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BURNSIDE
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October 17, 2025

Via: Email

Jiazhen Lin
Transportation Engineer Coordinator
Development Planning and Review
Transportation Services
North York Civic Centre
5100 Yonge Street, 4th Floor
Toronto ON M2N 5V7

Dear Jiazhen:

Re: 45 Grenoble Drive Response to Transportation Comments
City File#: 24 253098 NNY 16 OZ
Project No.: 300058194.0000

R.J. Burnside & Associates Limited (Burnside) has reviewed the City of Toronto (the City) transportation related comments within the following documents:

- Development Engineering Memorandum, dated January 31, 2025; and,
- Community Planning Division – North York District Memorandum, dated February 10, 2025.

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 our responses to the transportation-related comments.

1.0 The Updated Development

Table 1 summarizes the differences between the current site plan and site plan assumed in Burnside's *45 Grenoble Drive Transportation Study*, dated November 2024 (the TIS).

Table 1: Site Plan Comparison

Land Use & Statistics	TIS	Current Site Plan	Differences
Site			
Apartments	622 units	622 units	0 units
Vehicle Parking			
Residents	246 spaces (0.40 spaces / unit)	242 spaces (0.39 spaces / unit)	-4 spaces
Visitors	18 spaces (0.03 spaces / unit)	18 spaces (0.03 spaces / unit)	0 spaces
Total	**264 spaces (0.43 spaces / unit)**	**260 spaces (0.42 spaces / unit)**	**-4 spaces**
Bicycle Parking			
Long Term	365 spaces (0.90 spaces / unit)	365 spaces (0.90 spaces / unit)	0 spaces
Short Term	92 spaces (0.23 spaces / unit)	92 spaces (0.23 spaces / unit)	0 spaces

Compared to the site plan assumed in the TIS, the updated site plan proposes the same number of units. Therefore, it is our opinion that the recommendations in the TIS will remain the same and that an updated study is not required.

1.1 Vehicle Parking

A total of 260 parking spaces are proposed within a 3-level underground garage, with 242 spaces for residents and 18 spaces for visitors. Based on the assumption that the site is located in “Parking Zone B”, the minimum visitor parking requirement for an apartment building is 2 spaces plus 0.05 spaces per unit. This results in a minimum visitor parking requirement of 33 spaces, which is higher than the proposed visitor parking supply.

However, 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, 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. Table 19 in the TIS provides a comparison of these two secondary plan areas.

Therefore, it is our further opinion that the visitor parking supply should use “Parking Zone A” as a guide, 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 8 spaces. The proposed visitor parking supply of 18 spaces will exceed the ZBL requirement.

In addition, recent legislation passed by the Province in 2025 removed parking minimums for developments within Major Transit Station Areas (MTSA). The development is located in the Flemingdon Park MTSA.

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	282	0.5	141		
Two Bedroom and Two Bedroom + Den	Two Bedroom	271	0.8	216		
Three Bedroom	Three or more Bedrooms	69	1.0	69		
Residential		**622**	**0.68**	**426**	**242**	**-184**
Visitor			0.11 [3]	66	18	-48
			Totals	**492**	**260**	**-232**

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 parking supply will not exceed the ZBL's maximum parking requirements. However, despite compliance with the ZBL, additional justification for the proposed resident parking supply is provided below as per City requirements.

1.1.1 Resident Parking

Burnside submitted two parking reviews to the City that concluded that a blanket rate of 0.39 resident parking spaces per unit across the site (as is typical with many other developments in the City) would be appropriate for this development. A meeting with the City was also held on Wednesday, June 25, 2025, to discuss what additional information the City would need in their review of the proposed resident parking rate.

Burnside's *45 Grenoble Drive Parking Review* letter, dated July 22, 2025, provided a list of proxy sites that were comparable to the subject development with similar access to transit and a similar residential unit mix. Burnside's *45 Grenoble Drive Parking Review Update* letter, dated August 14, 2025, reviewed the existing parking demand by unit type and found that there appeared to be an induced parking demand created by a high parking supply. However, future parking demand will be managed through turnover of tenants by limiting the leasing of spaces by new tenants to the 0.39 spaces per unit target as previous tenants move out. Current parking leases will be honoured while they are in force.

In an email from the City, dated September 23, 2025, the City agreed with the proposed minimum parking supply of 0.39 spaces per unit or 220 parking spaces, whichever is greater.

1.2 Accessible Parking

The ZBL contains accessible parking space requirements, which are based on "effective" parking spaces. The results of the analysis are summarized in Table 3 and the applicable excerpts are provided in Attachment 2.

Table 3: ZBL Effective Parking Requirements

Proposed Use	ZBL Use	Size (units)	Parking Spaces	
			Rate [1]	Effective [2]
1 Bedroom	One Bedroom	290	0.5	145
2 Bedroom	Two Bedroom	263	0.8	210
3 Bedroom	Three or more Bedrooms	69	1.0	69
Resident Requirement		**622**	**0.68**	**424**
Visitor Requirement			**0.10**	**62**
			Total	**486**

Notes: 1. Space per unit for residential. Based on Parking Zone A.
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, 13 accessible parking spaces are required for the development, which is the proposed supply.

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 space. One Type G and one Type C loading space 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 3-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 a City refuse truck using AutoTURN. An access analysis was also conducted for the proposed Type C loading space on the ground floor using a TAC LSU vehicle, which represents the largest design vehicle that will utilize this space. The maneuvering analysis is provided in Attachment 3. The analysis confirms that the proposed geometrics will accommodate a refuse truck, 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 Development Engineering Memorandum

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT

1. Site Plan drawing A101S, by BDP Quadrangle, undated, no revision number provided.

1.1 Transportation Review

1. Provide an updated Traffic Impact Assessment Addendum to address the comments outlined in Section (D);

This letter addresses all of the City's transportation comments.

2. Provide parking supply as follows:

a. For the proposed new buildings, in accordance with the minimum rates identified under Condition B(1);

b. For the existing buildings, in accordance with the minimum rates identified under Condition B(2).

Please see Section 1.1.1 that summarizes the City's subsequent agreement with the proposed parking supply.

3. Provide loading supply in accordance with the minimum rates identified under Condition B (5);

As noted in Section 1.3, the proposed loading space supply will meet the ZBL's minimum requirements.

4. Provide accessible parking supply for the proposed new buildings in accordance with the minimum rates identified under Condition B (6);

Please see Section 1.2 that confirms the proposed parking supply will meet the City's minimum requirements.

5. The Site Statistics must be revised to provide clarification on the exact number of existing residential, visitor, and accessible parking spaces;

Please see the updated site plan that shows the requested breakdown of parking spaces.

