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BURNSIDE
[THE DIFFERENCE IS OUR PEOPLE]

February 8, 2023

Via: Email

John Andreevski
Acting Director, Community Planning
Ground Floor, North York Civic Centre
5100 Yonge Street
Toronto ON M2N 5V7

Dear John:

Re: Response to Transportation Comments
48 Grenoble Drive
City File: 22 127125 NNY 16 OZ/ 22 137124 NNY 16 SA
Project No.: 300054545.0000

R.J. Burnside & Associates Limited (Burnside) has reviewed the City of Toronto's (the City) transportation related comments within the Engineering & Construction Services Memorandum, dated May 25, 2022, and City Planning Division North York District letter, dated September 2, 2022.

Due to these and other comments provided by the City, the proposed site plan has been updated and is shown in Attachment 1. The updated site plan is discussed below followed by the transportation-related comments, which have been repeated below in italics, with our responses following each set of comments.

1.0 The Updated Development

Table 1 summarizes the differences between the current site plan and the submitted site plan.

Table 1: Site Plan Comparison

Land Use & Statistics	Transportation Study	Current Site Plan	Differences
Site			
Apartments	993 units	966 units	-27 units
Retail	-	208 m^2 (2,239 ft^2)	+208 m^2 (+2,239 ft^2)
Vehicle Parking			
Residents	471 spaces (0.47 spaces/ unit)	189 spaces (0.20 spaces/ unit)	-282 spaces
Visitors	51 spaces (0.05 spaces/ unit)	11 spaces (0.011 spaces/ unit)	-40 spaces
Total	**522 spaces (0.52 spaces/ unit)**	**200 spaces (0.21 spaces / unit)**	**-322 spaces**

Land Use & Statistics	Transportation Study	Current Site Plan	Differences
Bicycle Parking			
Long Term	894 spaces (0.90 spaces / unit)	918 spaces (0.90 spaces / unit)	+24 spaces
Short Term	200 spaces (0.20 spaces / unit)	194 spaces (0.20 spaces / unit)	-6 spaces

Compared to the site plan assumed in Burnside's Transportation Study, dated March 2022 (the TIS), the updated site plan proposes 27 less units and a new 208 m^2 retail area. The proposed retail space is expected to predominantly draw customers from the proposed development and the local neighbourhood. Most customers are expected to arrive by foot or bicycle, rather than by car. Therefore, trips for the retail space are assumed to be entirely non-vehicular. Based on the trip generation methodology in the TIS, the proposed development will have 10 less trips during the AM peak hour and 7 less trips during the PM peak hour in comparison to the site trip projections from the TIS. In addition, the resident parking supply has been reduced significantly from 0.47 spaces/ unit to 0.20 spaces/ unit. As a result, it is our opinion the recommendations in the TIS will remain the same and that an updated study is not required.

Due to the changes in the site plan, an updated parking review is provided below.

1.1 Bicycle Parking

The updated bicycle parking requirements for short-term and long-term spaces are summarized in Table 2, based on Bicycle Zone 1. Applicable excerpts from Zoning By-Law 569-2013 (ZBL) are provided in Attachment 2.

Table 2: ZBL Bicycle Parking Requirements

Proposed Use	ZBL Use	Type	Parking Rate	Required Spaces [1]	Provided Spaces	Surplus / Deficit
High-Rise Residential (993 units)	Apartment Building	Short-Term	0.20 space per unit	194	194	0
		Long-Term	0.90 space per unit	870	918	+48

Note: 1. The number of spaces was rounded up to the nearest whole number as per the ZBL.
2. Uses where the interior floor area is less than 2,000 m^2, no bicycle parking space is required.

The proposed number of long-term bicycle spaces will exceed the minimum requirements. The proposed number of short-term bicycle spaces will meet the minimum requirements.

In addition, enhanced bicycle parking facilities are proposed such as a bike ramp and dedicated bike elevators providing direct access to the P1 bike parking rooms, bike repair stations and wash stations for both short term and long-term spaces.

1.2 Vehicle Parking

A total of 200 parking spaces are proposed within a 2-level underground garage, with 189 spaces for residents and 11 spaces for visitors. Two parking spaces are also provided on the ground floor, which will be designated for pick-up/ drop-off only. Based on the site being located in "all other areas of the City", the minimum visitor parking requirement for apartment building is

2 spaces plus 0.05 spaces per unit. This results in a minimum visitor parking requirement of 50 spaces, which is higher than the proposed visitor parking supply.

In Table 13 of the TIS, a comparison was provided between the subject development area and the Yonge-Eglinton Secondary Plan area because, in our opinion, the future Don Mills Secondary Plan area will have similar characteristics such as surrounding land uses, higher densities, higher-order transit, increased walkability and cyclist accommodation. Therefore, it is our further opinion that the visitor parking supply should be based on "Parking Zone A", which has a minimum visitor parking requirement of 2 spaces plus 0.01 spaces per unit. This results in a minimum visitor parking requirement of 11 spaces, which will be met by the proposed visitor parking supply.

The maximum parking requirements, according to the ZBL, are summarized for the proposed development in Table 3. Applicable excerpts from the ZBL are provided in Attachment 2.

Table 3: ZBL Maximum Vehicle Parking Limits

Proposed Use	ZBL Use	Size (units)	Parking Spaces			
			Maximum Rate	Maximum Permitted [1]	Supply	Under (-) / Over (+)
One Bedroom and One Bedroom + Den	One Bedroom	583	0.9	524		
Two Bedroom	Two Bedroom	269	1.0	269		
Three Bedroom	Three or more Bedrooms	96	1.2	115		
Residential		**966**	**0.94**	**908**	**150**	**-758**
Visitor			0.10 [2]	97		
Retail	Retail Store	208 m^2	6 / 100 m^2	12		
Total Visitor + Retail				**109**	**50**	**-59**
Total				**1,017**	**200**	**-817**

Note: 1. The number of spaces was rounded down to the nearest whole number as per the ZBL.
2. Rate of 1 space per unit for the first five units plus 0.1 spaces per unit for the sixth and subsequent units

The proposed supply of 189 resident and 11 visitor parking spaces will not exceed the ZBL's maximum parking requirements. However, despite compliance with City By-laws, City staff requested that justification for the proposed resident parking supply be provided.

1.2.1 Resident Parking

As mentioned in the TIS, a review was conducted of other developments with similar surrounding land uses and transit access based on submitted applications. In the review, examples from the Yonge-Eglinton Secondary Plan area were included because, as mentioned above, the future Don Mills Secondary Plan area will have similar characteristics.

These other developments with similar surrounding land use and transit access based on approved applications are summarized in Table 4, with the addition of the information requested in Comment 11) of Section D.

Table 4: Parking Rates Comparison

Site	Surrounding Land Use	Available Transit	Site Statistics	Proposed Resident Rate (spaces / unit)	Status / Source
Subject Site: 48 Grenoble	Residential + Retail + Office	TTC Buses + LRT + Subway within 250 m	Residential 1 bedroom – 583 units 2 bedroom – 269 units 3 bedroom – 96 units **Total – 966 units** Non-Residential 208 m^2 retail	0.20	-
39-41 Roehampton	Residential	TTC Buses + LRT + Subway within 250 m	Residential 1 bedroom – 130 units 2 bedroom – 261 units 3 bedroom – 49 units **Total – 440 units**	0.20	By-law 1481-2019 (LPAT)
85-91 Broadway and 198 Redpath	Residential	TTC Buses + LRT + Subway within 700 m	Residential 1 bedroom – 210 units 2 bedroom – 140 units **Total – 350 units**	0.18	By-law 1345-2018 (LPAT)

It is our opinion that these proxy sites clearly show a pattern of reduced parking requirements for similar developments with close proximity to transit. Therefore, it is our further opinion that the resident parking supply of 0.20 spaces/ unit will meet or exceed future parking demand.

1.2.2 Accessible Parking

The ZBL requires a minimum of 5 accessible parking space plus 1 parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces, based on a parking supply of more than 100 spaces. Therefore, 7 accessible parking spaces are required for the development. It is proposed to provide 8 accessible parking spaces, which will exceed the requirements.

1.3 Loading Review

According to the ZBL, an apartment building with 400 or more dwelling units requires one Type G and one Type C loading spaces. One Type G and one Type C loading spaces are proposed, which meets the ZBL requirements. The applicable excerpts from the ZBL are provided in Attachment 2.

1.4 Access Analysis

An access analysis was conducted for the ground level and 2-level underground garage for a PTAC or passenger car design vehicle utilizing AutoTURN. All levels and ramps will be able to accommodate the design vehicle, as shown in Attachment 3. An access analysis for the proposed refuse pickup / loading spaces was conducted for City refuse trucks using AutoTURN and is also shown in Attachment 3. The analysis confirms that the proposed geometrics will

accommodate the refuse trucks, which represents the largest design vehicles that will visit the site.

2.0 Response to City's Comments

The City's comments have been repeated below in italics with our responses following. Where there is no numbering system, we have numbered the comments for ease of reference.

2.1 Engineering & Construction Services Memo (pages 2-4, 16, 18, 20-26)

PART I – OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATION

A. <u>REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT</u>

1. Site Plan, Sheet Number A012, Issued for ZBA/SPA Revision 1 dated March 18, 2021, prepared by Diamond Schmitt Architects;

1.1. Transportation Services

1.1.1. Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D.

As noted above, the updated site traffic volumes are projected to be less than what was assumed in the TIS. It is our opinion the recommendations in the TIS will remain the same and that an updated study is not required. This response letter addresses the City's transportation-related comments.

1.1.2. Please provide parking spaces in accordance with the rates specified in Condition No. B1, or alternatively submit acceptable documentation which justifies a reduced parking supply that is appropriate for the area and site context.

Please see the updated vehicular parking analysis in Section 1.2 above, which confirms the proposed supply will meet the ZBL requirements.

1.1.3. Demonstrate compliance with the loading space supply requirements of the governing By-law, or alternatively submit acceptable documentation which justifies a reduced loading supply that is appropriate for the area and site context.

Please see the updated loading space analysis in Section 1.3 above, which confirms the proposed supply will meet the ZBL requirements.

1.1.4. Revise the site plans and landscape plans to show the provision of minimum 2.1m wide linear paths of concrete public sidewalks along all development site frontages, which:

1.1.4.1. Must be clear of any encumbrances such as utility poles, fire hydrants, bike rings, street furniture, specialized paving areas, landscaping, etc.;

1.1.4.2. Must be entirely within the public right-of-way;

1.1.4.3. Must be continuous through the driveway;
1.1.4.4. Must be offset 0.3m from the property line; and,
1.1.4.5. Must be aligned with the existing adjacent sidewalks and maintain a linear course.

The updated site plan complies with these requirements.

1.1.5. Include a notation on the site plans and landscape plans stating, "The new reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality".

The notation is shown on the updated site plan.

1.1.6. Provide an internalized on-site pick-up/drop-off for West Tower and East Tower. A turning loop design must be provided on-site in front of the lobby to ensure this activity does not occur within the public right-of-way.

Two pick-up and drop-off spaces are proposed with a turnaround space. Updated vehicle maneuvering diagrams are provided in Attachment 3 for these spaces. Please see the updated site plan.

1.1.7. Please provide tactile walking surface indicators (TWSI) at the southeast corner of the site (northwest corner of the Deauville Lane and Grenoble Drive intersection).

Tactile walking surface indicators will be provided.

1.1.8. Provide accessible parking spaces in accordance with By-law 569-2013.

Please see the updated accessible parking analysis in Section 1.2.2 above, which confirms the proposed supply will meet the ZBL requirements.

1.1.9. Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 3.0, as further discussed in Section D.

Please see response to Comment 13) below in Section D.

1.1.10. Remove all parking that is on the slope and curve of the parking ramp.

The parking spaces that are proposed in the noted area are along an aisle that has a slope of 5%, which provides access to the P2 level. The City's ramp guidelines allow a maximum sloped floor of 5% for access to parking areas.

1.1.11. Please label the dimension of all parking spaces. Clearly identify the distance of the parking spaces from walls and obstructions. The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be

increased by 0.3m for each side of the parking space that is obstructed more than 1.0m from the front or back of a parking space.

The updated site plan shows the dimension of a typical regular and accessible parking space, which meets the ZBL's minimum dimensions. The width of parking spaces with obstructions have been widened by at least 0.3 m or more.

1.2. Solid Waste Services

1.2.6. Revised drawings must indicate and annotate a collection vehicle movement diagram that has a length of 12 metres and a width of 2.4 metres with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a forward motion with no more than a three-point turn.

Updated collection vehicle movement diagrams are provided in Attachment 3, which satisfies the requirements noted.

B. (PRELIMINARY) OFFICIAL PLAN / ZONING BY-LAW AMENDMENT CONDITIONS

1. Provide parking spaces in accordance with the following minimum requirements;

Residential Condominium Use

- *Bachelor Units – 0.8 spaces per unit;*
- *One Bedroom – 0.9 spaces per unit;*
- *Two Bedroom – 1.0 spaces per unit;*
- *Three Bedrooms or More – 1.2 space per unit;*
- *Visitor Spaces – 0.2 spaces per unit.*

Please see the updated vehicular parking analysis in Section 1.2 above, which confirms the proposed supply will meet the current ZBL requirements. The recent update of the ZBL does not require resident parking and has reduced visitor parking requirements, which the proposal complies with.

