



August 9, 2023

Via: Email

Jiazhen Lin
Transportation Engineering Coordinator
Transportation Services
North York Civic Centre
5100 Yonge Street, 4th Floor
Toronto ON M2N 5V7

Dear Jiazhen:

**Re: 48 Grenoble Drive Transportation Update and Response to Comments
5th Submission
City File: 22 127125 NNY 16 OZ
Project No.: 300054545.0000**

R.J. Burnside & Associates Limited (Burnside) previously submitted a *Response to Transportation Comments* letter, dated July 13, 2023 (the Response Letter), which responded to the City of Toronto's (the City) transportation-related comments in the Transportation Services letter, dated May 16, 2023, and clarified with the City via meetings on June 16, 2023, and July 12, 2023. Preliminary transportation-related comments were provided by the City via telephone on August 8, 2023, and August 9, 2023 (the Preliminary 4th Submission Comments), with respect to the Response Letter. In addition, the proposed site plan has been updated and is shown in Attachment 1. The updated site plan is discussed further below.

The Preliminary 4th Submission Comments are repeated in italics below with our responses following each set of comments.

1.0 Updated Site Plan

Compared to the site plan assumed in the Response Letter, the updated site plan proposes 12 less units. Based on the trip generation methodology in Burnside's *Transportation Study*, dated March 2022 (the TIS), the proposed development will have 2 less trips during both peak hours in comparison to the site trip projections from the Response Letter. It is our professional opinion that the conclusions in the Response Letter and TIS will remain the same and that an updated study is not required.

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

1.1 Bicycle Parking

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

Table 1: ZBL Bicycle Parking Requirements

Proposed Use	ZBL Use	Type	Parking Rate	Required Spaces ¹	Provided Spaces	Surplus / Deficit
High-Rise Residential (1,054 units)	Apartment Building	Short-Term	0.20 space per unit	211	214	+3
		Long-Term	0.90 space per unit	949	1,013	+64

Notes: 1. The number of spaces was rounded up to the nearest whole number as per the ZBL.
2. Uses, other than a dwelling unit, where the interior floor area is less than 2,000 m², no bicycle parking space is required.

The proposed number of long-term and short-term bicycle spaces will exceed 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 192 vehicle parking spaces are proposed within a 2-level underground garage, with 180 spaces for residents and 12 spaces for visitors. Two parking spaces will also be provided on the ground floor, which will be designated for pick-up/ drop-off only. As noted in the Response Letter, the City confirmed that the site can be considered to be located in Parking Zone A due to its proximity to the future Flemingdon Park subway station, as part of the Ontario Line, that will be built at the intersection of Don Mills Road/ Gateway Boulevard. The minimum visitor parking requirement for an apartment building in Parking Zone A is 2 spaces plus 0.01 spaces per unit. This results in a minimum visitor parking requirement of 12 spaces, which will be met by the proposed visitor parking supply.

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

Table 2: 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	635	0.5	317		
Two Bedroom	Two Bedroom	306	0.8	244		
Three Bedroom	Three or more Bedrooms	113	1.0	113		
Residential		1,054	0.94	674	180	-494
Visitor			0.10 ²	109		
Retail	Retail Store	208 m ²	3.5 / 100 m ²	7		
Total Visitor + Retail				116	12	-104
Total				790	192	-598

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 180 resident and 12 visitor parking spaces will not exceed the ZBL's maximum parking requirements.

Accessible Parking

The ZBL requires accessible parking spaces to be calculated based on "effective" parking spaces. The results of the analysis are summarized in Table 3 and the applicable excerpts from the ZBL are provided in Attachment 2.

Table 3: Effective Vehicle Parking Requirements

Proposed Use	ZBL Use	Units or Size	Parking Spaces	
			Rate ¹	Effective ²
One Bedroom and One Bedroom + Den	One Bedroom	635	0.5	317
Two Bedroom and Two Bedroom + Den	Two Bedroom	306	0.8	244
Three Bedroom	Three or more Bedrooms	113	1.0	113
Visitor Requirement		1,054	0.1	105
Retail	Retail Store	208 m ²	1 / 100 m ²	2
Total				781

Notes: 1. Space per unit for residential.
2. The number of spaces is rounded down to the nearest whole number as per the ZBL.