6. The legend of the Parking and Ground Floor Plans must be revised to incorporate the explicitly labelled typical dimensions for accessible parking and parking spaces as outlined in By-law 579-2017 and By-law 569-2013. Furthermore, the Parking Plans must also include the additional typical dimensions for accessible parking spaces and parking spaces adjacent to obstructions, such as walls and pillars that extend beyond 1.0m from the front or rear of the parking space, with an additional clearance of 0.3m on each side of the obstruction. Small car parking spaces will not be accepted;

Please see the updated parking and ground floor plans that shows the requested details.

7. The site frontage on Grenoble Drive is designated as an "On-Street Bikeway". The applicant will be required to secure a clearway area along the site frontage on Grenoble Drive to install cycling infrastructure and cycle track in the future. Please contact Transportation Services for further information;

A functional plan for the future cycle tracks was provided for the City's review and comments were received from the City's Cycling Group on July 2, 2025. The functional plan for the future cycle tracks is provided in Attachment 4 and also shown on the updated site plan and is in compliance with City requirements.

8. The applicant must submit acceptable functional plans (including pavement marking and signage plan) illustrating the modifications to the pavements and signages and road improvements (e.g., On-Street Bikeway) along Grenoble Drive;

Please see response to comment 7.

9. Revise the Site, Ground Floor 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.

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

(ii) Must have appropriate transition areas beyond the site frontages connecting to the existing sidewalks at a 5:1 ratio;

(iii) Must be continuous through the driveway;

(iv) Must be offset by 0.5m from the property line;

(v) Must be offset by 0.5m from permanent structures such as hydro poles, fire hydrants, etc.; and

(vi) Must be aligned and connected with the existing/new adjacent sidewalks and maintain a linear course;

The updated site plan complies with these requirements.

10. Please satisfy all the applicable transportation requirements regarding the Toronto Green Standard (TGS) Version 4.0, as outlined in Section D.

Please see below for our responses to the TGS comments and how they have been satisfied by the updated site plan.

D. BACKGROUND

ROADWAYS

1. *Transportation Services has been advised by the Land and Property Survey Unit of the 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.*

   The site frontage on Grenoble Drive is designated as an "On-Street Bikeway". The applicant will be required to secure a clearway area along the site frontage on Grenoble Drive to install cycling infrastructure and cycle track in the future. Please contact Transportation Services for further information. The applicant must submit acceptable functional plans (including pavement marking and signage plan) illustrating the modifications to the pavements and signages and road improvements (e.g., On-Street Bikeway) along Grenoble Drive.

Please see response to comment 7.

TRAFFIC ASSESSMENT

The consultant has concluded that the proposed development's site-generated auto traffic will have minimal impact on the surrounding road network.

Despite this conclusion, revisions are required to the Urban Transportation Considerations report in order to address the following issues:

1) High Occupancy Vehicle (HOV) lane

Factoring the High-Occupancy Vehicle (HOV) lane into the Synchro analysis is important for accurately representing the capacity and operational conditions of the intersections within the study area. The methodology described in Section 1.3.2 (Page 11) highlights that HOV lanes are excluded from the analysis in accordance with the City's Synchro Guidelines, considering this a conservative approach. However, as HOV lanes impact traffic distribution and lane utilization, their exclusion could lead to an underestimation of available capacity and overestimations of delays or congestion.

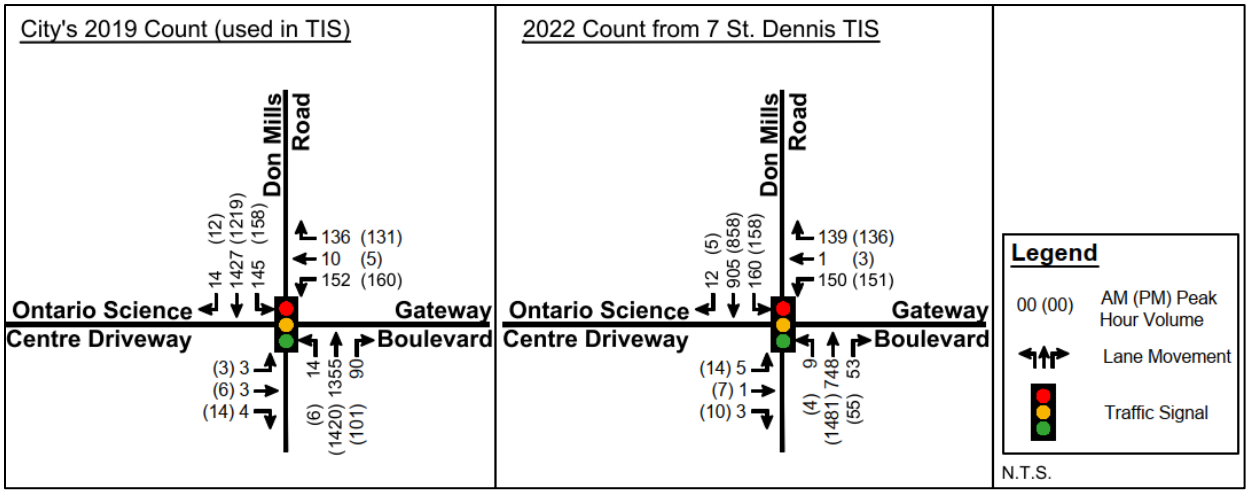
The Synchro analysis considered HOV lanes based on the City's Synchro 11 Guidelines, which suggests an option that excludes the HOV lane and its traffic volumes in the analysis. As mentioned in the guidelines, this methodology is an alternative way to consider HOV lanes. In addition, the traffic operations analysis in the TIS for the intersections along Don Mills Road showed that there will not be capacity issues under total conditions and that no road improvements will be required and / or will be triggered by the proposed development based on this more conservative approach.

2) Traffic Counts - Outdated

The traffic counts for some study intersections utilized in the Transportation Impact Study (TIS) were acquired in 2019 and 2022, rendering them outdated for accurate analysis. It is imperative to provide updated traffic counts to ensure the reliability and relevance of the traffic analysis. Additionally, the revised traffic analysis should incorporate recent traffic data, such as counts conducted in 2023 or later, to reflect current traffic patterns and conditions accurately. This will enhance the accuracy and effectiveness of the assessment and ensure that the proposed development adequately addresses present traffic concerns and impacts.

As shown in the TIS, a review of historical traffic count data indicated many intersections are experiencing either negative or no growth. Figure 1 illustrates a comparison between the existing traffic volumes used in the TIS and a March 23, 2022, count taken from the *7 St. Dennis TIS*, dated August 2022, for the intersection at Don Mills Road / Gateway Boulevard. The comparison shows that all turning movement volumes, during both peak hours, are within a similar range, has similar patterns and several volumes used in the TIS are higher than those observed in the March 23, 2022, count. Note that COVID restrictions were all lifted in early March 2022. The traffic counts are provided in Attachment 5.