2. Provide a minimum of three Type G loading spaces and two Type C loading spaces;

The proposed development is for a single building with two towers. Please see the updated loading space analysis in Section 3.0 above, which confirms the proposed loading will meet the ZBL requirements.

4. Provide accessible parking in accordance with the following minimum requirements:

- Five accessible spaces plus one space for every 50 parking spaces in excess of 100 parking spaces are required to be dedicated as accessible spaces.

Please see the updated accessible parking analysis in Section 2.1 above, which confirms the proposed accessible parking supply will exceed the current ZBL requirements.

C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS

6. Provide parking spaces in accordance with the following minimum requirements:

6.1. Label on the site plan that the proposed driveway access to be constructed as per City of Toronto specification T-350.01;

The noted specification is shown on the updated site plan.

6.2. All dead-end aisle parking spaces must have sufficient turnaround area to enter/exit the parking space.

All dead-end aisle parking spaces are provided sufficient turnaround area. Please see the updated vehicle maneuvering diagrams in Attachment 3.

6.3. Please provide a loading management plan and warning system to caution drivers about truck manoeuvering ahead;

A loading management plan (i.e., vehicle maneuvering analysis) was provided in Appendix H of the TIS. In addition, a warning system in the form of a flashing beacon will be in place for drivers exiting the underground parking garage.

6.4. The underground parking ramp design must satisfy all the following criteria:

- *The maximum slope of a covered or heated ramp shall be 15 percent;*
- *The maximum slope of an outdoor unheated ramp shall be 10 percent;*
- *The minimum width of a clear straight one-way driveway shall be 3.65m;*
- *The minimum width of a clear straight two-way driveway shall be 3.0m per lane;*
- *The maximum sloped floor for direct access to parking areas shall be 5 percent;*
- *The minimum centreline radius for two-way driveways, including curved parking ramps, shall be 7.5m;*
- *For curved ramp sections, a width of 4.0m shall be provided for a lane on the inside of the curve and a width of 3.5m shall be provided for a lane on the outside of the curve; and,*
- *For ramp slope changes of 7.5 percent or greater, a transition area with a minimum length of 3.65m (measured parallel to the direction of travel on the ramp) must be provided. The slope of the transition area shall be half the sum of the first slope of the ramp or driveway and the second slope of the ramp or driveway;*

The proposed parking ramps satisfy this criteria. Please see the updated site plan.

7. Facilities to Provide Access To and From the Land

7.1. Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that is no longer required and reinstate the curb, gutter, and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Executive Director, Engineering and Construction Services.

Acknowledged.

8. *Off-street Vehicle Loading, Parking Lots and Driveways*
   8.1. Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Executive Director, Engineering and Construction Services; and

Acknowledged.

   8.2. The owner must install and maintain appropriate signage and pavement markings onsite directing such as but not limited to: vehicle stopping and circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director, Engineering and Construction Services.

Acknowledged.

D. BACKGROUND

TRAFFIC ASSESSMENT

1) Study Horizon

A standard five-year planning horizon (2028) was selected by the consultant for future traffic analyses. Given the scope and size of the development proposal, additional information is required to justify the selected horizon year. Also, further details are required with respect to the phasing of the development. If the development will consist of multiple phases, the multiple horizon years must be analyzed in the TIS.

The proposed development will be built in one phase and construction was expected to be completed by 2023 for the analysis. It is likely that construction will not begin until 2024 with completion 1-2 years after that. However, the chosen horizon year for this particular analysis is meaningless since there is no projected growth and background traffic volumes will not change.

2) Background Developments

In addition to the sites identified in Section 3.5 of the study, traffic volumes associated with the following background developments must also be included in the Future Background Traffic Analysis:

- *770 - 805 Don Mills Road;*
- *844 Don Mills Road; and*
- *80 Overlea Boulevard.*

The traffic studies from the above noted background developments were previously reviewed before the TIS was submitted and it was found that site traffic from these developments would not impact study intersections. Therefore, they were not included under background traffic conditions.

3) Corridor Growth

The report indicates that a review of historical counts from the City found that traffic volumes have been decreasing between 2001 to 2018. As such, no growth rate was applied to the traffic counts. A review of historical counts from the City is provided in Table 1.

Table 1 – Historical Traffic Counts

Peak Hour	Intersection	Date	Total Traffic Volume
AM	Deauville Lane/St Dennis Dr	December 12, 2018	1394
		July 22, 2014	1034
		November 2, 2009	1116
	Deauville Lane/Grenoble Dr	December 12, 2018	848
		August 4, 2005	402
	Gateway Blvd/Grenoble Dr	November 23, 2009	1294
		December 21, 2005	1148
		November 20, 2003	1838
PM	Deauville Lane/St Dennis Dr	December 12, 2018	1448
		July 22, 2014	1254
		November 2, 2009	1391
	Deauville Lane/Grenoble Dr	December 12, 2018	742
		August 4, 2005	474
	Gateway Blvd/Grenoble Dr	November 23, 2009	1172
		December 21, 2005	1217
		November 20, 2003	956

A review of historical counts (provided in Table 1) illustrates that traffic volumes have been increasing. As a result, the consultant must submit acceptable documentation which confirms the proposed no growth rate used in the study is appropriate. In the absence of this documentation, the study must be revised to use appropriate growth rate for the study area.

The City counts on the dates noted in the table above were reviewed before the submission of the TIS. In addition, the total traffic volumes shown in the above table do not match the respective City counts and do not appear to be peak hour volumes. We summarized the total traffic volumes from the City counts for the weekday AM and PM peak hours in Table 5, below, along with a comparison to the volumes shown in the table above.

Table 5: Historical Traffic Count Summary

Weekday Peak Hour	Intersection	Date	Total Traffic Volumes		
			City	Burnside	Difference
AM	Deauville Lane/ St. Dennis Drive	December 12, 2018	1394	1099	-295
		July 22, 2014	1034	878	-156
		November 2, 2009	1116	970	-146
	Deauville Lane / Grenoble Drive	December 12, 2018	848	731	-117
		August 4, 2005	402	308	-94
	Gateway Boulevard/ Grenoble Drive	November 23, 2009	1294	796	-498
		December 21, 2005	1148	813	-335
		November 20, 2003	1838	1054	-784

Weekday Peak Hour	Intersection	Date	Total Traffic Volumes		
			City	Burnside	Difference
PM	Deauville Lane/ St. Dennis Drive	December 12, 2018	1448	1355	-93
		July 22, 2014	1254	1147	-107
		November 2, 2009	1391	1287	-104
	Deauville Lane / Grenoble Drive	December 12, 2018	742	706	-36
		August 4, 2005	474	378	-96
	Gateway Boulevard/ Grenoble Drive	November 23, 2009	1172	802	-370
		December 21, 2005	1217	970	-247
		November 20, 2003	956	761	-195

The screenlines from the historical counts were reviewed between 2000 and 2018 and found minimal to no growth, and in most cases in the AM peak hour and half the cases in the PM peak hour, there was negative growth, for study roadways. Our growth review is provided in Attachment 4.

4) Trip Generation

The consultant uses this person trip rate and reduces the auto trip rate by applying 2016 Transportation Tomorrow Survey data. This is not considered appropriate as it is not a direct comparison and we consider that the trip generation for the site is being underestimated.

It is recommended that the residential trip generation should be further verified by proxy site surveys (which have similar operating characteristics as the proposed development) or other methods (e.g., ITE Trip Generation Manual) should be used.

The proposed site trip generation was not reduced by the 2016 Transportation Tomorrow Survey (TTS) data. As noted in the TIS, site trips were based on weekday AM and PM peak hour trips per resident from the Don Mills Crossing Study. Total projected residents for the development were based on the City's Housing Occupancy Trends for apartment developments, which had an average of 1.67 residents/ household. The modal split from the Don Mills Crossing Study was used to determine the site trips generated for each mode.

5) Signalized Intersection The Analysis Summary Table

In addition to the level-or-service, 95th percentile queues, and v/c ratio information provided in the study, separate tables must also be provided which summarize delay information and 50th percentile queues for all intersections and each movement.

It is industry practice to report only the 95th percentile queues and not the 50th percentile queues, since the 95th percentile queues are more conservative and closer to actual observed queues in the field. The 50th percentile queues are shorter than the 95th percentile queue and are typically not useful. However, as requested, traffic operations, including delay information and 50th percentile queues, for all movements at all intersections are shown in Attachment 5.

6) Queueing Assessment

Mitigation measure must be considered in cases where projected queues extend into adjacent intersections or beyond available storage (e.g., Westbound left-turn at the intersection of Deauville Lane and St. Dennis Drive) as a result of the addition of site traffic to the road network.

In addition, available storage area for all applicable movements must also be provided in the tables. This information must not include any applicable tapers areas. As such, please use the correct data and revise the analysis accordingly.

As shown in Table 7 and Table 8 of the TIS, as well as in Attachment 5, all existing and projected queues are and will be contained within their respective storage and link distances, except for the westbound left turn queue at the intersection of Deauville Lane/ St. Dennis Drive. This queue is currently exceeding and will continue to exceed its storage length, regardless of site traffic. Therefore, the City should monitor this movement for possible mitigation measures. Existing storage lengths and link distances have been reported based on what is available in the field.

7) Digital Synchro File

In order to fully assess the traffic impacts, digital Synchro and SimTraffic files must be provided. Additional comments pertaining to the Synchro/SimTraffic analysis may be provided upon further review.

The digital Synchro files have been provided with this submission.

8) Multi-modal Analysis and Transportation Demand Management

Please contact Transportation Planning unit of the City's Planning Division to confirm the exact requirements.

Please response to comment 13 below.

ROADWAYS

9) Transportation Services has been advised by the Land and Property Survey Unit of Engineering and Construction Services Division that conveyances for road widening purposes are not required at this location in accordance with the City of Toronto Official Plan.

Acknowledged.

DRIVEWAY ACCESS / SITE CIRCULATION

10) Access to the site is proposed via one full-movement driveway on Deauville Lane. The existing two accesses on Grenoble Drive will be removed. The location of the proposed driveway should be adequately spaced from the adjacent driveway.

A dedicated on-site pick-up/drop-off for West and East Towers must be provided. A turning loop design must be provided on-site in front of the lobby to ensure this activity does not occur within the public right-of-way. This will ensure that deliveries and ride-sharing happen on-site and vehicles are not stopping with the new Public Street.

As noted previously, this development will require a future Site Plan Application. Additional comments pertaining to the design of the proposed site access will be provided at that time.

The location of the proposed driveway is adequately spaced from the adjacent driveway to the north. Two pick-up/ drop-off spaces are proposed at the west end of the east-west laneway from the driveway, which can be used for pick-up/drop-off, deliveries, and ridesharing.

PARKING

11) *Transportation Services acknowledge that, City Council approved the amendments to By-law 569-2013 on December 15, 2021, and introduced no minimums for resident parking, reduced visitor parking requirements and lowered maximum parking supply limits. However, it is still under appeal, as a result, both the previous and new 569-2013 requirements would apply, and the more restrictive requirement prevails.*

The parking requirements for the project are governed by the applicable parking provisions contained in the former North York Zoning By-law No. 7625 and Zoning By-law 569-2013. The latter was developed by City staff in order to update the parking requirements for developments. This By-law was recently adopted by City Council in April 2013. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York general Zoning By-law. The proposed development falls within a residential zone in the "All Other Areas in the City" policy zone, as defined by By-law 569-2013.

A summary of the parking requirements for this project in accordance with the subject By-law is provided in the table below.

Table 2 – Parking Requirements as per Zoning By-law No. 569-2013

Land Use	Scale	Parking Rate	No. of Spaces Required[1]
Residential Condominium			
1-Bedroom	616	0.9 / unit	554
2-Bedroom	284	1.0 / unit	284
3-Bedroom or More	93	1.2 / unit	111
Visitors	993	0.2 / unit	198
Sub-Total Residents			949
Sub-Total Visitors			198
Grand Total			***1,147***

[1] Where the calculation of the required parking spaces results in a number containing a fraction, the number must be rounded down to the nearest whole number, but in no case may there a requirement of less than one parking space.

Based on By-law 569-2013 under All Other Areas in the City, a minimum of 1,147 parking spaces are required for the proposed development. According to the site plan, a total of 552 parking spaces (including 471 for residents and 51 for visitors) will be provided for this project.

As proposed, the applicant will provide resident spaces at a rate of 0.47 and visitor spaces at a rate of 0.05 spaces per unit. This represents a total shortfall of 478 parking spaces which is not acceptable. Therefore, the proposed parking supply does not meet the parking requirements of Zoning By-law 569-2013.

A review was conducted of other developments with similar surrounding land uses and transit access based on submitted applications in Tables 13 and 14. However, no information was provided in terms of unit mix/unit breakdown. For all development applications selected, a breakdown of tenure and associated unit mix must be included in the analysis. Be advised, sites that are currently under appeal and/or under review by the City with no site-specific by-laws enacted to amend their applicable by-laws, are not deemed an appropriate comparison.

Due to the Covid-19 circumstances, in lieu of a parking survey, our group can accept a review of developments in a similar location context that have been approved recently within the last 4 years that have a parking rate consistent with your proposal. The chosen developments must be the same as the proposal in terms of the scale and unit mix. In addition, the residential and visitor demand should be analyzed separately, where visitor surveys should be conducted on a weekend. Surveys for visitors must be conducted for sites that are comparable to the proposed development. All data collected for the proxy surveys must be included in the appendix.