The ZBL requires a minimum of 5 accessible parking spaces plus 1 parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces, based on an effective parking requirement of more than 100 spaces. Therefore, 19 accessible parking spaces are required for the development. There are 19 accessible parking spaces proposed, which will meet 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.

2.0 Response to Preliminary 4th Submission Comments

The Preliminary 4th Submission Comments included both ZBA and site plan-related (SPA) comments. Therefore, we have separated those comments and our responses as follows.

2.1 ZBA Comments

1) *Updates to the following are required based on increase of units:*

a) *Pick-up/drop-off activities projected (supply will meet estimated demand)*

As noted in the Response Letter, it is our professional opinion that the two proposed pick-up/drop-off parking spaces will be sufficient for the proposed scale of this development. This opinion takes into account the availability of existing and future active transportation and higher-order transit. It also takes into consideration the increasing use of bicycles and other non-vehicular modes to deliver goods and services throughout the City. As previously discussed with the City during the meeting on June 16, 2023, any additional or more detailed assessment of the projected pick-up/drop-off demand for the proposed development will be deferred to the Site Plan application stage, if and when the City is able to provide an appropriate methodology that will be accepted.

b) *Level of surface, volume capacity ratio, delay, 95th queuing, traffic volume summary tables.*

As noted above in Section 1.0, 12 less units are proposed compared to the site plan in the Response Letter. It is our professional opinion that the conclusions in the Response Letter and TIS will remain the same and that an updated study is not required.

2) *Require further explanation on why TDM guidance is applicable to specific local context.*

As noted in the TIS, the trip reduction estimates are based on North American research data that have recognized the impact of TDM on trip generation, which includes data from the Town of Oakville, the Region of Waterloo, the Vermont Agency of Transportation, City of Berkeley, California, California Air Pollution Control Officers Association, Delaware Department of Transportation, Oregon Department of Environmental Quality, and the City of Sacramento.

Although some sources are from U.S.A. and other jurisdictions within Ontario, it is our opinion that the trip reduction estimates are applicable and would be even higher in the City of Toronto, especially the subject site area, due to the abundance of existing and future transit, such as the future TTC bus terminal, ECLRT and Ontario Line. Some of these other jurisdictions are also less urbanized than the City of Toronto and so the reliance on the single-occupancy vehicle may be greater compared to the subject site area.

3) *Car share cannot be counted towards visitor parking spaces.*

Car share will no longer be counted towards the visitor parking supply as shown in the updated site statistics page of the architectural set, dated August 9, 2023. An excerpt of this page is provided in Attachment 3.

2.2 SPA Comments

- 1) *Proposed driveway needs to be separated by 3 m from access driveway of neighbour along south property line.*
- 2) *Need updated vehicle loading diagram, diagram for vehicles accessing parking garage and vehicle moving diagram for pick-up and drop-off area.*
 - a) *Existing vehicle moving diagrams show vehicle paths encroaching into loading spaces, overlapping with designated areas, corners of wall, etc.*
- 3) *Sidewalk needs to be 3 m offset from property line.*
- 4) *Tactile indicators near access driveway (side entrance) need to be removed.*
- 5) *Sidewalk currently contemplates transition areas on both side of sidewalk. Keep transition area on only 1 side of sidewalk, on other side, just align it with existing sidewalk.*
- 6) *Internal private drive aisles need to be a width of 6 m.*
- 7) *Remove bike parking that is currently in public ROW.*
- 8) *Label underground parking ramp.*
- 9) *Parking spaces – label 20% as EV.*
- 10) *Label side entrance curb radius of 5 m.*
- 11) *Convex mirrors at:*
 - a) *access turning locations.*
 - b) *top bottom and every curb of every underground parking ramp.*

These site plan-related comments will be addressed in the future site plan application.

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
CM/DWA:cv



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

Enclosure(s) Attachment 1 – Updated Site Plan
Attachment 2 – Excerpts from Zoning By-law 569-2013
Attachment 3 – Updated Site Statistics

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No.	Date	Description
1	04/18/2022	ISSUED FOR ZBA/SPA
2	02/08/2023	ISSUED FOR ZBA/SPA2
3	06/11/2023	ISSUED FOR ZBA4
4	07/10/2023	ISSUED FOR ZBA4
5	08/09/2023	ISSUED FOR ZBA5