Figure 1: Existing Traffic Volumes Comparison



In addition, the intersection at Don Mills Road / Gateway Boulevard / Overlea Boulevard utilized a 2023 count. A comparison of traffic screenline volumes is provided in Table 4, which shows that the screenline volumes on Don Mills Road, south of Gateway Boulevard, are higher than the screenline volumes on Don Mills Road, north of Overlea Boulevard. Also noted in the TIS, the traffic volumes along the Don Mills Road corridor was balanced between Gateway Boulevard and Overlea Boulevard for a more conservative analysis.

Table 4: Screenline Volume Comparison

Screenline	Screenline Volumes	
	AM	PM
Don Mills Road, south of Gateway Boulevard (north leg) (2019 traffic count)	3042	2920
Don Mills Road, north of Overlea Boulevard (2023 traffic count)	2579	2608
Difference	**+463**	**+312**

As a result, the traffic analysis under existing conditions assumes higher traffic volumes than more recent counts. It is our opinion that no updates to the existing conditions analysis are required.

3) Trip Generation

> *Trip generation must be based on a detailed survey of the existing site, as it provides the most accurate and representative data specific to the site's operational characteristics. Utilizing survey-based trip generation rates ensures that the analysis accurately reflects existing travel behavior, site access patterns, and local conditions. Given that no external source can better capture the unique dynamics of the site, the trip generation rates derived from this survey of the existing site should be applied to inform the transportation impact assessment.*

It is our opinion that future trip generation for the development should be based on the anticipated future travel characteristics and not the existing site since there are significant transit and active transportation improvements planned for the area. As noted in Section 3.1 and 3.2 of the TIS, there will be many future transit and active transportation improvements that will promote non-auto travel modes. The Eglinton Crosstown Light Rail Transit line is anticipated to open this year and the Ontario subway line is currently under construction, which will provide commuters with greater transit connectivity.

4) Signal Timing Plan Optimization

> *The consultant has proposed signal timing optimization at several intersections to address capacity constraints. However, additional capacity analyses are required for both the Future Background and Future Total conditions based on the existing signal timing. This analysis will provide valuable insights into the potential impacts of the proposed development. Additionally, if optimization is deemed necessary, it should be applied only to address the conditions of the future total traffic scenario.*
>
> *In addition, updated Level of Service (LOS) and Volume-to-Capacity (V/C) ratio, delay and 50th, and 95th percentile queues information must be provided in separate tables for both the Future Background and Future Total conditions based on the existing signal timing.*

It is our opinion that current issues and future issues under background conditions must be distinguished from development related issues as the applicant should not be responsible for optimizing existing signal timings under those conditions. Regardless, traffic operations for those intersections on Don Mills Road of St. Dennis Drive, Gateway Boulevard (North Leg) and Gateway Boulevard (South Leg) / Overlea Boulevard, under background and total conditions, have been updated and are shown in Table 5, Table 6, and Table 7, respectively, utilizing existing signal timing plans. Synchro reports are provided in Attachment 6.

Don Mills Road / St. Dennis Drive

Table 5: Don Mills Road / St. Dennis Drive Signalized Intersection Operations

Movement	Existing Storage / Link Distance (m)	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	LOS	Queue (m)		Delay (s)	v/c	LOS	Queue (m)		Delay (s)
				50th	95th				50th	95th	
Background 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.85	C	-	-	23	**1.60**	D	-	-	48
WBL	100+	0.84	E	61	99	72	0.79	E	53	81	78
WBR	55	0.44	D	27	55	50	0.07	D	0	18	54
NBTR	220	0.72	B	157	186	20	0.77	B	183	**234**	19
SBL	100	0.81	D	16	33	46	**1.71**	**F**	**105**	**171**	385
SBTR	200+	0.60	B	108	129	11	0.50	A	78	104	8
Total 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.88	C	-	-	23	**1.64**	D	-	-	49
WBL	100+	0.84	E	61	99	72	0.79	E	53	81	78
WBR	55	0.46	D	29	**58**	50	0.07	D	0	18	54
NBTR	220	0.73	B	159	188	20	0.78	B	184	**235**	19
SBL	100	0.84	D	19	59	54	**1.75**	**F**	**110**	**177**	400
SBTR	200+	0.60	B	109	129	11	0.51	A	79	104	8
Total 2031 Conditions (Optimized Signal Timing Plans from TIS)											
Overall	-	Not Optimized					0.96	C	-	-	32
WBL	100+						0.79	E	53	81	78
WBR	55						0.07	D	0	18	54
NBTR	220						0.89	C	**244**	**304**	34
SBL	100						0.94	F	73	**137**	91
SBTR	200+						0.50	A	78	104	8

Using existing signal timing plans, all future movements at the intersection of Don Mills Road / St. Dennis Drive, during both peak hours, will have excess capacity and a level of service E or better, except for the southbound left-turn movement during the PM peak hour. This movement is projected to be overcapacity under background conditions. The intersection during the PM peak hour is also projected to be overcapacity. All future queues will be contained within their respective storage lengths and link distances, except for the southbound left-turn queue during the PM peak hour.

As shown in the TIS, optimizing the signal timing plans will bring this movement under capacity, with or without the proposed development. Therefore, it is recommended that the City monitor this intersection for possible future signal timing plan optimization.

Don Mills Road / Gateway Boulevard (North Leg)

Table 6: Don Mills / Gateway Boulevard (North Leg) Signalized Intersection Operations

Movement	Existing Storage / Link Distance (m)	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	LOS	Queue (m) 50th	Queue (m) 95th	Delay (s)	v/c	LOS	Queue (m) 50th	Queue (m) 95th	Delay (s)
Background 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.72	C	-	-	22	0.80	C	-	-	28
WBL	62	0.85	E	**65**	**103**	75	0.82	E	61	**91**	72
WBR	153	0.64	E	53	79	56	0.67	E	54	81	58
NBTR	300+	0.68	B	141	170	17	0.78	B	177	223	20
SBL	93	0.82	D	15	36	39	**1.13**	**F**	41	**95**	145
SBTR	200+	0.61	B	114	137	11	0.52	A	80	104	9
Total 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.73	C	-	-	23	0.81	C	-	-	29
WBL	62	0.86	E	**69**	**110**	77	0.83	E	62	**95**	73
WBR	153	0.65	E	55	83	56	0.68	E	55	82	58
NBTR	300+	0.68	B	145	170	18	0.78	B	180	223	20
SBL	93	0.85	D	17	38	47	**1.16**	**F**	45	**99**	157
SBTR	200+	0.62	B	118	137	12	0.52	A	82	104	10
Total 2031 Conditions (Optimized Signal Timing Plans from TIS)											
Overall	-	Not Optimized					0.83	C	-	-	27
WBL	62						0.83	E	62	**95**	73
WBR	153						0.67	E	55	82	58
NBTR	300+						0.83	C	209	257	26
SBL	93						0.86	E	40	84	72
SBTR	200+						0.51	A	82	104	10

Using existing signal timing plans, all future movements at the intersection of Don Mills Road / Gateway Boulevard (North Leg), during both peak hours, will have excess capacity and a level of service E or better, except for the southbound left-turn movement during the PM peak hour. This movement is projected to be overcapacity under background conditions. All future queues will be contained within their respective storage lengths and link distances, except for the westbound left-turn queue during the AM peak hour and the southbound left-turn during the PM peak hour.