Reduced parking standards could be considered provided that acceptable documentation is submitted for review which justifies alternate parking standards. At this time, we require that parking for the project be provided in accordance with the All Other Areas in the City rates stipulated in Zoning By-law No. 569-2013, unless acceptable documentation is submitted which justifies otherwise.

Please see the updated vehicular parking analysis in Section 1.2 above, which confirms the proposed supply will meet the current ZBL requirements. The recent update of the ZBL does not require resident parking and has reduced visitor parking requirements, which the proposal complies with.

12) *Chapter 200.15.10 under By-law No. 569-2013 requires a minimum of 5 accessible parking spaces for the first 100 spaces, plus 1 space per additional 50 spaces above 100 spaces. As per the By-law, the proposed and required number of accessible parking spaces for this development is shown in Table 3.*

Table 3 – Minimum Accessible Parking Space Requirements – By-law No. 569-2013

No. of Spaces Required	No. of Spaces Provided
26	24

A total of 24 accessible parking spaces are shown on the submitted drawings, which does not satisfy the requirements of By-law 569-2013. The architectural drawings and site statistics must be revised to demonstrate compliance with the accessible parking space requirements of the project in accordance with By-law 569-2013.

As mentioned, this proposal will be subject to further comments as part of a future Site Plan application. More detailed comments will be provided at that time with regard to the design and configuration of the proposed parking supply.

Please see the updated accessible parking analysis in Section 2.1 above, which confirms the proposed accessible parking supply will meet the ZBL requirements.

TORONTO GREEN STANDARDS

13) The Toronto Green Standard (TGS) Version 3.0 applies to the site given that the application for the development proposal was received by the City on or after May 1, 2018. Tier 1 of the TGS is mandatory, while Tier 2 is voluntary.

TGS Version 3.0 Tier 1 requirements:

AQ 1.1 – Single-Occupant Auto Vehicle Trips

AQ 1.1 of the TGS requires single-occupancy automobile trips that are generated by the proposed development to be reduced by 15 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. Be advised that the bicycle space requirements under the bylaw, existing bike lanes and parking supply reduction and parking supply reduction do not count towards TDM. According to information provided in the March 2022, Transportation Study report, by Burnside, TDM measures including parking supply reduction and transit, cycling incentives are proposed. The consultant concludes that the proposed TDM measures are projected to reduce single automobile occupancy by more than 30%.

The transportation consultant is required to submit acceptable documentation which:

1. Describes in detail all measures that will be adopted to reduce single-occupancy auto vehicle trips; and

2. Individually quantifies how much each measure is expected to reduce single-occupancy auto-vehicle trips using appropriate and reasonable data/methodologies.

As a result, this requirement has not been satisfied.

The TDM plan provided in Table 9 of the TIS described all proposed TDM measures and quantified the expected reduction in vehicle trips. The TDM plan has been updated and is summarized in Table 6.

Table 6: Proposed TDM Measures

TDM Item Description	Trip Reduction	Comments
Internal secured bicycle storage (long-term)	0.5% to 1%	Internal secured bicycle storage within the building for residents.
Bicycle racks (short-term)	0.5%	Strategically placed at ground level near the main entrance/ lobby for visitors.
Sidewalk Connections	0.5% to 2%	Sidewalk connections from the building's entrances to the existing external sidewalk network along Deauville Lane and Grenoble Drive.
Bicycle lanes	0% to 10%	Existing bicycle lanes along St. Dennis Drive, Deauville Lane, south of St. Dennis and Grenoble Drive. Proposed bike lanes on Deauville Lane, north of St. Dennis and along Rochefort Drive.
TDM information package	0.8% to 4%	The information package provided to residents will include TTC and GO transit maps and schedules, cycling and trail maps, and information on Smart Commute.
Bus stop with shelter	0.5% to 2%	Proposed relocation of bus stop to the intersection of Deauville Lane/ Grenoble Drive.
Transit Access	1% to 2%	Direct pedestrian clearways will be provided to the relocated bus stop at the intersection of Deauville Lane/ Grenoble Drive.
Transit Subsidy	2.5%	Transit subsidy for residents via a preloaded PRESTO pass with $156 for first time purchasers and renters.
Bicycle repair stations	1%	Located adjacent to bike storage room(s).
Bike Share	2% to 8%	Proposed bicycle share station provided on-site.
Parking supply reduction	up to 52%	Parking rate reductions for resident and visitor parking are recommended.
On-site amenities	0.5% to 2%	Proposed retail space will mostly draw customers from the development.
Building entrance orientation	1%	Residential and retail entrances oriented towards proposed POPS, bus stop and the existing sidewalk network along Grenoble Drive.
Carshare spaces	0.4% to 2%	Four (4) carshare spaces will be provided.

Note: 1. No data available from the reviewed source.

The combination of these proposed TDM measures and the addition of transit and active transportation improvements in the area will reduce vehicle trips by at least 30%.

14) AQ 1.2 LEV and Sustainable Mobility Spaces

> *If providing more than the minimum parking required under the Zoning By-law, AQ 1.2 of the TGS requires the excess spaces to be dedicated priority parking spaces for Low-Emitting Vehicles (LEV), carpooling/ridesharing, or for publicly accessible spaces dedicated to shared vehicle systems such as car-sharing, ride-sharing, or micro-mobility systems. This requirement does not apply as the parking proposed is under the minimum by-law requirement.*

The proposed parking supply will exceed the ZBL requirements.

15) *AQ 1.3 Electric Vehicle Infrastructure*

AQ 1.3 of the TGS requires the building to be designed to provide 20 percent of the parking spaces with Electric Vehicle Supply Equipment (EVSE). The remaining parking spaces must be designed to permit future EVSE installation. This requirement applies to parking spaces that are defined as inside the building, excluding outdoor parking lots. This requirement has not been satisfied.

All resident spaces and 25% of visitor spaces will be supplied with energized outlets as required by the ZBL. This has been indicated in the underground parking plans in the architectural set. The remaining visitor spaces will be equipped with infrastructure that will permit future electric vehicle charging.

16) *AQ 2.1 - Cycling Infrastructure*

According to the TGS the cycling infrastructure requirements of Bicycle Zone 1 apply. A summary of the applicable cycling infrastructure requirements for the site is shown in Table 4.

Table 4 – TGS Cycling Infrastructure Requirements

Use	Development Scale	Minimum No. of Bicycle Spaces Required		
		Long-Term	Short-Term	Total
Proposed Buildings	993 units	894	100	994

The site statistics indicate the provision of 894 long-term and 200 short-term bicycle parking spaces for a total of 1,094 spaces. The proposed bicycle parking supply meets the requirements of Zoning By-law 569-2013/ TGS Tier 1 for Bicycle Zone 1.

Acknowledged, but please see updated bicycle parking requirements and supply in Section 1.1.

17) *AQ 3.2 – Sidewalk Space*

Provide a context-sensitive pedestrian clearway that is a minimum of 2.1m wide, to safely and comfortably accommodate the pedestrian flow. This requirement has not been satisfied.

A minimum 2.1 m wide pedestrian clearway has been provided in the updated site plan.

LOADING

18) *Similar to the parking space requirement, the loading space requirement for the project is governed by the provisions contained in the former City of North York Zoning By-law No. 7625 and Zoning By-law 569-2013. However, we require that the project complies with the loading space requirements of Zoning By-law 569-2013 since they are based on more recent information.*

A summary of the loading requirements for this project in accordance with the subject By-law is provided in the table below.

Table 5 – Minimum Loading Space Requirements – By-law 569-2013

Land Use	Scale (Unit)	No. of Loading Spaces Required			
		Type 'B'	Type 'C'	Type 'G'	Total
West Tower	459	0	1	1	**2**
East Tower	425	0	1	1	**2**
Podium (Rental Replacement)		0	0	1	**1**
Grand Total		***0***	***2***	***3***	***5***

As per the above table, the site requires a total of 3 Type 'G' and 2 Type 'C' loading spaces under Zoning By-law No. 569-2013 with the following dimensions:

Type 'C'

i. Minimum length of 6.0 meters;

ii. Minimum width of 3.5 meters; and

iii. Minimum vertical clearance of 3.0 meters.

Type 'G'

i. Minimum length of 13.0 meters;

ii. Minimum width of 4.0 meters; and

iii. Minimum vertical clearance of 6.1 meters.

Given the above, 3 Type 'G' and 2 Type 'C' loading spaces are required for the project. The drawings note the provision of 1 Type 'G' and 1 Type 'C' loading spaces on-site which does not meet the parking requirements of Zoning By-law 569-2013.

The proposed development is for a single building with two towers, not three separate buildings. Please see the updated loading space analysis in Section 1.3 above, which confirms the proposed loading of 1 Type G, and 1 Type C spaces will meet the ZBL requirements for one building. The proposed loading space dimensions will also comply with the ZBL.

Planning & Urban Design Memo, dated September 2, 2022 (pages 9-10)

Transportation

76. The applicant is to provide a functional redesign of the Grenoble Drive/Deauville Lane intersection, to eliminate the right-turn channels in favour of enhanced safety for pedestrians and cyclists, and reduced pedestrian crossing distances. The proposed site will generate additional pedestrian use of the area.

The site plan has been updated to show a proposed redesign of the Grenoble Drive/ Deauville Lane intersection as requested by the City.

77. *The applicant is to provide TDM measures to support a more major mode shift as a site near major transit investments, including contribution to expanding the City's public bikeshare system, and the provision of publicly accessible carshare vehicles.*

A public bikeshare station is proposed and is shown on the landscape plans. In addition, 4 car share spaces are proposed in P1 as shown on the garage level plans.

78. *The TDM plan identifies some measures that are not considered TDM, and otherwise measures that are too minor to have significant impact on reducing vehicle generation.*

Please see updated TDM plan in Table 6 above.

79. *Bicycle parking is a requirement of zoning and is not considered to be a TDM measure to satisfy the Toronto Green Standard*

We disagree. It is our opinion that the provision of bike parking has an impact on trip generation and industry research is clear on this. In addition, the proposed long-term bicycle parking supply will exceed the City's ZBL minimum requirements.

80. *The proposed measures such as a bike repair station, real time information display, are acceptable but considered to have minor impact.*

Acknowledged.

81. *Typical requested value for Presto cards are $156 per card (one per residential unit), equivalent of a TTC monthly pass.*

A transit subsidy for residents via a preloaded PRESTO pass with $156 for first time purchasers and renters is proposed.

82. *Some short-term bicycle parking should be located exterior to the building, near highly visible main entrances. Revise the plans accordingly.*

The landscape plan has been updated accordingly with 64 short-term bicycle spaces located exterior to the building, close to main entrances.

83. *Confirm that 20% of proposed parking spaces will be provided with electric vehicle charging supply to meet Toronto Green Standard.*

As noted above, all resident spaces and 25% of visitor spaces will be supplied with an energized outlet to conform with the ZBL.

Should you require any clarification on the above, please contact either of the undersigned.

Yours truly,

R.J. Burnside & Associates Limited

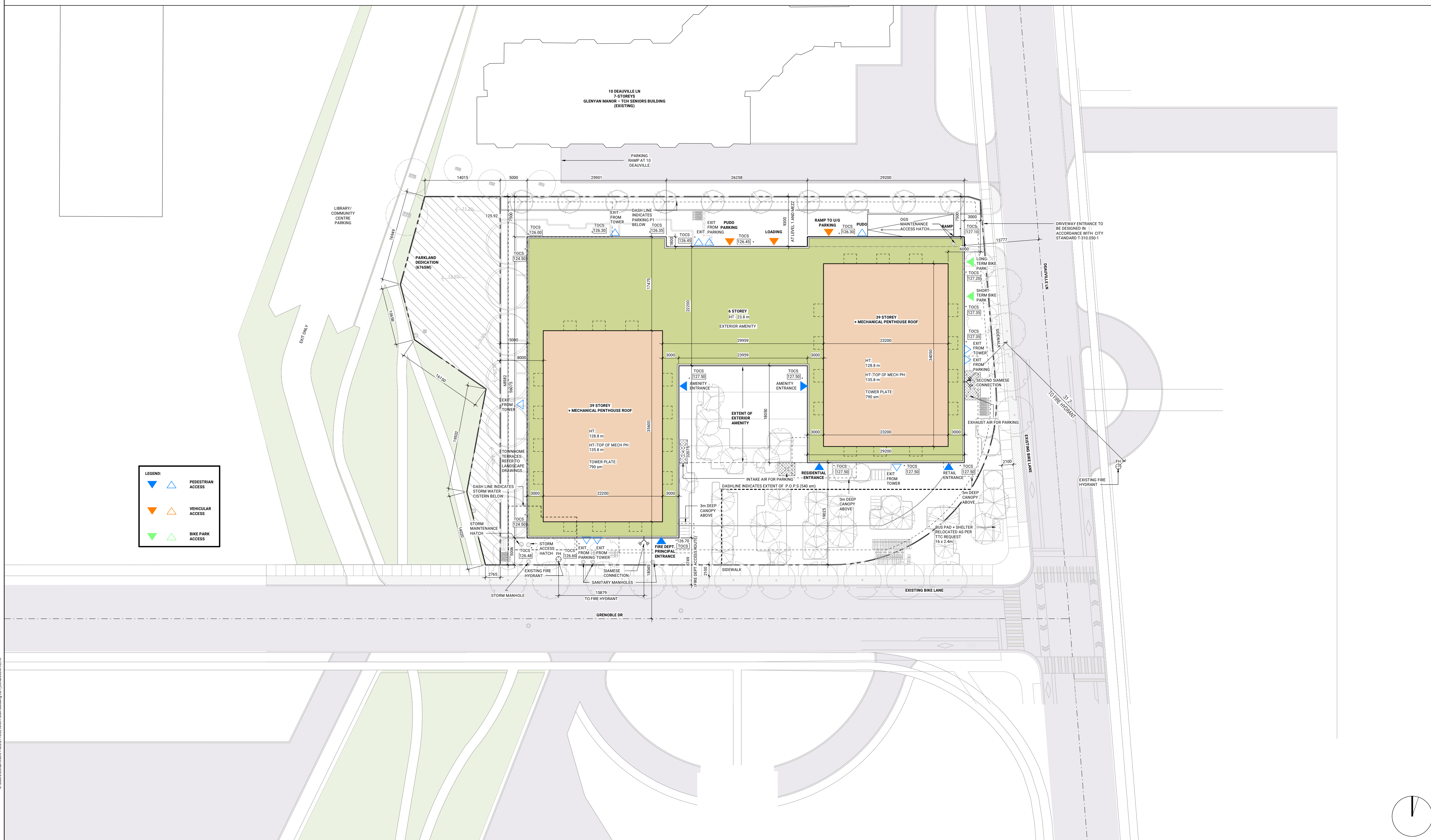
Cedric Mosdell M.Eng., EIT
Transportation Planner