LEGEND
CHANGES SINCE ZBA4 SUBMISSION

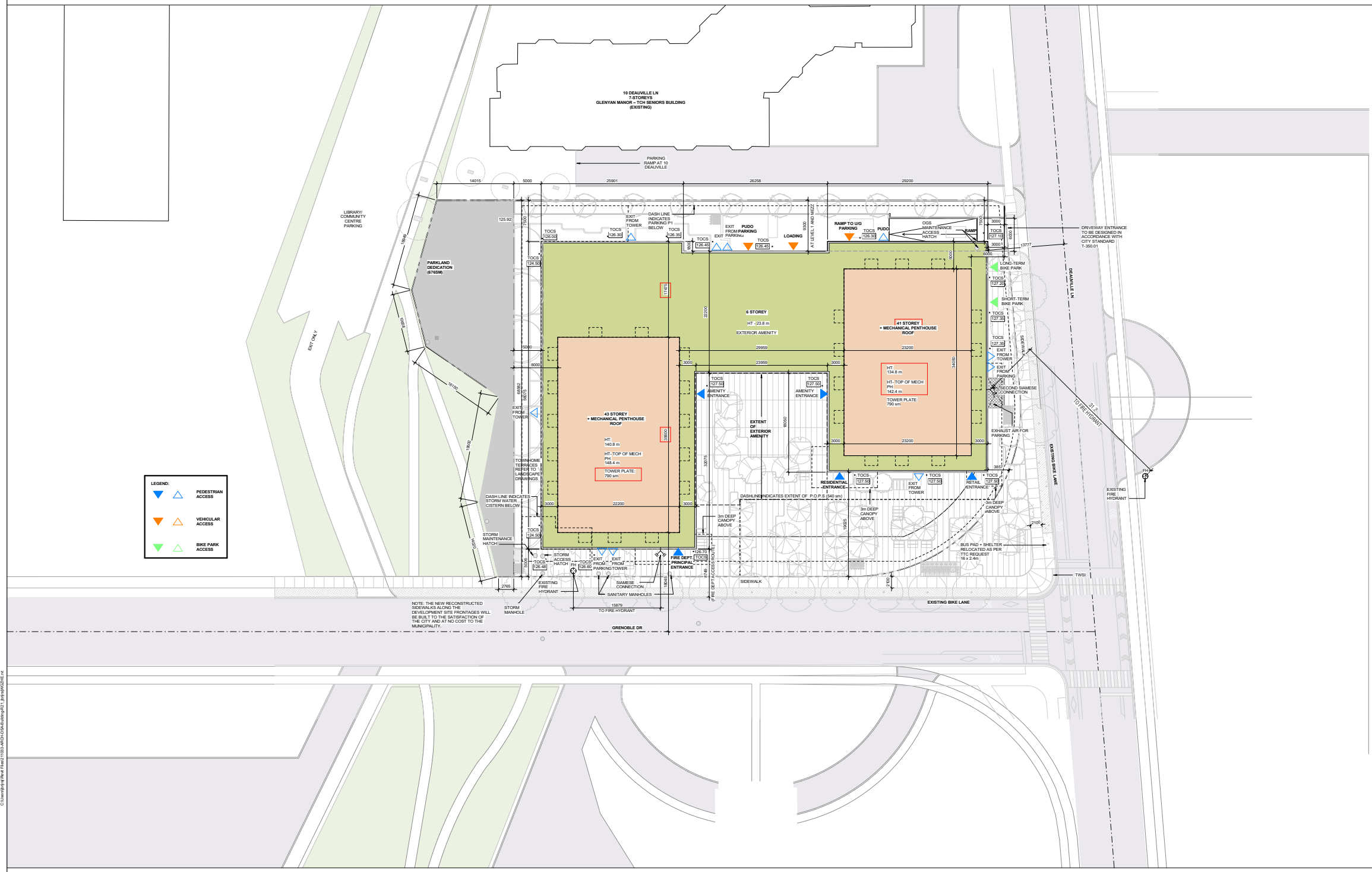
- NOTES
- COLLECTION VEHICLE ACCESS DRIVEWAY TO BE LEVELLED MAX 8%.
 - A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANAGE AND FOR THE CITY COLLECTION DRIVER AND ALSO ACT AS A GUARDIAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THAT ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
 - ALL ASPHALT WITHIN THE CITY'S RIGHT OF WAY IS TO BE SURFPAVED AS PER CITY STANDARDS.
 - 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 THE DEVELOPMENT OR MAKE AN APPLICATION THAT RESULTS IN LAND DIVISION, STAFF MAY REQUIRE LEGAL ASSURANCES, INCLUDING BUT NOT LIMITED TO LEGAL OPINIONS, WITH RESPECT TO THE APPROVED SERVICES. SUCH ASSURANCES WILL BE DETERMINED AT THE TIME OF APPLICATION FOR CONDOMINIUM APPROVAL.
 - THE OWNER IS REQUIRED TO INSTALL AND MAINTAIN A PERMITS SOLID WASTE SERVICES FOR ALL APPLICABLE WASTE SERVICES IN ACCORDANCE WITH TORONTO MUNICIPAL CODE, CHAPTER 610 WASTE SUPPLY, THE BUILDING CODE, AND CSA B64 SERIES STANDARDS.
 - 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 (20,000 KILOGRAMS) AND CONFORM TO THE FOLLOWING:
(A) DESIGN CODE - ONTARIO BUILDING CODE
(B) DESIGN LOAD - CITY BUILT-UP VEHICLE IN ACCORDANCE WITH CITY STANDARDS
(C) IMPACT FACTOR - 1.5 FOR MAXIMUM VEHICULAR SPEEDS TO 10 KM/H AND 30% FOR HIGHER SPEEDS
 - PROVIDE AND MAINTAIN A WARNING SYSTEM TO ALERT DRIVERS WHEN ENTERING THE UNDERGROUND PARKING GARAGE THAT LARGE TRUCKS ARE MANOEUVRING WITHIN THE DRIVING AISLE.
 - ALL EXISTING ACCESSIBLE CURB CUTS, TRAFFIC CONTROL SIGNALS THAT ARE NO LONGER REQUIRED HAVE BEEN REMOVED AND REINSTATE THE CURB, GUTTER AND SIDEWALK 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