As shown in the TIS, optimizing the signal timing plans will bring this movement under capacity, with or without the proposed development. Therefore, it is recommended that the City monitor this intersection for possible future signal timing plan optimization.

Don Mills Road / Gateway Boulevard (South Leg) / Overlea Boulevard

Table 7: Don Mills Road / Gateway / Overlea Signalized Intersection Operations

Movement	Existing Storage / Link Distance (m)	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	LOS	Queue (m) 50th	Queue (m) 95th	Delay (s)	v/c	LOS	Queue (m) 50th	Queue (m) 95th	Delay (s)
Background 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.92	E	-	-	59	0.97	E	-	-	62
EBL	103	0.68	D	48	72	52	0.68	D	52	74	43
EBT	400+	0.38	C	48	69	28	0.85	D	115	158	41
EBR	400+	0.14	C	3	16	25	0.16	C	1	16	24
WBL	100	0.60	D	34	49	36	0.46	C	12	21	32
WBT	200+	0.80	D	91	135	52	0.62	D	48	80	43
WBR	100	0.05	C	0	2	34	0.08	C	0	14	35
NBL	65	0.82	D	21	69	55	0.48	C	17	36	25
NBT	400+	0.56	C	81	130	28	**1.20**	**F**	191	280	138
NBR	50	0.05	C	0	8	21	0.08	C	0	14	27
SBL	42	0.33	D	11	29	36	0.52	C	13	29	29
SBT	476	**1.15**	**F**	207	314	117	0.60	C	66	101	34
SBR	476	0.47	C	37	79	20	0.71	C	56	117	22
Total 2031 Conditions (Existing Signal Timing Plans)											
Overall	-	0.92	E	-	-	60	0.97	E	-	-	63
EBL	103	0.68	D	48	72	52	0.68	D	52	74	43
EBT	400+	0.39	C	49	70	28	0.85	D	117	160	42
EBR	400+	0.14	C	3	16	25	0.16	C	2	16	24
WBL	100	0.60	D	34	49	35	0.46	C	12	21	32
WBT	200+	0.81	D	92	135	52	0.61	D	49	80	42
WBR	100	0.05	C	0	2	34	0.08	C	0	14	35
NBL	65	0.82	D	21	69	55	0.49	C	17	37	25
NBT	400+	0.56	C	82	131	29	**1.21**	**F**	193	283	142
NBR	50	0.05	C	0	8	21	0.08	C	0	14	27
SBL	42	0.33	D	11	29	36	0.52	C	13	29	29
SBT	476	**1.15**	**F**	209	316	120	0.61	C	66	102	35
SBR	476	0.48	C	39	82	21	0.71	C	58	120	23
Total 2031 Conditions (Optimized Signal Timing Plans from TIS)											
Overall	-	0.90	D	-	-	45	0.93	D		-	44
EBL	103	0.89	E	54	94	76	0.86	E	65	109	66
EBT	400+	0.51	D	62	88	40	0.87	D	141	187	51
EBR	400+	0.16	C	5	22	35	0.20	C	8	25	29
WBL	100	0.57	C	40	59	33	0.62	D	15	25	44
WBT	200+	0.82	E	99	135	57	0.56	D	56	81	46
WBR	100	0.05	D	0	11	37	0.07	D	0	13	39
NBL	65	0.89	E	22	70	**74**	0.44	C	19	37	24
NBT	400+	0.49	C	78	114	25	0.97	E	181	276	58
NBR	50	0.06	B	3	14	19	0.08	C	0	13	25
SBL	42	0.26	C	10	25	30	0.68	D	14	43	43
SBT	476	0.97	E	183	273	57	0.48	C	69	103	31
SBR	476	0.46	B	40	81	20	0.67	C	64	141	22

Using existing signal timing plans, all future movements at the intersection of Don Mills Road / Gateway Boulevard (South Leg) / Overlea Boulevard, during both peak hours, will have excess capacity and a level of service E or better, except for the southbound through

movement during the AM peak hour and the northbound through movement during the PM peak hour. These movements are projected to be overcapacity under background conditions. All future queues will be contained within their respective storage lengths and link distances.

As shown in the TIS, optimizing the signal timing plans will bring these movements under capacity, with or without the proposed development. Therefore, it is recommended that the City monitor this intersection for possible future signal timing plan optimization.

The above analysis does not change the recommendations or conclusions of the TIS.

5) Signal Timing Adjustment

> *The consultant has made modifications to the signal timing plans at the signalized study area intersections to accommodate future traffic volumes. A summary of the changes in this regard must be provided in separate tables. A review of these optimizations will be undertaken by our Traffic Signal group. If deemed acceptable, a request will be made to the applicant to implement these changes, including any associated infrastructure, at the applicant's expense. The current circulation does not provide the above-noted information. Therefore, a summary of the proposed signal timing changes must be submitted for review.*

The recommendations in the TIS for signal optimization at some intersections is based on traffic volume and pattern projections and it is our opinion that the City should monitor these intersections to confirm that the traffic volume and pattern projections are realized. It is our further opinion that signal optimizations based on traffic projections is not prudent transportation planning. Table 8 summarizes the suggested changes to the existing signal timing plans at the intersections discussed in our response to comment 4 based on the traffic volume and pattern projections in the TIS.

Table 8: Suggested Signal Timing Modifications

Phase	Split (seconds)			
	AM Peak Hour		PM Peak Hour	
	Existing Signal Timing Plan	Optimized Signal Timing Plan	Existing Signal Timing Plan	Optimized Signal Timing Plan
Don Mills Road / St. Dennis Drive				
Leading Pedestrian Interval (Eastbound / Westbound)	No modifications to existing signal timing plans		5	5
Eastbound			37.5	37.5
Westbound			37.5	37.5
Northbound			107	93
Southbound Left Advanced			11	25
Southbound Through			118	118
Don Mills Road / Gateway Boulevard (North Leg)				
Eastbound	No modifications to existing signal timing plans		38	38
Westbound			38	38
Northbound			96	89
Southbound Left Advanced			10	17
Southbound Through			106	106
Don Mills Road / Gateway Boulevard (South Leg) / Overlea Boulevard				
Eastbound Left Advanced	33	22	41	26.5

Phase	Split (seconds)			
	AM Peak Hour		PM Peak Hour	
	Existing Signal Timing Plan	Optimized Signal Timing Plan	Existing Signal Timing Plan	Optimized Signal Timing Plan
Eastbound Through	75	56.8	81	68
Westbound Left Advanced	11	18.2	11	9.5
Westbound Through	53	53	51	51
Southbound Left Advanced	N/A		11	9.5
Southbound Through	47	58.2	41	57
Northbound Left Advanced	11	10.8	11	9.5
Northbound Through	58	69	41	57

6) Pick-Up/Drop-Off Activity

> *Provide internalized dedicated on-site at-grade pick-up/drop-off and delivery parking spaces for the proposed development with a safe pedestrian route to the main entrance for deliveries, and ride-sharing activities.*
>
> *Additionally, the consultant must conduct an assessment of the projected pickup/drop-off demand for the proposed development. This assessment should be based on demand surveys conducted at proxy sites with similar contexts to the subject site to determine the adequacy of the proposed pick-up / drop-off spaces.*

It is proposed to provide 6 pickup / drop-off spaces, as shown on the updated site plan. An assessment of the proposed amount will be provided with the site plan application.

