# Underground Parking Ramp Location Analysis

**Underground Ramp on Albert**

- Service area conducive to vehicular movements, however potential conflict with multi-driveway movements
- Extremely wide driveway cut in right of way - inconsistent with comments received by traffic department
- Results in less linear mid block connection

**Underground Ramp along Park, Albert, Lyon, Slater**

- Ramp conflict with elevator core
- Active retail frontage. Ramp would cut into usable retail floor plate
- Prominent streetfrontage would be visually hindered
- Too close to urban park
- Pedestrian movement conflicts along busy arterial roads to and from business district & Lyon LRT Station



Approximate location of existing underground garage ramp

**EXISTING 3 STOREY BUILDING**

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**Underground Ramp on Bay**

- Good synergy with existing driveway / garage ramp entrances with similar buildings along Bay St. Corridor
- Midblock location provides adequate distance from intersections of Bay/Albert & Bay/Slater
- Local Road - lower traffic volumes provides safer ingress and egress

9m

MAX .12% RAMP DOWN TO P1

**MULTI-FUNCTIONAL MID-BLOCK CONNECTION**

Landscaped Area  
17992 SF (1671.54 m<sup>2</sup>)

**RETAIL**  
20285 SF (1884.54 m<sup>2</sup>)

**RETAIL**  
4131 SF (383.80 m<sup>2</sup>)

**URBAN PARK**  
4335 SF (402.70 m<sup>2</sup>)

**Underground Ramp on Slater**

- Too close to building corners
- Ramp conflict with elevator core
- Obstructing views and creating intersection conflicts
- Restricts and potentially cuts into active retail frontage opportunities

**Underground Ramp within Mid Block Connection**

- Ramp would draw an excess amount of vehicles into pedestrian prominent zone
- Ramp in this location would create an inefficient parking lot layout design

**SLATER STREET**

**ALBERT STREET**