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48 Grenoble Drive
211033

SITE PLAN
As Indicated
A012



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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

(C) effective **parking space** rates in Table 200.15.10.5 do not apply as a substitute for the parking rates in Table 200.5.10.1 – Parking Space Rates; and

(D) the quantity of **vehicle parking spaces** provided for a development may not apply as a substitute for the effective **parking space** requirements in the calculation of required accessible parking, except for circumstances set out in regulation 200.15.10.5(2). [By-law: 89-2022]

(2) Determining Effective Parking Spaces for the Purposes of Accessible Parking

The number of effective **parking spaces** to determine accessible **parking space** requirements is the greater of the number of permitted **parking spaces** provided and the number of **parking spaces** calculated using the rates in Table 200.15.10.5. [By-law: 89-2022]

(3) Calculation of Effective Parking Spaces

Regulations 200.5.1.10(7), (8), (9) and (11) apply for the calculation of effective **parking spaces** and interpretation of the rates in Table 200.15.10.5. [By-law: 89-2022]

Table 200.15.10.5

Parking Space Rates for Effective Parking Spaces

Land Use Category	Rate for Calculating Effective Parking Spaces
Resident Requirement for a Dwelling unit in an: Apartment Building , Assisted Housing or a Mixed Use Building	The rate for calculating effective parking spaces is: (A) in Parking Zone A (PZA) at a 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 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 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	The rate for calculating effective parking spaces is 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	The rate for calculating effective parking spaces is 0.1 per dwelling unit .
Tier 1: Alternative Housing, Group Home, Hospice Care Home, Nursing Home, Religious Residence, Retirement Home, Respite Care Facility and Seniors Community House	The rate for calculating effective parking spaces is 0.2 parking spaces 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, PostSecondary School, Private School, Production Studio, Public School, Recreation Use, Religious Educational Use, Self-Storage Warehouse, Software Development and Processing, Vehicle Dealership, Veterinary Hospital	The rate for calculating effective parking spaces is: (A) in Parking Zone A (PZA) and Parking Zone B (PZB), 0.4 parking spaces for each 100 square metres of gross floor area ; and (B) in all other areas of the City, 1.0 parking spaces for each 100 square metres of gross floor area .
Tier 3: Crisis Care Shelter, Municipal Shelter, Residential Care Home	The rate for calculating effective parking spaces is 0.2 parking spaces for each 100 square metres of gross floor 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	The rate for calculating effective parking spaces is: (A) in Parking Zone A (PZA) and Parking Zone B (PZB), 1.0 parking spaces for each 100 square metres of gross floor area ; and (B) in all other areas of the City, 2.0 parking spaces for each 100 square metres of gross floor area