7) On-Site Signage and Wayfinding

> *The retained transportation consultant must submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up / drop-off activity that is intended to be accommodated by the site.*

A pavement marking and signage plan, which shows the on-site signage and wayfinding will be provided with the site plan application.

8) 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 will be provided under separate cover.

DRIVEWAY ACCESS

Access to the underground parking, loading, and pick-up / drop-off areas is proposed via an existing full-movement U-shaped driveway off Grenoble Drive on the north side of the site.

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;*

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 proposed underground parking ramp design will satisfy the above noted requirements in the site plan application.

PARKING

Based on By-law 569-2013 under Parking Zone B, a minimum of 22 visitor parking spaces are required for the proposed development. The maximum permitted parking supply is 400 spaces consisting of 355 resident spaces and 45 non-resident spaces.

According to the Site Statistics, there are 244 existing parking spaces allocated for the 217 existing residential units. Please provide clarification on the exact number of existing residential, visitor, and accessible parking spaces.

According to the Site Statistics and Parking Plans, a total of 126 parking spaces (including 126 residential and 0 visitors parking spaces) will be provided for this project. The effective resident and non-residential parking rates are 0.31 and 0 spaces per unit, respectively. The minimum parking space requirement has not been satisfied.

The applicant proposes a reduction of 106 existing parking spaces, which includes the demolition of parking spaces located beneath the proposed new building and the conversion of existing spaces to accessible parking spaces. While Zoning By-law 569-2013, as amended by By-law 89-2022, eliminates residential parking minimums for proposed new buildings, Chapter 200.5.10.11 of the by-law stipulates that the number of lawfully existing parking spaces in existing buildings must not be reduced. However, reduced parking standards for existing buildings may be considered if acceptable documentation is submitted to justify the alternate parking standards.

To address the proposed parking deficiency, a parking utilization survey of the existing building on the subject site must be provided. The survey must meet the following requirements:

- *The dates/times of the parking utilization surveys should be conducted when the peak demand is expected to occur for the existing uses.*
- *Analyze residential/tenant and visitor parking demand separately, with visitor surveys conducted on weekends and over night.*

- *Provide information on vacant GFA and occupancy rates for the existing building during the dates and times when the parking utilization surveys were conducted.*
- *Calculate parking rates for the existing building based on parking surveys conducted and the occupied GFA. Exclude any non-occupied GFA or unleased units during the survey period, as they would not generate parking demand.*
- *All data collected for the parking utilization surveys should be included in the appendix of the report.*

At this time, we request that the applicant to maintain the existing parking supply of 244 parking spaces for existing buildings, unless acceptable documentation is submitted that justifies an alternate standard. In addition, please provide more information regarding the existing visitor and accessible parking space supply for the existing buildings.

Please see Section 1.1.1 that summarizes the City's subsequent agreement with the proposed parking supply.

Based on By-law 569-2013, effective parking spaces must be used to determine the required amount of accessible parking spaces. A summary of the effective parking spaces and the accessible parking requirements for the project is provided in Table 1 above.

By-law No. 569-2013requires a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces.

According to By-law 569-2013, 11 accessible parking spaces are required for the subject site. According to the site statistics and Parking Plans, 8 accessible parking spaces are proposed for the infill development, which does not satisfy the minimum accessible parking by-law requirement.

Please see Section 1.2 that summarizes the City's subsequent agreement with the proposed parking supply.

The legend of the Parking and Ground Floor Plans must be revised to incorporate the explicitly labelled typical dimensions for accessible parking and parking spaces as outlined in By-law 579-2017and By-law 569-2013. Furthermore, the Parking Plans must also include the additional typical dimensions for accessible parking spaces and parking spaces adjacent to obstructions, such as walls and pillars that extend beyond 1.0m from the front or rear of the parking space, with an additional clearance of 0.3m on each side of the obstruction. Small car parking spaces will not be accepted.

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 regards to the design and configuration of the proposed parking supply.

Please see the updated site plan that shows the noted requirements.

LOADING

According to the and Ground Floor Plan, 1 existing loading space is proposed for the subject site, which does not satisfy the minimum loading by-law requirement.

Provide updated Vehicle Maneuvering Diagrams (VMD) demonstrating heavy vehicles entering and exiting the proposed loading facilities in a forward motion via a consolidated 6.0-meter-wide two-way access driveway onto Grenoble Drive.

Provide a comprehensive loading management plan along with a warning system to caution motorists exiting the underground parking ramp about upcoming heavy truck maneuvers near the loading space.

A vehicle maneuvering analysis was conducted in Appendix I of the TIS, which demonstrated the City's front-load and oversized rear-packer refuse trucks can access the existing loading space. A Type C loading space is proposed adjacent to the proposed tower and will accommodate a TAC LSU design vehicle, as shown in Attachment 3.

A warning system is proposed to consist of signs and flashing beacons, the details of which will be provided with the site plan application.

TORONTO GREEN STANDARDS

The Toronto Green Standard (TGS) Version 4.0 applies to the site given that the application for the development proposal was received by the City after to May 1, 2022. Tier 1 of the TGS is mandatory, while Tier 2 is voluntary.

TGS Version 4.0 Tier 1 requirements:

AQ 1.1 –Single-Occupant Auto Vehicle Trips

AQ 1.1 of the TGS requires single-occupancy auto vehicle trips that will be generated by the proposed development to be reduced by 25 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. TDM measures including cycling, and transit incentives and information brochure/letter are proposed. This requirement has not been satisfied. The retained transportation consultant is required to submit acceptable documentation which:

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

Be advised, that parking space reductions below the bylaw requirement do not count towards the required 25 percent reduction. Measures that are not site-specific can be identified in the report but cannot be counted as part of the 25 percent single-occupancy auto vehicle trips reduction requirement.

We required the applicant to individually quantify how much each measure is expected to reduce single-occupancy auto-vehicle trips using appropriate references and reasonable data/methodologies. The applicant can reference to excerpts from appropriate reports and studies to support the estimated reduction in single-occupancy auto-vehicle trips for each TDM measure proposed for the subject site. Please include the excerpts from the referenced reports and studies in the appendix of the Transportation Impact Study, highlighting the specific clauses used for the quantification. In addition, it is important to justify the applicability of the referenced reports and studies in the City of Toronto, North York District, specifically for the subject site. Additional

information and evidence are required to demonstrate the suitability and relevance of the referenced reports and studies in the local context.