David Angelakis, C.E.T.
Senior Project Manager - Transportation

CM\DWA:cv

Enclosure(s) Attachment 1 – Updated Site Plan
Attachment 2 – Excerpts from Zoning By-law 569-2013
Attachment 3 – Updated Vehicle Maneuvering Diagrams
Attachment 4 – Historical Traffic Growth Analysis
Attachment 5 – Traffic Operations Analysis

ATTACHMENT 1



No.	Date	Description
1	03/18/2022	ISSUED FOR ZBA/SPA
2	02/08/2023	ISSUED FOR ZBA2/SPA2

ISSUED

NOTES:

1. COLLECTION VEHICLE ACCESS DRIVEWAY TO BE LEVELLED MAX 8%.
2. A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANOEUVRE BINS FOR THE CITY COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THAT ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
3. ALL ASPHALT WITHIN THE CITY'S RIGHT OF WAY IS TO BE SUPERPAVE MIX AS PER CITY STANDARDS.
4. BE ADVISED THAT SHOULD ANY PARTY, INCLUDING THE APPLICANT OR ANY SUBSEQUENT OWNER, APPLY FOR MORE THAN ONE CONDOMINIUM CORPORATION ENCOMPASSING ANY OR ALL OF THIS DEVELOPMENT OR MAKE AN APPLICATION THAT RESULTS IN A LAND DIVISION, STAFF MAY REQUIRE LEGAL ASSURANCES, INCLUDING BUT NOT LIMITED TO EASEMENTS, WITH RESPECT TO THE APPROVED SERVICES. SUCH ASSURANCES WILL BE DETERMINED AT THE TIME OF APPLICATION FOR CONDOMINIUM APPROVAL.
5. THE OWNER IS REQUIRED TO INSTALL AND MAINTAIN A PREMISE ISOLATION DEVICE FOR ALL APPLICABLE WATER SERVICES IN ACCORDANCE WITH TORONTO MUNICIPAL CODE, CHAPTER 851 WATER SUPPLY, THE BUILDING CODE, AND CSA B64 SERIES STANDARDS.
6. BEFORE SOLID WASTE COLLECTION SERVICES ARE TO BEGIN THE CITY WILL BE PROVIDED WITH A LETTER CERTIFIED BY A PROFESSIONAL ENGINEER THAT IN CASES WHERE A COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTED STRUCTURE (SUCH AS AN UNDERGROUND PARKING GARAGE) CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE (35,000 KILOGRAMS) AND CONFORMS TO THE FOLLOWING:
   (A) DESIGN CODE - ONTARIO BUILDING CODE
   (B) DESIGN LOAD - CITY BULK LIFT VEHICLE IN ADDITION BUILDING CODE REQUIREMENTS
   (C) IMPACT FACTOR - 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15KM/H AND 30% FOR HIGHER SPEEDS
7. PROVIDE AND MAINTAIN A WARNING SYSTEM TO ALERT DRIVERS WHEN EXITING THE UNDERGROUND PARKING GARAGE THAT LARGE TRUCKS ARE MANOEUVERING WITHIN THE DRIVING AISLE.
8. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGN(S) THAT ARE NO LONGER REQUIRED HAVE BEEN REMOVED AND REINSTATE THE CURB, GUTTER AND BOULEVARD WITHIN THE CITY'S RIGHT-OF-WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE CHIEF ENGINEER AND EXECUTIVE DIRECTOR, ENGINEERING AND CONSTRUCTION SERVICES.

CONVEX MIRROR

P1-V DENOTES	VISITOR PARKING USE
P1-R DENOTES	RESIDENT PARKING USE
P1- -EV DENOTES	PARKING STATIONS WITH EVSE

NOT FOR CONSTRUCTION

48 Grenoble Drive

211033

SITE PLAN

As indicated

A012

ATTACHMENT 2

Office Consolidation

CITY OF TORONTO - Zoning By-law

BY-LAW NO. 569-2013

Last Updated: September 30, 2022

****

OLT/LPAT/OMB File: PL130592

This office consolidation includes all Ontario Land Tribunal/Local Planning Appeal Tribunal/Ontario Municipal Board (OLT/LPAT/OMB) decisions issued up to the date of consolidation.

Explanatory Note:

The portions of this By-law that are highlighted bright yellow were originally enacted by City Council May 9, 2013 and are under appeal to the OLT/LPAT/OMB and are not in full force and effect.

The portions of this By-law that are shaded dark yellow identify amendments enacted by City Council after May 9, 2013 which are under appeal to the OLT/LPAT/OMB and are not in full force and effect.

The portions of this By-law that are shaded blue identify amendments enacted by City Council after May 9, 2013 which are not in full force and effect.

****

Part 1 of 3

ORIGINALLY ENACTED BY CITY COUNCIL May 9, 2013

The **interior floor area** of that portion of a **building** used exclusively for heating, cooling, ventilation, electrical, fire emergency stairwells, elevator shafts, atriums, utility areas, storage areas in the **basement**, **parking space**, **loading space**, or a **drive aisle** used to access a **parking space** or **loading space**, is not included in the **gross floor area** for the purpose of calculating **parking space** requirements.

(12) Vehicle Access to Building - Non-residential and Apartment Parking Area

If an **apartment building**, **mixed use building** or a **building** with non-residential uses, has an area for parking two or more **vehicles**:

(A) the **vehicle** entrance and exit for a two-way **driveway** into and out of the **building** must have a minimum width of 5.5 metres;

(B) the **vehicle** entrance or exit for a one-way **driveway** into or out of the **building** must have a minimum width of 3.5 metres; and

(C) in (A) and (B) above, the **vehicle** entrance or exit to the **building** must be at least 6.0 metres from the **lot line** abutting the **street**.

(13) Parking Space Access

Other than **stacked parking space** and **tandem parking spaces**, all areas used for **parking spaces** must have **driveway** access to a **street** or **lane** that is direct and unobstructed, excluding a gate, moveable barrier or similar security feature. [By-law: 89-2022]

(14) Electric Vehicle Infrastructure

Parking spaces must be equipped with an **energized outlet**, which is clearly marked and identified for electric **vehicle** charging, in accordance with the following:

(A) all residential **parking spaces** provided for **dwelling units** located in an **apartment building**, **mixed use building**, "multiple **dwelling unit building**", **detached house**, **semi-detached house**, **townhouse**, **duplex**, **triplex**, **fourplex**, or for a **secondary suite** or **laneway suite**, excluding visitor **parking spaces**, must include an **energized outlet** capable of providing **Level 2 charging** or higher to the **parking space**; and

(B) in cases other than those set out in (A) above, 25 percent of the residential and non-residential **parking spaces** in a **building** must include an **energized outlet** capable of providing **Level 2** charging or higher. [By-law: 89-2022]

200.5.10 Parking Rates

200.5.10.1 General

(1) Parking Space Rates

Off **street parking spaces** must be provided for every **building** or **structure** erected or enlarged, in compliance with Table 200.5.10.1 - Parking Space Rates below: [By-law: 89-2022]

Table 200.5.10.1

PARKING SPACE RATES

Land Use Category	Parking Rate
Resident Requirement for a **Dwelling unit** in an: **Apartment Building**, Assisted Housing or a **Mixed Use Building**	**Parking spaces** must be provided: (A) in Parking Zone A (PZA) at a maximum rate of: (i) 0.3 for each bachelor **dwelling unit** up to 45 square metres and 1.0 for each bachelor **dwelling unit** greater than 45 square metres; and (ii) 0.5 for each one bedroom **dwelling unit**; and (iii) 0.8 for each two bedroom **dwelling unit**; and (iv) 1.0 for each three or more bedroom **dwelling unit**; and

	(B) in Parking Zone B (PZB) at a maximum rate of: (i) 0.7 for each bachelor **dwelling unit** up to 45 square metres and 1.0 for each bachelor **dwelling unit** greater than 45 square metres; and (ii) 0.8 for each one bedroom **dwelling unit**; and (iii) 0.9 for each two bedroom **dwelling unit**; and (iv) 1.1 for each three or more bedroom **dwelling unit**; and (C) in all other areas of the City, at a maximum rate of: (i) 0.8 for each bachelor **dwelling unit** up to 45 square metres and 1.0 for each bachelor **dwelling unit** greater than 45 square metres; and (ii) 0.9 for each one bedroom **dwelling unit**; and (iii) 1.0 for each two bedroom **dwelling unit**; and (iv) 1.2 for each three or more bedroom **dwelling unit**.
Resident Requirement for a **Dwelling Unit** in a: **Detached House**, **Semi-detached House**, **Townhouse**, **Duplex**, **Triplex** or **Fourplex**	None
Resident Requirement for a **Dwelling Unit** in a Multiple Dwelling Unit Buildings	**Parking spaces** must be provided at a maximum rate of 1.0 for each **dwelling unit**.
Secondary Suite	None
Visitor Requirement: For a **dwelling unit** in an **Apartment Building**, a **Mixed Use Building**, and/or a Multiple Dwelling Unit Building	Parking spaces must be provided: (A) in Parking Zone A (PZA) at a minimum rate of 2.0 plus 0.01 per **dwelling unit**; (B) in Parking Zone B (PZB) and in all other areas of the City, at a minimum rate of 2.0 plus 0.05 per **dwelling unit**; and (C) at a maximum rate of 1.0 per **dwelling unit** for the first five (5) **dwelling units**; and (D) at a maximum rate of 0.1 per **dwelling unit** for the sixth and subsequent **dwelling units**.
Tier 1: Alternative Housing, **Group Home**, **Hospice Care Home**, **Nursing Home**, **Religious Residence**, **Retirement Home, Respite Care Facility** and **Seniors Community House**	**Parking spaces** must be provided at a maximum rate of 0.5 for each **bed-sitting room** or **dwelling unit**.
Tier 2: Adult Education School, **Animal Shelter**, **Art Gallery**, Clinic (medical), **Community Centre**, Court of Law, **Day Nursery**, **Education Use**, **Hospital**, **Hotel**, **Kennel**, **Laboratory**, Motel, **Museum**, Office (Excluding Medical Office), **Performing Arts Studio**, **Post-Secondary School**, **Private School**, **Production Studio**, **Public School**, **Recreation Use**, **Religious Educational Use**, **Self-Storage Warehouse**, **Software Development and Processing**, **Vehicle Dealership**, **Veterinary Hospital**	Parking spaces must be provided: (A) in Parking Zone A (PZA) at a maximum rate of 0.8 for each 100 square metres of **gross floor area**; (B) in Parking Zone B (PZB) at a maximum rate of 1.0 for each 100 square metres of **gross floor area**; and (C) in all other areas of the City, at a maximum rate of 3.5 for each 100 square metres of **gross floor area**.
Tier 3:	**Parking spaces** must be provided at a maximum rate of 1.5 for each 100 square metres of **gross floor**

Crisis Care Shelter, **Municipal Shelter**, **Residential Care Home**	**area**
Tier 4: **Adult Entertainment**, Ambulance Depot, **Amusement Arcade**, **Artist Studio**, Billiard Hall, Bowling Alley, Bus Station, **Cabaret**, **Cemetery**, **Club**, **Contractor's Establishment**, **Eating Establishment**, **Entertainment Place of Assembly**, **Financial Institution**, Fire Hall, **Funeral Home**, **Gaming Establishment**, Golf Course, Grocery Store, **Industrial Sales and Service**, Industrial Skills Training, Library, **Manufacturing Uses**, **Medical Office**, **Nightclub**, **Park**, **Personal Service Shop**, **Pet Services**, **Place of Assembly**, **Place of Worship**, Police Station, Pool Hall, Railway Service and Repair Yard; Railway Station, **Retail Service**, **Retail Store**, **Service Shop**, **Vehicle Depot**, **Vehicle Fuel Station**, **Vehicle Repair Shop**, **Vehicle Service Shop**, **Visitation Centre**, **Warehouse**, **Wholesaling Use**	Parking spaces must be provided: (A) in Parking Zone A (PZA) at a maximum rate of 3.5 for each 100 square metres of **gross floor area**; (B) in Parking Zone B (PZB) at a maximum rate of 4.0 for each 100 square metres of **gross floor area**; and (C) in all other areas of the City, at a maximum rate of 6.0 for each 100 square metres of **gross floor area**.