[By-law: 89-2022]

200.15.10.10 Parking Rate - Accessible Parking Spaces

(1) Accessible Parking Rates – General

In accordance with Table 200.15.10.5, if the number of **parking spaces** associated with **dwelling units** is 5 or more, or if the number of **parking spaces** associated with uses in Tiers 1, 2, 3, or 4, excluding medical offices and clinics, is 1 or more, clearly identified off **street** accessible **parking spaces** must be provided on the same **lot** as every **building** or **structure** erected or enlarged, as follows:

- (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

	(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

The Green Roof Statistics Template is required to be submitted for Site Plan Control Applications where a green roof is required under the Toronto Municipal Code Chapter 492, Green Roofs. Complete the table below and copy it directly onto the Roof Plan submitted as part of any Site Plan Control Application requiring a green roof in accordance with the Bylaw. Refer to Section § 492.1 of the Municipal Code for a complete list of defined terms, and greater detail and certainty regarding the intent and application of the terms included in the template. The Toronto Municipal Code Chapter 492, Green Roofs can be found online at: http://www.toronto.ca/bylaw/municipalcode/1184_492.pdf

Green Roof Statistics

	Proposed
Gross Floor Area, as defined in Green Roof Bylaw (m ²)	11,819
Total Roof Area (m ²)	3,247
Area of Residential Private Terraces (m ²)	0
Rooftop Outdoor Amenity Space, if in a Residential Building (m ²)	1,416
Area of Renewable Energy Devices (m ²)	0
Tower (s)Roof Area with floor plate less than 750 m ²	0
Total Available Roof Space (m ²)	1,831
Green Roof Coverage	Required 60%
Coverage of Available Roof Space (m ²)	Proposed 60%
Coverage of Available Roof Space (%)	

No.	Date	Description
1	03/18/2022	ISSUED FOR ZBA/SPA
2	02/08/2023	ISSUED FOR ZBA/SP/PA2
3	06/11/2023	ISSUED FOR ZBA/4
4	07/10/2023	ISSUED FOR ZBA/4
5	08/09/2023	ISSUED FOR ZBA/5



Bird-Friendly Design Statistics



	Elevation First 16m* Above Grade					
	North	South	East	West	Total (m2)	Total (%)
Glazing Area (m ²)	735	862	393	640	2630	100%
Untreated Area (m ²)	0	0	0	0	0	0
Treated Area (m ²)	625	735	335	550	2245	
Low-Reflectance	0	0	0	0	0	0
Opaque Glass (m ²)	0	0	0	0	0	0
Visual Markers (m ²)	625	735	335	550	2245	85%
Shaded (m ²)	0	0	0	0	0	0
*For Site Plan Approval applications received before January 1, 2020, treat the first 12m above grade.						
	Elevation First 4m Above Rooftop Vegetation*					
	North (Floor 7)	South (Floor 7)	East (Floor 7)	West (Floor 7)	Total (m2)	Total (%)
Glazing Area (m ²)	122	122	174	210	628	100%
Untreated Area (m ²)	0	0	0	0	0	0
Treated Area (m ²)	105	104	148	179	536	
Low-Reflectance	0	0	0	0	0	0
Opaque Glass (m ²)	0	0	0	0	0	0
Visual Markers (m ²)	105	104	148	179	536	85%
Shaded (m ²)	0	0	0	0	0	0
* Include this section only when applicable and provide relevant floor numbers for reference						
Building Window : Wall Ratio	50:50.00					

Project Statistics

1.0 SUMMARY

SITE AREA		6,749	m ²
TOTAL GFA		73,640	m ²
FSI		10.9	

RENTAL REPLACEMENT UNITS	109
NET NEW AFFORDABLE RENTAL	1
NEW RESIDENTIAL UNITS	944
TOTAL RESIDENTIAL UNITS	1054

2.0 BUILDING HEIGHT

WEST TOWER		EAST TOWER	
Tower:	140.0m	Tower:	134.8m
MPH:	7.6m	MPH:	7.6m
TOTAL:	145.4m	TOTAL:	142.4m