The TDM data and methodologies were provided in Appendix J of the TIS. 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.

The TDM plan in Table 16 of the TIS also quantified how much each measure is expected to reduce vehicle trips. It is our opinion that future trips will be reduced by up to 63%, as noted in the TIS.

AQ 1.2 – Electric Vehicle Infrastructure

Residential and Non-Residential Uses:

Parking spaces must be equipped with an energized outlet, which is clearly marked and identified for electric vehicle charging, in accordance with Zoning By-law 569-2013, as amended:

1. All residential parking spaces provided for dwelling units located in an apartment building, mixed use building, multiple dwelling unit building, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and,

2. In cases other than those set out in (A) above, 25 percent of the residential and nonresidential parking spaces in a building must include an energized outlet capable of providing Level 2 charging or higher.

Table 4: Minimum EV Space Requirements – By-law No. 569-2013

Use	Scale	Percent	Spaces Required	Spaces Provided
Residential	126	100	126	87
Visitor/Non-	22	25	5	2
Total			**89**	**89**

Based on the non-residential parking spaces of 22, 5 parking spaces equipped with an Energized Outlet are required and 0 are provided. Based on the residential parking spaces of 126, 126 parking spaces equipped with an Energized Outlet are required and 126 are provided. The requirement has not been satisfied.

Please see the updated site plan that fulfills these requirements.

AQ 2.1 – Bicycle Parking Rates

Based on the Site Statistics, a total of 457 bicycle parking spaces are proposed, consisting of 92 short-term and 365 long-term spaces. However, the Ground Floor and Parking Plans currently label 376 long-term and 26 short-term bicycle parking spaces, which does not align with the Site Statistics. This discrepancy indicates a failure to meet the requirement. As a result, the Ground Floor and Parking Plans must be revised to accurately label all the bicycle parking spaces specified in the Site Statistics.

The Site, Ground Floor and Landscape Plans must be revised to remove the proposed bicycle parking spaces located within the public right of way and relocate to an on-site location.

Please see the updated site plan that fulfills these requirements. 26 short-term bicycle parking spaces are provided at the P1 level, and 66 short-term bicycle parking spaces are provided on the ground floor level.

AQ 2.4 Electric Bicycle Infrastructure

At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120V) adjacent to the bicycle rack or parking space. The number of electric bicycle parking spaces is included as part of the total required bicycle parking rate. Locate the Energized outlet at a maximum distance of 1100 mm from the bike rack to accommodate the typical manufacture-supplied power cord. Label the required long-term bicycle parking spaces and electric bicycle charging spaces clearly for users. A total of 376 long-term parking spaces are proposed, hence, 57 EV bicycle spaces are required. According to the submitted Site Statistics, 55 EV bicycle parking spaces are proposed but are not explicitly labeled on the Parking Plans, which does not meet the minimum requirement.

A total of 365 long-term bicycle parking spaces are proposed, which results in 55 EV bicycle spaces required, which is the proposed supply.

AQ 2.6 Publically Accessible Bike Parking

As per AQ 2.6, the proposed development is required to provide a minimum of 10 additional publicly accessible, short-term bicycle parking spaces at grade on the site or within the public boulevard. This requirement has not been satisfied.

10 short-term bicycle parking spaces have been provided on the updated site plan.

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.

The requested 2.1m wide sidewalks have been provided, as shown in the updated site plan.

2.2 Community Planning Division – North York District Memorandum

71. Transportation

72. *The applicant is to coordinate with the approved development at 48 Grenoble Drive and City Transportation Improvement division for intersection improvements for the intersection of Grenoble Drive and Deauville Lane. Please contact Shane Abraham at (416) 396-4140 for most recent design and status of Grenoble Drive right-of-way. The concept plan and subsequent site plan control application is to show the current right-of-way improvements.*

The site plan shows the City's future intersection design based on the recommendations of City staff.

Bicycle Parking

75. *The proposed bicycle parking spaces should also be provided for existing residential units on-site.*

As per the City's ZBL, no bicycle parking spaces are required for the existing building and, therefore, none are proposed.

76. *Improve bicycle parking access to include direct access to building exterior and accessible doorways to minimize barriers to ingress and egress with bicycles.*

The site has been designed to efficiently move cyclists between the building exterior and the proposed bicycle parking rooms.

77. *Bicycle parking spaces should comply with TGS AQ 2.2 Specifications and Resources #4.*

TGS AQ 2.2 describes that the long-term bicycle parking requirements are to be based on the City's ZBL. The ZBL requirement is 0.90 spaces per unit for the proposed building, which contains 405 units. The resulting minimum long-term bicycle parking spaces is 365 spaces, which is met by the proposed supply.

78. *"Long-term bicycle parking may be provided on levels below ground, starting on the first level below grade and moving down, in one level increments, when at least 50 per cent of the area of that level is occupied by bicycle parking spaces until all required bicycle parking spaces have been provided. Calculate 50 per cent of the net area of the parking level (deduct required areas such as elevator shafts, drive aisles and mechanical rooms). A short-term bicycle parking space must be no more than 30 metres from a pedestrian entrance to the principal building on the lot. Where bicycle parking is located on or below the second parking level of the building below-ground, provide at least one elevator accessible to bicycles with direct access to each level where bicycle parking is located. The location and dimensions of the elevator must facilitate easy access for bicycles."*

The parking garages have been efficiently designed to accommodate both vehicular parking spaces and bicycle parking spaces. Due to space restrictions within the existing and proposed garage, less than 50% of the net area of P1 has been devoted to long-term bicycle parking.

Elevators have been provided with direct access to all levels with bicycle parking.

Travel Demand Management

79. Based on the Transportation Impact Study (TIS) Report prepared by R.J. Burnside & Associates Limited (dated November 2024) the proposed TDM plan is unacceptable Therefore, improvements are required for this site to satisfy the requirements in the Toronto Green Standard.

It is our opinion that the proposed TDM plan with the adjustments noted below will comply with the TGS requirements.

80. The following proposed TDM measures are acceptable:

a. Pre-loaded Transit Passes

b. Pre-loaded Transit Passes – We can accept the provision of a pre-loaded Presto Pass to each residential unit and all staff members at the value of ($156).

c. At time of preparing NOAC, we would like a condition added for the applicant to demonstrate to us that the passes have been purchased for the stated value.

d. Bicycle Repair Stations

e. We can accept the provision of bicycle repair stations. Please clarify the number proposed and identify the location on site plan.

Acknowledged. One bike repair station will be provided on the ground floor next to the moving room.