[By-law: 89-2022]

(2) Provision of Parking Spaces

Parking spaces provided for each use may not be:

(A) less than the required minimum; or

(B) greater than the permitted maximum.

(3) Parking Space Rate Ancillary Uses

A use that is **ancillary** has the same **parking space** rate as the use to which it is **ancillary**.

(4) Parking Space Permission for Uses with No Parking Requirement

If a use is not required to provide **parking spaces** by Table 200.5.10.1 of this By-law, **parking spaces** may be provided for that use if:

(A) the use is not listed on Table 200.5.10.1; [By-law: 1429-2017]

(B) the **parking spaces** are used by the owner, occupant or visitors to the **premises**; and

(C) the number of **parking spaces** is not:

(i) less than the required minimum for all uses on the **lot** by Table 200.5.10.1; and

(ii) greater than the permitted maximum or all uses on the **lot** by Table 200.5.10.1.

(5) Parking Space Rates - Multiple Uses on a Lot

If there are multiple uses on a **lot**, the respective minimum and maximum **parking space** rates for each use on the **lot** apply, and the total number of required **parking spaces** is the cumulative minimum total for all uses and the total number of permitted **parking spaces** is the cumulative maximum total for all uses. [By-law: 89-2022]

(7) Interpretation of Minimum and Maximum Parking Space Requirement

If Table 200.5.10.1 has a minimum and maximum number of **parking spaces** for a use, the number of **parking spaces** for that use listed on the Table may not:

(A) be less than the required minimum;

(B) exceed the permitted maximum; and

(C) if a minimum is not specified for a use, no **parking spaces** are required. [By-law: 89-2022]

(8) Multiple Dwelling Unit Buildings Parking Rates

(A) if the number of effective **parking spaces** is less than 13, a minimum of 1 **parking space** must comply with all regulations for an accessible **parking space** in Section 200.15;

(B) if the number of effective **parking spaces** is 13 to 100, a minimum of 1 **parking space** for every 25 effective **parking spaces** or part thereof must comply with all regulations for an accessible **parking space** in Section 200.15; and

(C) if the number of effective **parking spaces** is more than 100, a minimum of 5 **parking spaces** plus 1 **parking space** for every 50 effective **parking spaces** or part thereof in excess of 100 **parking spaces** must comply with all regulations for an accessible **parking space** in Section 200.15. [By-law: 1048-2022]

(2) Accessible Parking Rates – Medical Offices and Clinics

In accordance with Table 200.15.10.5, if the number of **parking spaces** associated with medical offices and clinics is 1 or more, **parking spaces** which comply with all regulations for an accessible **parking space** in Section 200.15 must be provided, as follows:

(A) the minimum number of accessible **parking spaces** is 10 percent of the number of effective **parking spaces**, rounded up; and

(B) any accessible **parking spaces lawfully existing** on the **lot** must be retained. [By-law: 1048-2022]

200.15.15 Transition: Accessible Parking Spaces

(1) Accessible Parking Spaces

An application submitted before May 26, 2017 that is eligible to proceed under clauses 200.15.15.1 through 200.15.15.3, must provide accessible **parking spaces** in compliance with 200.15.15.4 and 200.15.15.5. [By-law: 579-2017]

200.15.15.1 Transition: Building Permit Applications

(1) Building Permit Applications

Nothing in Articles 200.15.1, 200.15.5 and 200.15.10 will prevent the erection or use of a **building** or **structure** for which an application for a building permit was filed on or prior to May 26, 2017, if the project in question complies, or the building permit application for the project is amended to comply, with the provisions of regulations 200.15.15.4 and 200.15.15.5 below, and all finally approved minor variances. [By-law: 579-2017]

(2) Building Permit Applications

For the purposes of regulation 200.15.15 (1), an "application for a building permit" means an application for a building permit that satisfies the requirements set out in Article I, Building Permits of Chapter 363, Building Construction and Demolition of the City of Toronto Municipal Code. [By-law: 579-2017]

200.15.15.2 Transition: Zoning Certificate Applications

(1) Zoning Certificate Applications

Nothing in Articles 200.15.1, 200.15.5 and 200.15.10 will prevent the erection or use of a **building** or **structure**, in the circumstances set out in regulation 200.15.15.2 (2) for a project for which a request for a zoning certificate was filed on or prior to May 26, 2017. [By-law: 579-2017]

(2) Zoning Certificate Applications

After a zoning certificate has been issued for a project that qualifies under regulation 200.15.15 (1), a building permit for that project may be issued if:

(A) the building permit plans for the project are substantially in compliance with the plans approved with the zoning certificate referred to in regulation 200.15.15(3) and issued pursuant to Section 363-10.1 of Chapter 363, Building Construction and Demolition of the City of Toronto Municipal Code; and

(B) the project in question complies, or the building permit application for the project is amended to comply, with the provisions of regulations 200.15.15.4 and 200.15.15.5 below, and all finally approved minor variances. [By-law: 579-2017]

(3) Zoning Certificate Applications

(i) minimum length of 6.0 metres;
(ii) minimum width of 3.5 metres; and
(iii) minimum vertical clearance of 3.0 metres; and

(D) a Type "G" **loading space** must have a:

(i) minimum length of 13.0 metres;
(ii) minimum width of 4.0 metres; and
(iii) minimum vertical clearance of 6.1 metres.

220.5.10 Loading Space Rates

220.5.10.1 General

(1) Loading Space Requirements

Loading spaces must be provided in compliance with regulations 220.5.10.1(2) to (9).

(2) Loading Space Requirements - Building Containing Dwelling Units

A **building** with **dwelling units** must provide **loading spaces** as follows:

Number of Units	Minimum Number of **Loading Spaces** Required
0 to 30 **dwelling units**	None required
31 to 399 **dwelling units**	1 Type "G"
400 **dwelling units** or more	1 Type "G" and 1 - Type "C"

(3) Loading Space Requirements - Retail Store, Eating Establishment, or Personal Service Shop

A **building** with a **retail store**, **eating establishment**, or **personal service shop** must provide **loading spaces** as follows:

Gross Floor Area	Minimum Number of **Loading Spaces** Required
0 to 499 square metres	None required
500 to 1,999 square metres	1 Type "B"
2,000 to 4,999 square metres	2 Type "B"
5,000 to 9,999 square metres	3 Type "B"
10,000 to 19,999 square metres	1 Type "A" and 3 Type "B"
20,000 to 29,999 square metres	1 Type "A", 3 Type "B" and 1 Type "C"
30,000 square metres or greater	1 Type "A", 3 Type "B" and 1 Type "C"

(4) Loading Space Requirements - Grocery stores/supermarket

A **building** with a grocery stores or supermarket must provide **loading spaces** as follows:

Gross Floor Area	Minimum Number of **Loading Spaces** Required
0 to 499 square metres	None required
500 to 999 square metres	1 Type "B"
1,000 to 1,999 square metres	1 Type "A"
2,000 to 4,999 square metres	1 Type "A" and 1 Type "B"
5,000 to 9,999 square metres	1 Type "A" and 2 Type "B"
10,000 to 19,999 square metres	2 Type "A" and 2 Type "B"
20,000 square metres and greater	2 Type "A" and 3 Type "B"

(5) Loading Space Requirements - Office

A **bicycle parking space** must be on the same **lot** as the use for which it is required.

(9) Long Term Bicycle Parking Space Location

If a **lot** is located in:

(A) the Commercial Zone category, Commercial Residential Zone category, Commercial Residential Employment Zone category, Institutional Zone category or Employment Zone category then a required "long-term" **bicycle parking space** for uses other than **dwelling units** may be located:

(i) on the first **storey** of the **building**;

(ii) on the second **storey** of the **building**;

(iii) on levels of the **building** below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by **bicycle parking spaces**, until all required **bicycle parking spaces** have been provided; and

(B) the Residential zone category, Apartment Zone Category; Commercial Residential Zone category, Commercial Residential Employment Zone category, then a required "long-term" **bicycle parking space** for a **dwelling unit** in an **apartment building** or **mixed-use building** may be located:

(i) on the first **storey** of the **building**;

(ii) on the second **storey** of the **building**;

(iii) on levels of the **building** below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by **bicycle parking spaces**, until all required **bicycle parking spaces** have been provided; and

(10) Stacked Bicycle Parking Spaces

A "long-term" **bicycle parking space** may be located in a **stacked bicycle parking space**.

(11) Bicycle Zones

Bicycle Zones in the City are:

(A) Bicycle Zone 1, is the area of the City bounded by the Humber River on the west, Lawrence Ave. on the north, Victoria Park Ave. on the east and Lake Ontario on the south; and

(B) Bicycle Zone 2, includes all areas of the City not included in Bicycle Zone 1.

(12) Bicycle Maintenance Facilities

If a **building** has uses for which 5 or more "long-term" **bicycle parking spaces** are required, **bicycle maintenance facilities** must be provided in the **building** with the following minimum dimensions:

(A) minimum length of 1.8 metres;

(B) minimum width of 2.6 metres; and

(C) minimum vertical clearance from the ground of 1.9 metres; [By-law: 839-2022]

230.5.10 Bicycle Parking Rates All Zones

230.5.10.1 General

(1) Bicycle Parking Space Rates

For a **building** or portion of a **building** constructed pursuant to a building permit issued more than three years after May 9, 2013, **bicycle parking spaces** must comply with Table 230.5.10.1(1).

Table 230.5.10.1(1)

Bicycle Parking Space Rates

	Bicycle Parking Space Rates	
Use	***Short-Term Bicycle Parking Spaces***	***Long-Term Bicycle Parking Spaces***

	(B) in Bicycle Zone 2 is 3 plus 0.18 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for **post-secondary school** offices and classrooms. [By-law: 559-2014 Under Appeal]	**secondary school** offices and classrooms. [By-law: 559-2014 Under Appeal]
Private School	the minimum number of short-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 3 plus 0.1 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school** or **private school**; and (B) in Bicycle Zone 2 is 3 plus 0.06 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school** or **private school**.	the minimum number of long-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 0.1 for each 100 square metres of **interior floor area** used for a **public school** or **private school**; and (B) in Bicycle Zone 2 is 0.06 for each 100 square metres of **interior floor area** used for a **public school** or **private school**.
Public School	the minimum number of short-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 3 plus 0.1 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school** or **private school**; and (B) in Bicycle Zone 2 is 3 plus 0.06 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school** or **private school**.	the minimum number of long-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 0.1 for each 100 square metres of **interior floor area** used for a **public school** or **private school**; and (B) in Bicycle Zone 2 is 0.06 for each 100 square metres of **interior floor area** used for a **public school** or **private school**.
Retail Store	the minimum number of short-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 3 plus 0.3 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **retail store**; and (B) in Bicycle Zone 2 is 3 plus 0.25 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **retail store**.	the minimum number of long-term **bicycle parking spaces** to be provided: (A) in Bicycle Zone 1 is 0.2 for each 100 square metres of **interior floor area** used for a **retail store;** and (B) in Bicycle Zone 2 is 0.13 for each 100 square metres of **interior floor area** used for a **retail store**.

(3) Use With Interior Floor Area of 2000 Square Metres or Less

Despite the **bicycle parking space** rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a **bicycle parking space** is required for uses on a **lot**, other than a **dwelling unit**, and the total **interior floor area** of all such uses on the **lot** is 2000 square metres or less, then no **bicycle parking space** is required.

(4) Multiple uses on a lot

If Table 230.5 10.1(1) Bicycle Parking Space Rates, requires a **bicycle parking space** for one or more uses on a **lot**, the total number of **bicycle parking spaces** required is equal to the cumulative total of all **bicycle parking spaces** required for each use on the **lot**.

(5) Bicycle Parking Space Requirements for Dwelling Units

Bicycle parking space requirements for **dwelling units** in an **apartment building** or a **mixed use building** are:

(A) in Bicycle Zone 1, a minimum of 1.1 **bicycle parking spaces** for each **dwelling unit**, allocated as 0.9 "long-term" **bicycle parking space** per **dwelling unit** and 0.2 "short-term" **bicycle parking space** per **dwelling unit**; and [By-law: 839-2022]

(B) in Bicycle Zone 2, a minimum of 0.75 **bicycle parking spaces** for each **dwelling unit**, allocated as 0.68 "long-term" **bicycle parking space** per **dwelling unit** and 0.07 "short-term" **bicycle parking space** per **dwelling unit**.