3.0 FLOOR AREA

Level	# of Levels	GCA/Level	Total GCA	Deductions		Res GFA*	Amenity (Ext)	Amenity (Int)	Non-Res GFA	Total GFA	
		m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²	
BELOW GRADE PARKING											
P3	1	897	9,656	897	9,656	897.05	-	-	-	-	
P2	1	5,620	60,493	5,620	60,493	5562	59,893	58	624	58 624	
P1	1	5,272	56,747	5,272	56,747	5204	56,013	68	732	68 732	
TOTALS	3		11,789	126,896	11,663	125,540	126	1,356	-	126 1,356	
WEST TOWER (L7-MPH)											
7 - Amenity	1	790	8,504	790	8,504	117	1,299	-	-	808 8,697 673 7,244	
8 to 43	36	790	8,504	28,440	306,125	2,484	26,730	25,956	279,385	-	-
Lower MPH	1	790	8,504	790	8,504	318	3,428	422	5,077	-	-
Upper MPH	1	790	8,504	790	8,504	224	2,410	566	6,093	-	-
TOTALS	39		30,810	331,636	3,143	33,833	26,994	290,559	808	8,697 673 7,244	
EAST TOWER (L7-MPH)											
7 - Amenity	1	790	8,504	790	8,504	117	1,299	-	-	808 8,697 673 7,244	
8 to 43	34	790	8,504	26,860	289,119	2,346	25,252	24,514	263,860	-	-
Lower MPH	1	790	8,504	790	8,504	318	3,428	422	5,077	-	-
Upper MPH	1	790	8,504	790	8,504	211	2,278	579	6,227	-	-
TOTALS	37		26,230	314,629	2,861	32,085	25,576	275,300	808	8,697 673 7,244	
PODIUM (L1-6)											
Lower TH	1	482	5,188	482	5,188	10	109	472	5,081	0	-
M	1	3,285	35,360	3,285	35,360	1,810	19,483	757	8,148	560	6,028
2	1	3,335	35,360	3,335	35,360	386	4,092	2,522	27,141	-	-
3	1	3,335	35,368	3,335	35,368	349	3,751	2,867	32,146	-	-
4	1	3,335	35,368	3,335	35,368	349	3,751	2,867	32,146	-	-
5	1	3,335	35,368	3,335	35,368	349	3,751	2,867	32,146	-	-
6	1	3,335	35,368	3,335	35,368	349	3,751	2,867	32,146	-	-
TOTALS	5		23,727	255,395	4,129	44,439	18,683	201,102	560	6,028 708 7,816	
GRAND TOTAL											
SUBTOTAL		m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²
GRAND TOTAL		95,556	1,028,556	21,916	235,897	71,379	768,316	2,176	23,422	2,654	22,104

GFA exemption as per By-Law 569-2013

4.0 AMENITY

	Total units	Exterior		Exterior unit		Interior		Interior unit (m ²)	
		m ²	m ²	m ²	m ²	m ²	m ²	m ²	m ²
WEST TOWER	441	808	8,697	1.83	673	7,244	1.53		
EAST TOWER	417	808	8,697	1.94	673	7,244	1.61		
PODIUM	198	560	6,028	2.76	708	7,816	3.61		
TOTALS	1054	2,176	23,422	2.06	2,654	22,104	1.95		

5.0 PARKING

Level	Residential Car Parking			Visitor Car Parking				Total Car Parking	Bicycle Parking		Total Bicycle Parking
	Regular	BF	Total	Regular	Car Share	BF	Pick-up/Drop-off		Long-Term	Short-Term	
P1	38	4	42	9	-	3	-	12	54	1,013	1,013
P2	101	12	113	-	-	-	-	-	-	-	-
P3	25	25	50	-	-	-	-	-	25	-	-
1	-	-	-	-	-	-	2	2	-	214	214
TOTALS	164	16	180	9	0	3	2	14	194	1013	1,227

BF = BARRIER FREE

Vehicle Parking Rate achieved0.18

Visitors Vehicle Parking0.01 ">0.01"

Resident Vehicle Parking0.17

6.0 STORAGE

	Storage (m ³)
WEST BUILDING	0
EAST BUILDING	0
PODIUM	90.3
TOTAL	90.2

7.0 LOADING

Level	Count	Type
1	1	Type G Loading
1	1	Type G Loading

8.0 WASTE

Level	Type	Area (m ²)
WEST BUILDING		
1	Bulky Storage	13
1	Garbage Room	199
EAST BUILDING		
1	Bulky Storage	10
1	Garbage Room	90
TOTAL		300