81. TDM Measures To Consider:

a. Bike-Share (Funding Contribution & Space On-site)

b. The provision of one 19-space Bike Share E-Station is considered appropriate for this site. One E-Station is valued at $85,000. A total Bike Share financial contribution of $85,000.

c. Coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area.

d. Consider providing space on-site to accommodate a future Bike Share Station

e. Linear (90 degree) 16.0m x 1.8m

f. Linear (45 degree) 22.0m x 1.4m

g. L-shaped 8.0m x 1.8m x 11m

h. Car-Share Vehicle and Spaces

i. The provision of 2-4 car-share vehicle and parking spaces located in a highly visible and publicly accessible location would be appropriate.

j. At time of preparing NOAC, we would like a condition added for the applicant to demonstrate to us that agreements have been set up with a carshare company to operate a vehicle on site.

It is not proposed to provide a bike share funding contribution instead of a bike share station because there is already an existing bike share station at 48 Grenoble Drive and there will be a second bike share station at 48 Grenoble Drive when that property is developed.

82. Please remove the following TDM measures:

a. Residential parking supply reduction should be removed as Toronto has eliminated parking minimum standards through by-law 89-2022 and would represent a double count from unbundled parking.

The unbundled parking will not be considered as a TDM measure. However, the residential parking supply reduction will be considered since reducing parking spaces will result in reduced vehicle trips. In this case, reduced parking will result in up to a 63% reduction in vehicle trips.

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:js

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 Vehicle Maneuvering Diagrams
Attachment 4 – Cycle Tracks Functional Plan
Attachment 5 – Traffic Counts
Attachment 6 – Synchro Reports

Digital Synchro Files to be provided under separate cover

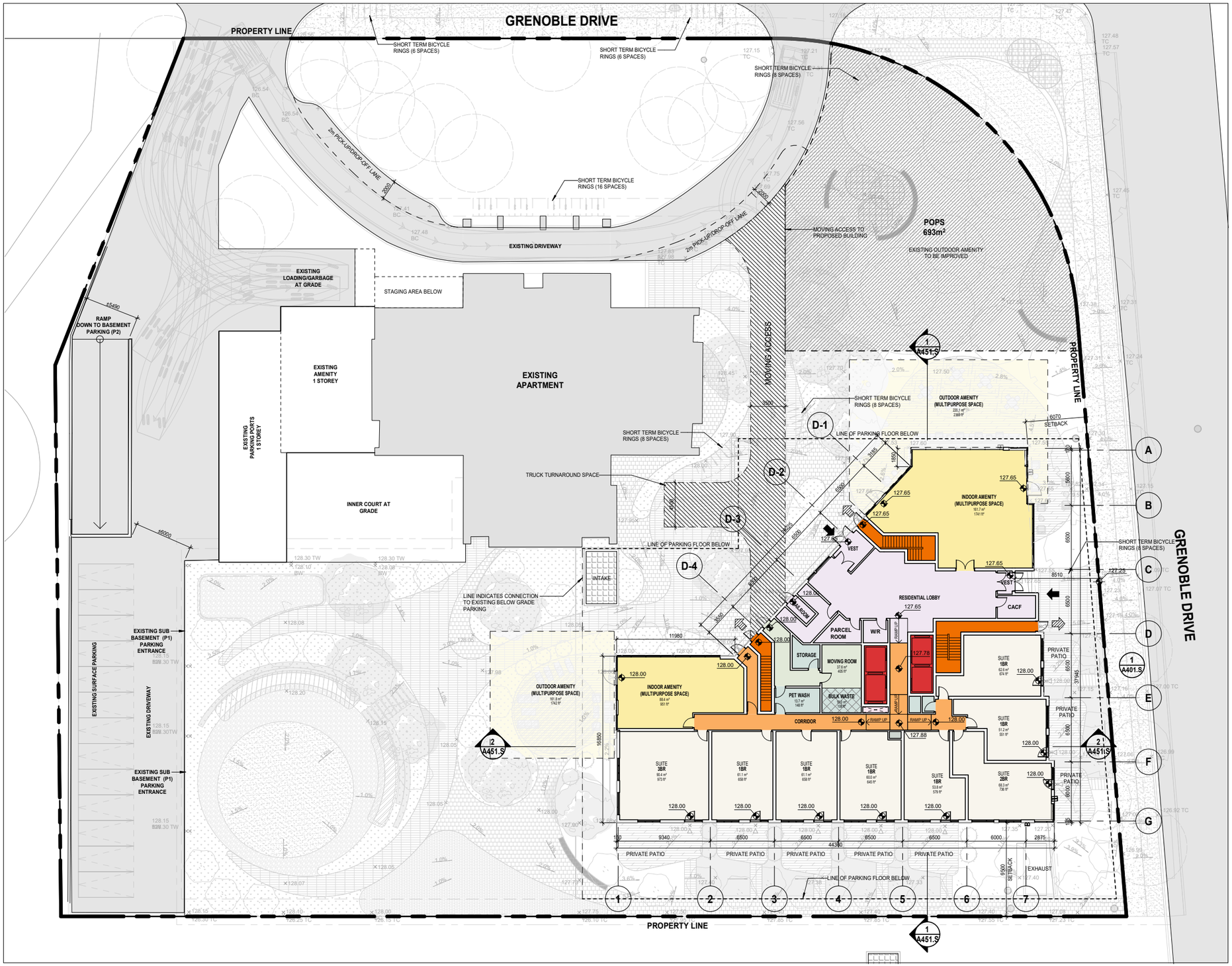
BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 1

Updated Site Plan

ATTACHMENT 1



1 A201.S GROUND FLOOR PLAN

PLAN LEGEND

- PROPERTY LINE
- LINE OF UNDER GROUND GARAGE BELOW
- MAIN BUILDING ENTRANCE
- EXIT
- VEHICLE / LOADING ENTRANCE / EXIT

NOTE : DELIVERIES AND MOVE-IN/MOVE-OUT ACTIVITIES WILL BE SCHEDULED THROUGH BUILDING MANAGEMENT. ONLY ONE VEHICLE WILL BE PERMITTED TO USE THE LOADING ACCESS AT ANY GIVE TIME.

Date	No.	Description

REVISION RECORD

2025-10-14	Issued for ZBA Resubmission
2024-12-16	Issued for ZBA Submission

ISSUE RECORD

ONTARIO ASSOCIATION OF ARCHITECTS
LESLIE M. KLEIN
LICENCE
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BDP. Quadrangle

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45 GRENOBLE DRIVE

Toronto, Ontario
for
Davad Investments Inc.