(6) Interior Floor Area Exclusions for Bicycle Parking Space Calculations

To calculate **bicycle parking space** requirements for other than **dwelling units**, the **interior floor area** of a **building** is reduced by the area in the **building** used for:

(A) parking, loading and bicycle parking below-ground;

(B) required **loading spaces** at the ground level and required **bicycle parking spaces** at or above-ground;

(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the **basement**;

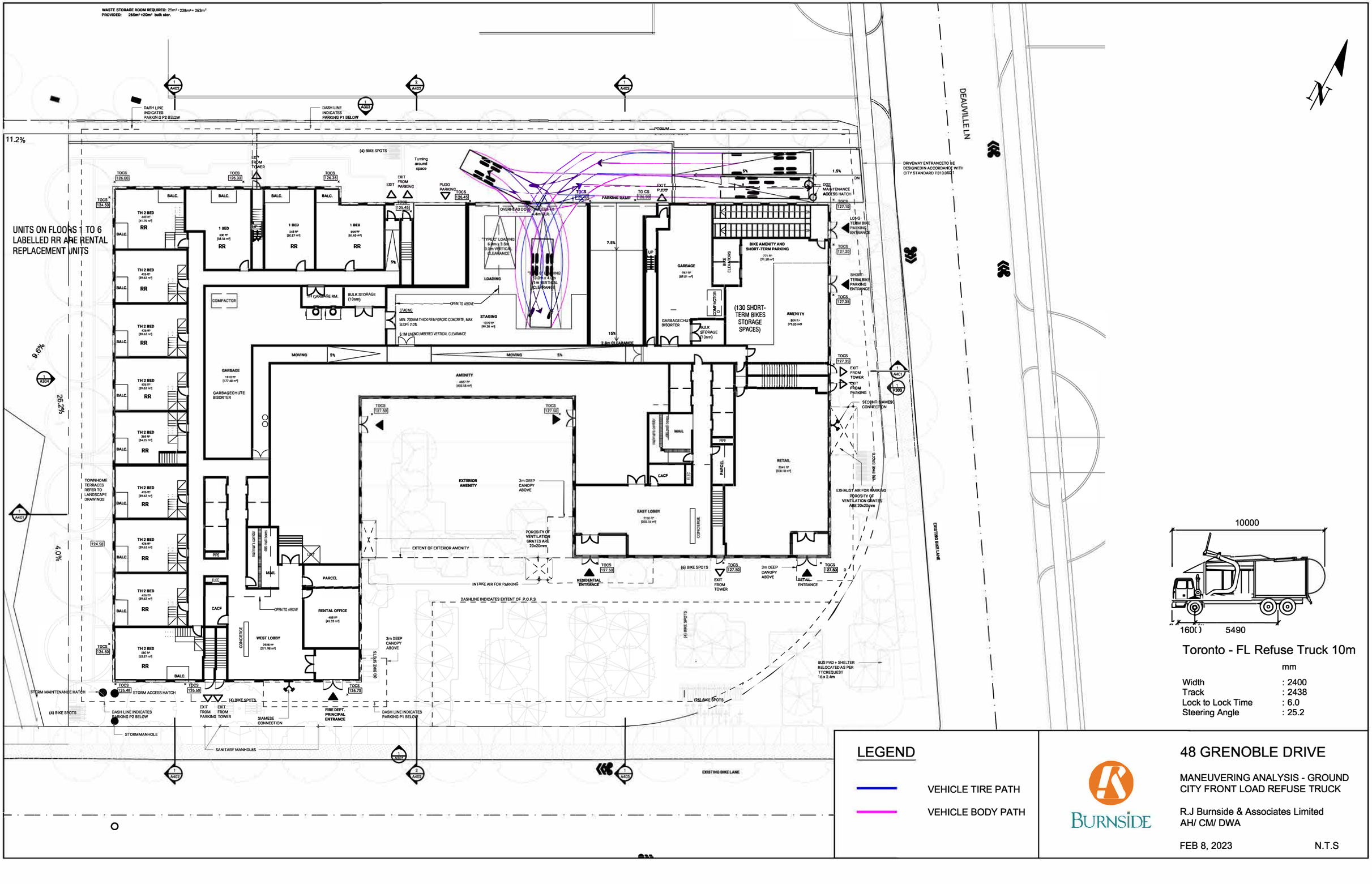
(D) shower and change facilities and **bicycle maintenance facilities** required by this By-law for required **bicycle parking spaces**; [By-law: 839-2022]

(E) elevator shafts;

(F) mechanical penthouse; or

(G) exit stairwells in the **building**. [By-law: 1774-2019]

230.5.10.11 Bicycle Parking Rate Exemptions



Toronto - FL Refuse Truck 10m

	mm
Width	: 2400
Track	: 2438
Lock to Lock Time	: 6.0
Steering Angle	: 25.2

LEGEND

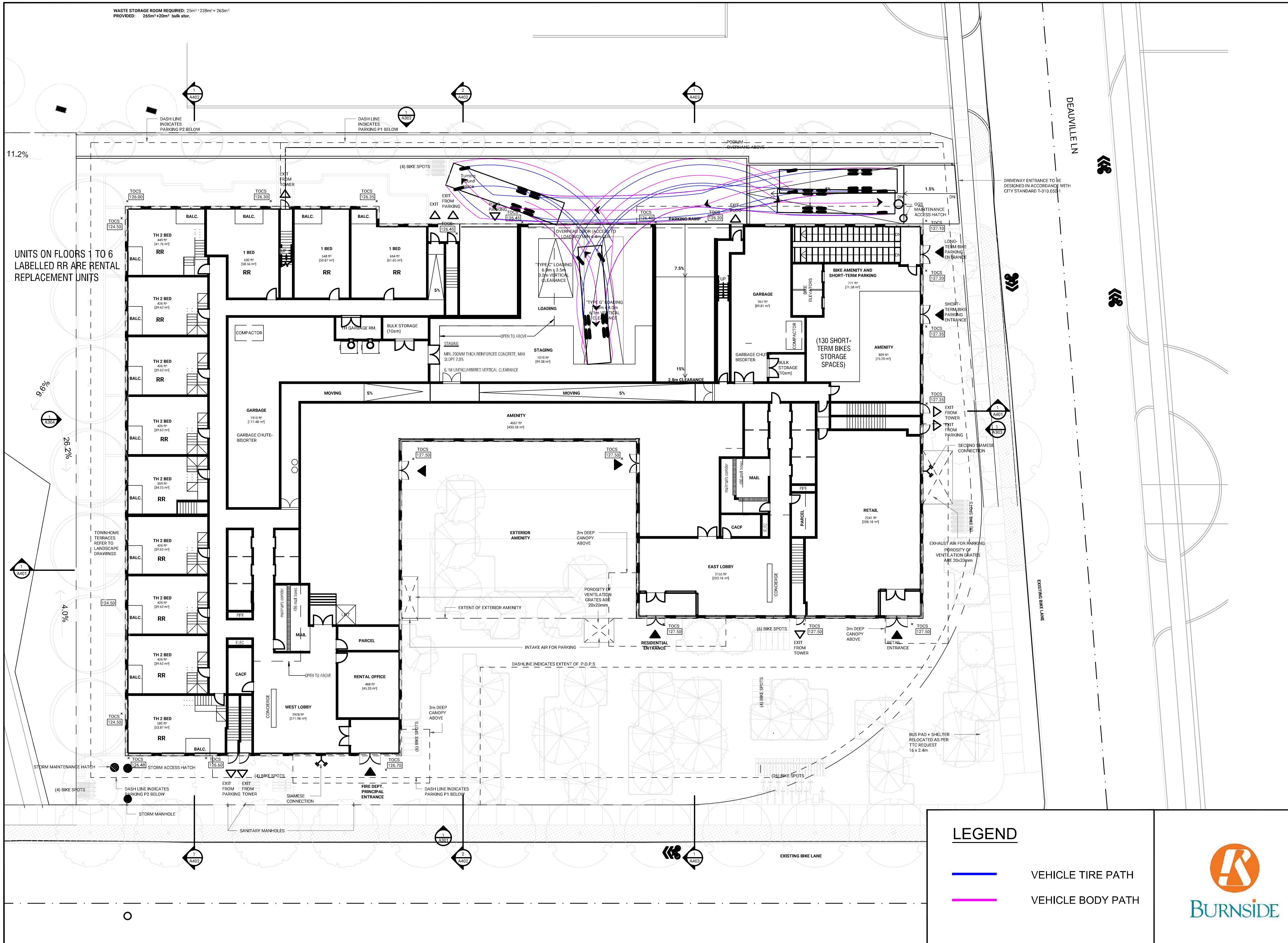
- VEHICLE TIRE PATH
- VEHICLE BODY PATH

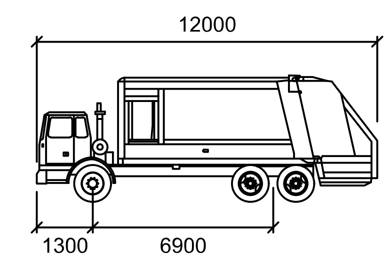
48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
CITY FRONT LOAD REFUSE TRUCK

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S





Toronto Rear-Pack Oversized

mm

Width	:	2400
Track	:	2440
Lock to Lock Time	:	6.0
Steering Angle	:	32.2

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
CITY REAR PACKER REFUSE TRUCK

BURNSIDE

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023

N.T.S

WASTE STORAGE ROOM REQUIRED: 25m² + 238m² = 263m²
PROVIDED: 265m²+20m² bulk stor.

UNITS ON FLOORS 1 TO 6 LABELLED RR ARE RENTAL REPLACEMENT UNITS

DEAUVILLE LN

EXISTING BIKE LANE

DRIVEWAY ENTRANCE TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD T-310.050-1

DASH LINE INDICATES PARKING P2 BELOW

DASH LINE INDICATES PARKING P1 BELOW

PODIUM OVERHANG ABOVE

(4) BIKE SPOTS

EXIT FROM TOWER

EXIT FROM PARKING

OVERHEAD DOOR ACCESS TO LOADING MIN. 4m CLR.

"TYPE C" LOADING 6.4m x 3.5m 3.9m VERTICAL CLEARANCE

"TYPE G" LOADING 20.0m x 3.5m 4.1m VERTICAL CLEARANCE

LOADING

PARKING RAMP

7.5%

15%

2.8m CLEARANCE

OGS MAINTENANCE ACCESS HATCH

LONG-TERM BIKE PARKING ENTRANCE

SHORT-TERM BIKE PARKING ENTRANCE

BIKE AMENITY AND SHORT-TERM PARKING

771 ft² [71.58 m²]

BIKE ELEVATORS

(130 SHORT-TERM BIKES STORAGE SPACES)

GARBAGE

967 ft² [89.81 m²]

GARBAGE CHUTE-BISORTER

COMPACTOR

BULK STORAGE (10cm)

AMENITY

809 ft² [75.20 m²]

SECOND SIAMESE CONNECTION

TH 2 BED 449 ft² [41.76 m²]

1 BED 630 ft² [58.56 m²]

1 BED 548 ft² [50.87 m²]

1 BED 664 ft² [61.60 m²]

TH 2 BED 426 ft² [39.62 m²]

TH 2 BED 369 ft² [34.31 m²]

TH 2 BED 160 ft² [33.87 m²]

BALC.

RR

TH GARBAGE RM.

STAGING

OPEN TO ABOVE

MIN. 200MM THICK REINFORCED CONCRETE, MAX. SLOPE 2.0%

6.1M UNENCUMBERED VERTICAL CLEARANCE

STAGING 1078 ft² [97.38 m²]

MOVING 5%

AMENITY 4667 ft² [433.58 m²]

EXTERIOR AMENITY

3m DEEP CANOPY ABOVE

EXTENT OF EXTERIOR AMENITY

POROSITY OF VENTILATION GRATES ARE 20x20mm

INTAKE AIR FOR PARKING

RESIDENTIAL ENTRANCE

(6) BIKE SPOTS

EAST LOBBY 7155 ft² [350.16 m²]

CONCIERGE

MAIL

PARCEL

CACF

ELEC.

FIRE

RETAIL 2241 ft² [208.18 m²]

RETAIL ENTRANCE

EXHAUST AIR FOR PARKING POROSITY OF VENTILATION GRATES ARE 20x20mm

TD LINE SN4275

DASHLINE INDICATES EXTENT OF P.O.P.S

BUS PAD + SHELTER RELOCATED AS PER TTC REQUEST 16 x 2.4m

(26) BIKE SPOTS

WEST LOBBY 7978 ft² [771.16 m²]

RENTAL OFFICE 488 ft² [45.33 m²]

TOWNHOME TERRACES REFER TO LANDSCAPE DRAWINGS

STORM MAINTENANCE HATCH

STORM ACCESS HATCH

STORM MANHOLE

SANITARY MANHOLES

SIAMESE CONNECTION

FIRE DEPT. PRINCIPAL ENTRANCE

11.2%
9.6%
26.2%
4.0%
5%
1.5%

11500

800 8400

HSU

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
HSU DELIVERY TRUCK - INBOUND

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S

WASTE STORAGE ROOM REQUIRED: 25m² + 238m² = 263m²
PROVIDED: 265m²+20m² bulk stor.

UNITS ON FLOORS 1 TO 6 LABELLED RR ARE RENTAL REPLACEMENT UNITS

DEAUVILLE LN

EXISTING BIKE LANE

DRIVEWAY ENTRANCE TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD T-310.050-1

PODIUM OVERHANG ABOVE

DASH LINE INDICATES PARKING P2 BELOW

DASH LINE INDICATES PARKING P1 BELOW

(4) BIKE SPOTS

Turning around space

EXIT FROM TOWER

EXIT FROM PARKING

PUDO PARKING

EXIT PUDO

PARKING RAMP

OVERHEAD DOOR (LOADING) MIN. 4.5m CLEAR

"TYPE C" LOADING 6.4m x 3.5m 3.0m VERTICAL CLEARANCE

LOADING

"TYPE G" LOADING 13.0m x 4.0m 4.1m VERTICAL CLEARANCE

OPEN TO ABOVE

STAGING

MIN. 200MM THICK REINFORCED CONCRETE, MAX. SLOPE 2.0%

6.1M UNENCUMBERED VERTICAL CLEARANCE

STAGING 1078 ft² [97.38 m²]

2.8m CLEARANCE

MOVING 5%

MOVING 5%

GARBAGE 967 ft² [89.81 m²]

BIKE ELEVATORS

BIKE AMENITY AND SHORT-TERM PARKING 771 ft² [71.58 m²]

(130 SHORT-TERM BIKES STORAGE SPACES)

AMENITY 809 ft² [75.20 m²]

GARBAGE CHUTE-BISORTER

COMPACTOR

BULK STORAGE (10cm)

LONG-TERM BIKE PARKING ENTRANCE

SHORT-TERM BIKE PARKING ENTRANCE

OGS MAINTENANCE ACCESS HATCH

EXIT FROM TOWER

EXIT FROM PARKING

SECOND SIAMESE CONNECTION

TH GARBAGE RM.

BULK STORAGE (10cm)

COMPACTOR

GARBAGE 1910 ft² [177.48 m²]

GARBAGE CHUTE-BISORTER

TH 2 BED 449 ft² [41.76 m²]

1 BED 630 ft² [58.56 m²]

1 BED 548 ft² [50.87 m²]

1 BED 654 ft² [61.60 m²]

TH 2 BED 426 ft² [39.62 m²]

TH 2 BED 369 ft² [34.31 m²]

TH 2 BED 160 ft² [33.87 m²]

BALC.

RR

AMENITY 4667 ft² [433.58 m²]

EXTERIOR AMENITY

3m DEEP CANOPY ABOVE

EXTENT OF EXTERIOR AMENITY

POROSITY OF VENTILATION GRATES ARE 20x20mm

INTAKE AIR FOR PARKING

EXHAUST AIR FOR PARKING POROSITY OF VENTILATION GRATES ARE 20x20mm

EAST LOBBY 7155 ft² [350.16 m²]

CONCIERGE

MAIL

PARCEL

RETAIL 2241 ft² [208.18 m²]

CACF

ELEC

FIPS

RESIDENTIAL ENTRANCE

RETAIL ENTRANCE

(6) BIKE SPOTS

DASHLINE INDICATES EXTENT OF P.O.P.S

WEST LOBBY 2978 ft² [271.16 m²]

RENTAL OFFICE 488 ft² [45.33 m²]

multi-purpose corridor

age-in-place corridor

OPEN TO ABOVE

TOWNHOME TERRACES REFER TO LANDSCAPE DRAWINGS

BUS PAD + SHELTER RELOCATED AS PER TTC REQUEST 16 x 2.4m

(26) BIKE SPOTS

STORM MAINTENANCE HATCH

STORM ACCESS HATCH

STORM MANHOLE

SANITARY MANHOLES

SIAMESE CONNECTION

FIRE DEPT. PRINCIPAL ENTRANCE

11.2%

9.6%

26.2%

4.0%

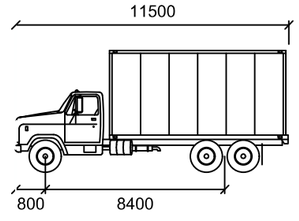
5%

7.5%

15%

1.5%

TOCS 126.00
TOCS 126.30
TOCS 126.35
TOCS 126.45
TOCS 126.40
TOCS 126.30
TOCS 127.10
TOCS 127.20
TOCS 127.35
TOCS 127.50
TOCS 124.50
TOCS 126.48
TOCS 126.60
TOCS 126.70



HSU

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

BURNSIDE

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
HSU DELIVERY TRUCK - OUTBOUND

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S

WASTE STORAGE ROOM REQUIRED: 25m² + 238m² = 263m²
PROVIDED: 265m²+20m² bulk stor.

UNITS ON FLOORS 1 TO 6 LABELLED RR ARE RENTAL REPLACEMENT UNITS

DEAUVILLE LN

EXISTING BIKE LANE

DRIVEWAY ENTRANCE TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD T-310.050-1

DASH LINE INDICATES PARKING P2 BELOW

DASH LINE INDICATES PARKING P1 BELOW

PODIUM OVERHANG ABOVE

(4) BIKE SPOTS

Turning around space

EXIT FROM TOWER

EXIT FROM PARKING

OVERHEAD DOOR (ACCESS TO LOADING) MIN 4.4m CLR

"TYPE G" LOADING 3.0m x 4.0m 4.1m VERTICAL CLEARANCE

LOADING

STAGING

OPEN TO ABOVE

STAGING
MIN. 200MM THICK REINFORCED CONCRETE, MAX. SLOPE 2.0%
4.1M UNENCUMBERED VERTICAL CLEARANCE

2.8m CLEARANCE

MOVING

5%

7.5%

15%

11.2%

9.6%

26.2%

4.0%

TH 2 BED 449 ft² [41.76 m²]
1 BED 630 ft² [58.56 m²]
1 BED 548 ft² [50.87 m²]
1 BED 654 ft² [61.60 m²]
TH 2 BED 426 ft² [39.62 m²]
TH 2 BED 369 ft² [34.31 m²]
TH 2 BED 160 ft² [33.87 m²]
RR
BALC.

COMPACTOR

TH GARAGE RM.

BULK STORAGE (10cm)

GARBAGE
963 ft² [89.81 m²]

GARBAGE CHUTE-BISORTER

BIKE ELEVATORS

BIKE AMENITY AND SHORT-TERM PARKING
771 ft² [71.58 m²]

(130 SHORT-TERM BIKES STORAGE SPACES)

AMENITY
809 ft² [75.20 m²]

LONG-TERM BIKE PARKING ENTRANCE

SHORT-TERM BIKE PARKING ENTRANCE

GARBAGE
1910 ft² [177.48 m²]

GARBAGE CHUTE-BISORTER

AMENITY
4667 ft² [433.58 m²]

EXTERIOR AMENITY

3m DEEP CANOPY ABOVE

EXTENT OF EXTERIOR AMENITY

POROSITY OF VENTILATION GRATES ARE 20x20mm

INTAKE AIR FOR PARKING

EAST LOBBY
7155 ft² [350.16 m²]

CONCIERGE

MAIL

PARCEL

CACF

ELEC.

RETAIL
2241 ft² [208.18 m²]

RESIDENTIAL ENTRANCE

(6) BIKE SPOTS

EXIT FROM TOWER

RETAIL ENTRANCE

OGS MAINTENANCE ACCESS HATCH

EXIT FROM TOWER

EXIT FROM PARKING

SECOND SIAMESE CONNECTION

EXHAUST AIR FOR PARKING
POROSITY OF VENTILATION GRATES ARE 20x20mm

TO LINE SN42.75

DASHLINE INDICATES EXTENT OF P.O.P.S

BUS PAD + SHELTER RELOCATED AS PER TTC REQUEST 16 x 2.4m

(26) BIKE SPOTS

TOWNHOME TERRACES REFER TO LANDSCAPE DRAWINGS

WEST LOBBY
2978 ft² [271.16 m²]

RENTAL OFFICE
488 ft² [45.33 m²]

FIRE DEPT. PRINCIPAL ENTRANCE

SIAMESE CONNECTION

STORM MAINTENANCE HATCH

STORM ACCESS HATCH

STORM MANHOLE

SANITARY MANHOLES

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

BURNSIDE

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
LSU DELIVERY TRUCK

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S

WASTE STORAGE ROOM REQUIRED: 25m² + 238m² = 263m²
PROVIDED: 265m²+20m² bulk stor.

UNITS ON FLOORS 1 TO 6 LABELLED RR ARE RENTAL REPLACEMENT UNITS

DEAUVILLE LN

EXISTING BIKE LANE

DRIVEWAY ENTRANCE TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD T-310.050-1

TOWNHOME TERRACES REFER TO LANDSCAPE DRAWINGS

DASH LINE INDICATES PARKING P2 BELOW

DASH LINE INDICATES PARKING P1 BELOW

PODIUM OVERHANG ABOVE

(4) BIKE SPOTS

(6) BIKE SPOTS

(26) BIKE SPOTS

EXTENT OF EXTERIOR AMENITY

DASHLINE INDICATES EXTENT OF P.O.P.S

INTAKE AIR FOR PARKING

EXHAUST AIR FOR PARKING
POROSITY OF VENTILATION GRATES ARE 20x20mm

POROSITY OF VENTILATION GRATES ARE 20x20mm

OVERHEAD DOOR (ACCESS TO LOADING) MIN 4.4m CLR

"TYPE C" LOADING 6.4m x 3.5m 3.0m VERTICAL CLEARANCE

"TYPE G" LOADING 13.0m x 4.0m 4.1m VERTICAL CLEARANCE

STAGING
MIN. 200MM THICK REINFORCED CONCRETE, MAX. SLOPE 2.0%
4.1M UNENCUMBERED VERTICAL CLEARANCE

2.8m CLEARANCE

(130 SHORT-TERM BIKES STORAGE SPACES)

BUS PAD + SHELTER RELOCATED AS PER TTC REQUEST 16 x 2.4m

SECOND SIAMESE CONNECTION

SIAMESE CONNECTION

STORM MAINTENANCE HATCH

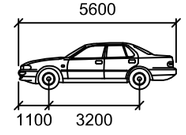
STORM ACCESS HATCH

STORM MANHOLE

SANITARY MANHOLES

OQS MAINTENANCE ACCESS HATCH

11.2%
9.6%
26.2%
4.0%
5%
1.5%
15%



P

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

VEHICLE TIRE PATH

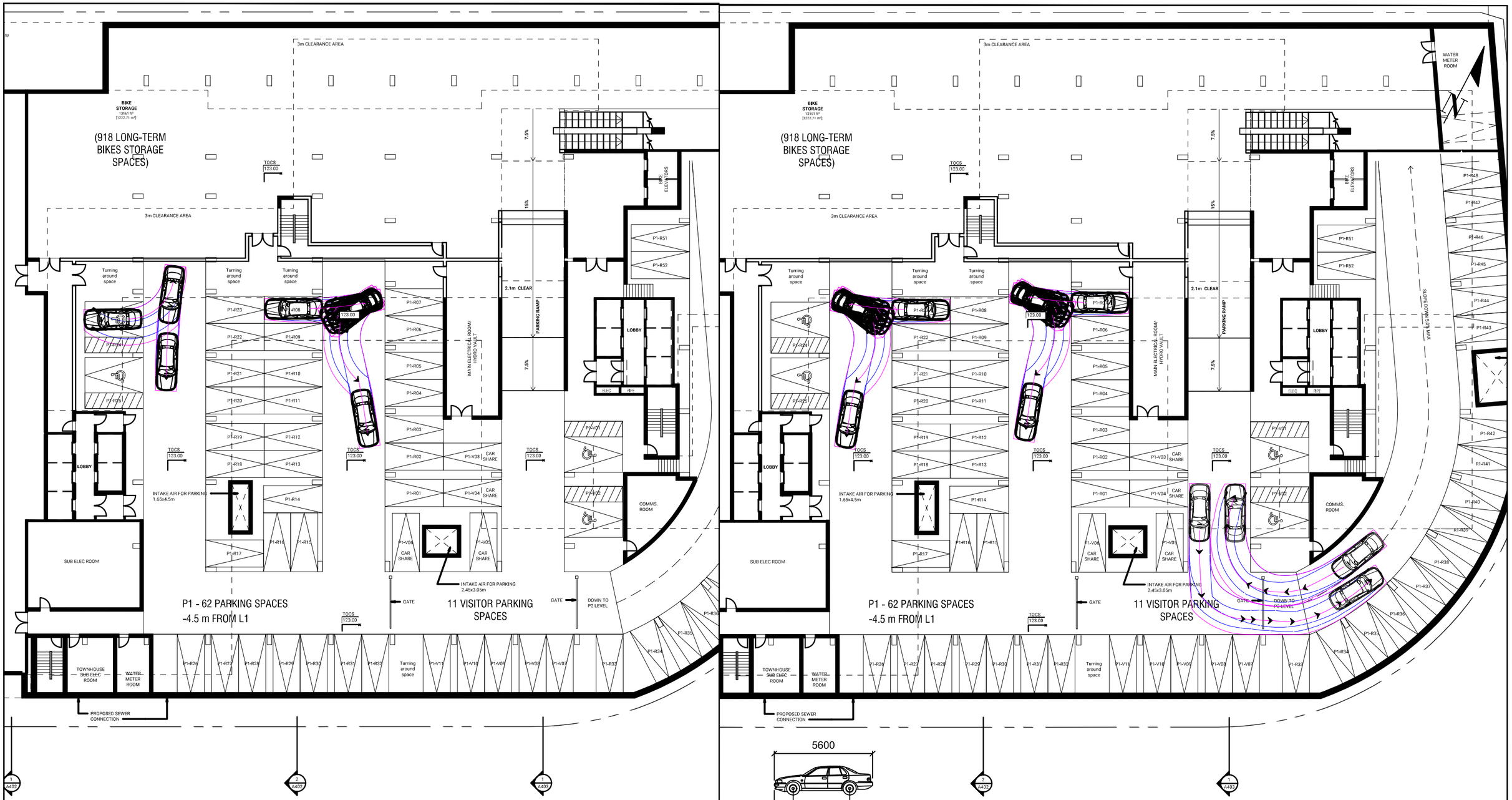
VEHICLE BODY PATH

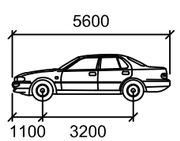
48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - GROUND
PTAC PASSENGER CAR

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S





P

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

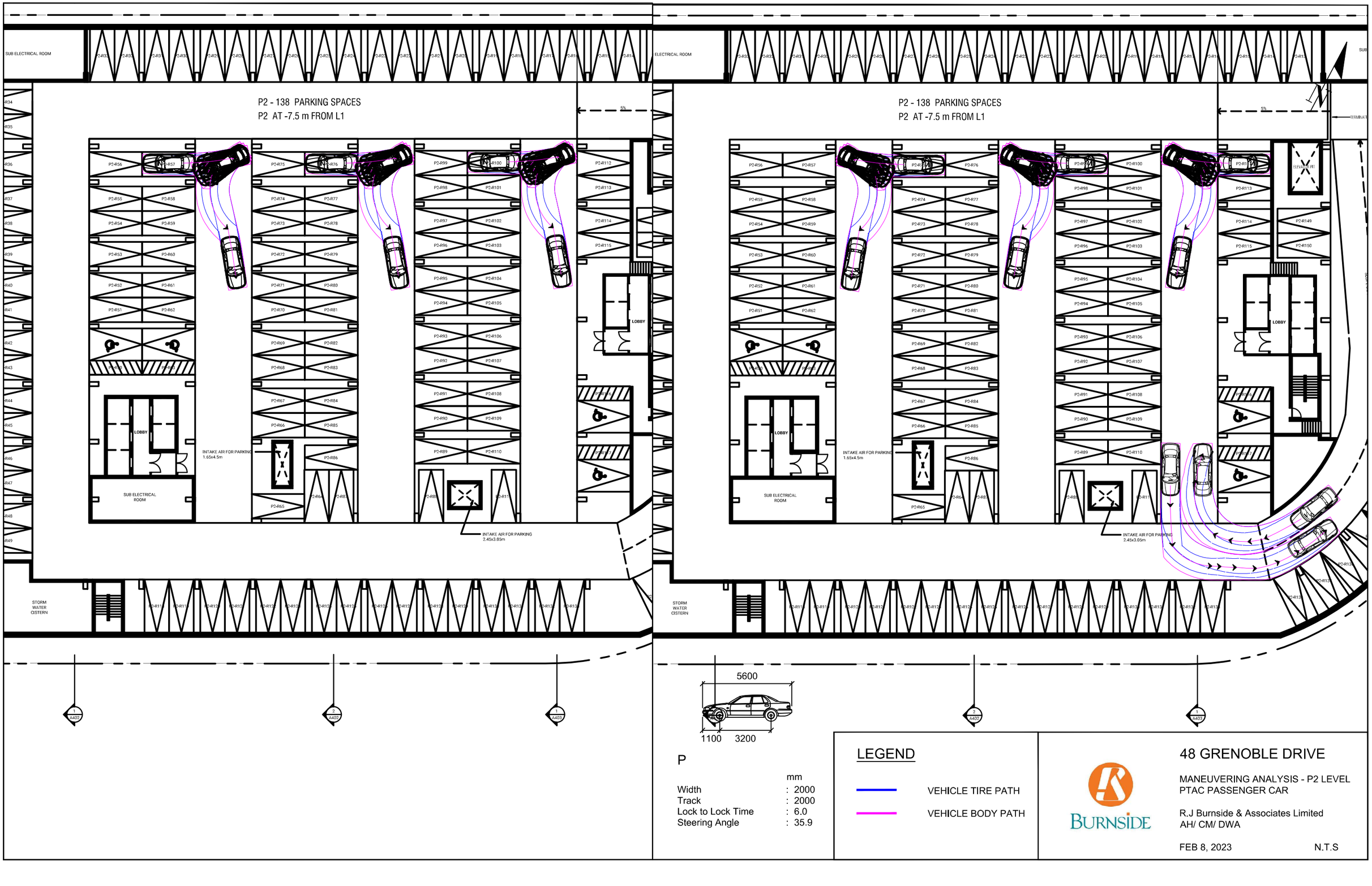
BURNSIDE

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - P1 LEVEL
PTAC PASSENGER CAR

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S



P

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

BURNSIDE

48 GRENOBLE DRIVE

MANEUVERING ANALYSIS - P2 LEVEL
PTAC PASSENGER CAR

R.J Burnside & Associates Limited
AH/ CM/ DWA

FEB 8, 2023 N.T.S

ATTACHMENT 4

Weekday AM Peak Hour

Count Date	Traffic Volume Screenlines								Total Intersection Volumes
	Deauville, South of St. Dennis		Deauville, North of St. Dennis		St. Dennis, West of Deauville		St. Dennis, East of Deauville		
	NB	SB	NB	SB	EB	WB	EB	WB	
28-May-2001	261	319	286	140	156	153	261	462	1019
22-Sep-2003	213	364	299	189	184	199	220	496	1082
27-Apr-2005	227	263	287	136	173	162	239	415	951
02-Nov-2009	269	212	311	105	193	183	264	403	970
15-Jul-2014	199	204	319	111	121	172	172	436	867
22-Jul-2014	217	223	320	123	124	150	185	414	878
12-Dec-2018	266	327	288	145	140	218	266	548	1099
Compound Annual Growth	**0%**	**-2%**	**1%**	**-2%**	**-3%**	**1%**	**-1%**	**1%**	**-1%**

Count Date	Traffic Volume Screenlines				Total Intersection Volumes
	Grenoble Drive		Gateway Boulevard		
	NB	SB	EB	WB	
28-Feb-2002	130	285	76	85	722
20-Nov-2003	180	490	63	152	1054
21-Dec-2005	134	320	65	72	813
23-Nov-2009	124	247	71	94	796
05-Nov-2015	138	272	87	73	882
Compound Annual Growth	**-1%**	**-4%**	**2%**	**-4%**	**0%**

Weekday PM Peak Hour

Count Date	Traffic Volume Screenlines								Total Intersection Volumes
	Deauville, South of St. Dennis		Deauville, North of St. Dennis		St. Dennis, West of Deauville		St. Dennis, East of Deauville		
	NB	SB	NB	SB	EB	WB	EB	WB	
28-May-2001	276	237	90	441	160	274	529	253	1130
22-Sep-2003	382	269	127	444	177	368	505	266	1269
27-Apr-2005	267	209	152	499	173	393	456	271	1210
02-Nov-2009	285	278	233	447	278	286	490	277	1287
15-Jul-2014	301	313	169	359	207	237	442	294	1161
22-Jul-2014	310	310	177	364	178	253	407	295	1147
12-Dec-2018	482	277	192	375	160	324	562	338	1355
Compound Annual Growth	**3%**	**3%**	**5%**	**-3%**	**0%**	**-2%**	**0%**	**2%**	**1%**

Count Date	Traffic Volume Screenlines				Total Intersection Volumes
	Grenoble Drive		Gateway Boulevard		
	NB	SB	EB	WB	
28-Feb-2002	167	148	70	43	671
20-Nov-2003	253	139	79	44	761
21-Dec-2005	221	150	94	109	970
23-Nov-2009	193	182	74	81	802
05-Nov-2015	271	190	61	59	888
Compound Annual Growth	**2%**	**3%**	**-2%**	**1%**	**2%**

Table 1: Existing and Future Traffic Operations – AM Peak Hour

Intersection & Movement	Existing Storage / Link Distance (m)	Existing 2022					Background 2028					Total 2028				
		v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)	v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)	v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)
Deauville Lane / St. Dennis Drive																
Overall	-	0.56	B	-	-	15	0.56	B	-	-	15	0.66	B	-	-	15
EBL	28	0.14	B	8	3	13	0.22	B	11	4	14	0.21	B	11	4	13
EBT	200+	0.12	B	11	5	13	0.15	B	14	7	13	0.15	B	14	7	13
EBR	10	0.03	B	0	0	13	0.03	B	0	0	13	0.04	B	0	0	13
WBL	32	0.65	B	39	19	20	0.66	C	39	19	21	0.68	C	41	20	16
WBTR	200+	0.53	B	39	19	16	0.54	B	40	20	16	0.53	B	40	20	15
NBLTR	100+	0.35	B	28	9	12	0.36	B	28	9	12	0.49	B	41	15	11
SBLTR	100	0.20	A	20	7	10	0.24	B	22	8	11	0.24	B	22	9	10
Deauville Lane / Grenoble Drive [2]																
EBL	170[1]	0.463	B	18	-	15	0.463	B	18	-	15	0.507	C	22	-	17
EBR	8	0.073	A	2	-	9	0.073	A	2	-	9	0.074	A	2	-	9
NBLT	200+	0.228	B	7	-	11	0.228	B	7	-	11	0.234	B	7	-	11
SBT	100+	0.192	B	6	-	11	0.192	B	6	-	11	0.195	B	6	-	11
SBR	13	0.443	B	18	-	12	0.443	B	18	-	12	0.501	B	21	-	13
Grenoble Drive / Gateway Boulevard / Commercial Driveway																
Overall	-	0.39	B	-	-	18	0.40	B	-	-	19	0.44	B	-	-	19
EBL	48	0.27	B	19	9	20	0.29	B	20	9	20	0.34	C	24	11	21
EBTR	150	0.23	B	23	10	18	0.23	B	23	10	18	0.23	B	23	10	18
WBLTR	200+	0.26	B	22	10	19	0.26	B	22	10	19	0.26	B	22	10	19
NBLTR	30	0.35	B	28	14	17	0.35	B	28	14	17	0.37	B	28	14	17
SBLTR	150[1]	0.52	B	47	23	19	0.53	B	48	23	19	0.56	B	52	25	20
Deauville Lane / Site Driveway																
EBLR	20	N/A										0.21	C	6	-	16
NBLT	50											0.02	A	1	-	1

Note: 1. Measured to the midblock pedestrian crossing.
2. A vehicle length of 7.5 m is assumed.

Table 2: Existing and Future Traffic Operations – PM Peak Hour

Intersection & Movement	Existing Storage / Link Distance (m)	Existing 2022					Background 2028					Total 2028				
		v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)	v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)	v/c	LOS	95th Queue (m)	50th Queue (m)	Delay (s)
Deauville Lane / St. Dennis Drive																
Overall	-	0.74	B	-	-	16	0.75	B	-	-	16	0.79	B	-	-	17
EBL	28	0.05	B	4	1	14	0.17	B	10	4	15	0.16	B	10	4	15
EBT	200+	0.25	B	18	9	15	0.26	B	18	9	15	0.25	B	18	9	15
EBR	10	0.02	B	0	0	14	0.02	B	0	0	14	0.03	B	0	0	14
WBL	32	0.59	B	28	14	20	0.59	B	28	14	19	0.60	B	30	15	20
WBTR	200+	0.29	B	19	8	16	0.31	B	21	9	16	0.31	B	21	9	15
NBLTR	100+	0.65	B	82	22	15	0.65	B	82	22	15	0.71	B	92	26	17
SBLTR	100	0.64	B	71	20	15	0.66	B	75	21	16	0.68	B	78	22	17
Deauville Lane / Grenoble Drive [2]																
EBL	170[1]	0.524	C	23	-	16	0.524	C	23	-	16	0.571	C	27	-	11
EBR	8	0.078	A	2	-	9	0.078	A	2	-	9	0.079	A	3	-	17
NBLT	200+	0.225	B	6	-	11	0.225	B	6	-	11	0.231	B	7	-	9
SBT	100+	0.132	A	3	-	10	0.132	A	3	-	10	0.135	A	4	-	10
SBR	13	0.251	A	8	-	10	0.251	A	8	-	10	0.280	A	9	-	10
Grenoble Drive / Gateway Boulevard / Commercial Driveway																
Overall	-	0.36	B	-	-	18	0.38	B	-	-	18	0.42	B	-	-	18
EBL	48	0.41	C	32	16	22	0.46	C	35	18	23	0.52	C	40	21	24
EBTR	150	0.15	B	17	7	17	0.15	B	17	7	17	0.15	B	17	7	17
WBLTR	200+	0.26	B	24	9	19	0.26	B	24	9	19	0.26	B	24	9	19
NBLTR	30	0.30	B	28	15	15	0.30	B	28	15	15	0.30	B	28	15	15
SBLTR	150[1]	0.35	B	31	13	16	0.36	B	31	13	16	0.38	B	32	13	16
Deauville Lane / Site Driveway																
EBLR	20	N/A										0.10	B	3	-	14
NBLT	50											0.02	A	1	-	1

Note: 1. Measured to the midblock pedestrian crossing.
2. A vehicle length of 7.5 m is assumed.