23009	1:200	SJ	AB
PROJECT	SCALE	DRAWN	REVIEWED

Ground Floor Plan

A201.S

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 2

Excerpts from Zoning By-law 569-2013

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

(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

BURNSIDE

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Attachment 3

Updated Vehicle Maneuvering Diagrams

GRENOBLE DRIVE

PROPERTY LINE

SHORT TERM BICYCLE RINGS (6 SPACES)

SHORT TERM BICYCLE RINGS (6 SPACES)

SHORT TERM BICYCLE RINGS (8 SPACES)

2m PICK-UP/DROP-OFF LANE

2000

SHORT TERM BICYCLE RINGS (8 SPACES)

SHORT TERM BICYCLE RINGS (8 SPACES)

2m PICK-UP/DROP-OFF LANE

2000

EXISTING DRIVEWAY

MOVING ACCESS TO PROPOSED BUILDING

POPS
693m²

EXISTING OUTDOOR AMENITY TO BE IMPROVED

EXISTING LOADING/GARBAGE AT GRADE

STAGING AREA BELOW

EXISTING AMENITY 1 STOREY

EXISTING APARTMENT

EXISTING PARKING PORTS 1 STOREY

INNER COURT AT GRADE

MOVING ACCESS

3.5m one-way loading access

3500

SHORT TERM BICYCLE RINGS (8 SPACES)

OUTDOOR AMENITY (MULTIPURPOSE SPACE)
220.1 m²
2369 ft²

6070 SETBACK

11860

SHORT TERM BICYCLE RINGS (8 SPACES)

LINE OF PARKING FLOOR BELOW

3180

1850

TRUCK TURNAROUND SPACE

6500

Mail Room Entrance

INDOOR AMENITY (MULTIPURPOSE SPACE)
161.7 m²
1741 ft²

6500

LINE OF PARKING FLOOR BELOW

6500

VEST

SHORT TERM BICYCLE RINGS (8 SPACES)

27.95

8519

VEST

INTAKE

LINE INDICATES CONNECTION TO EXISTING BELOW GRADE PARKING

RESIDENTIAL LOBBY

CACF

6500

3560

Moving Room Entrance

MAILROOM

PARCEL ROOM

W/R

RAMP UP

STORAGE

MOVING ROOM
37.6 m²
405 ft²

SUITE 1BR
62.6 m²
674 ft²

PRIVATE PATIO

6500

3180

1
A401.S

OUTDOOR AMENITY (MULTIPURPOSE SPACE)
161.8 m²
1742 ft²

INDOOR AMENITY (MULTIPURPOSE SPACE)
88.4 m²
951 ft²

2
A451.S

1850

SUITE 3BR
90.4 m²
973 ft²

1
A451.S

PROPERTY LINE

GRENOBLE DRIVE

N

±5490

RAMP DOWN TO BASEMENT PARKING (P2)

±6000

EXISTING SUB BASEMENT (P1) PARKING ENTRANCE

EXISTING SURFACE PARKING

EXISTING DRIVEWAY

EXISTING SUB BASEMENT (P1) PARKING ENTRANCE

6400

800 3400

LSU

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

45 GRENOBLE DR

VEHICLE MANEUVERING ANALYSIS
DELIVERY TRUCK

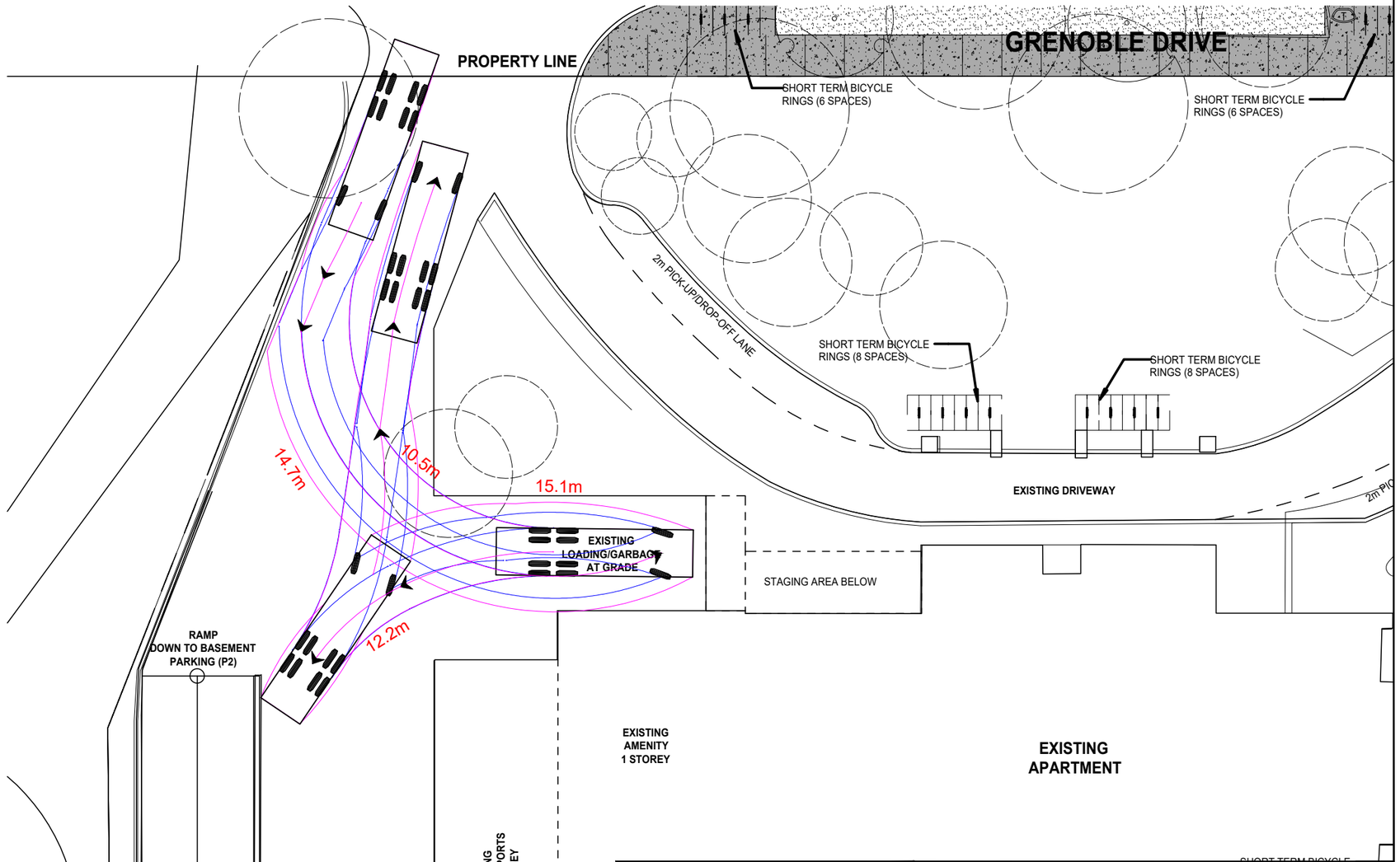
R.J Burnside & Associates Limited
CM/ DWA

OCT 10, 2025 NTS

Toronto - FL Refuse Truck 10m

meters

Width	: 2.40
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 25.2



LEGEND

- VEHICLE TIRE PATH
- VEHICLE BODY PATH

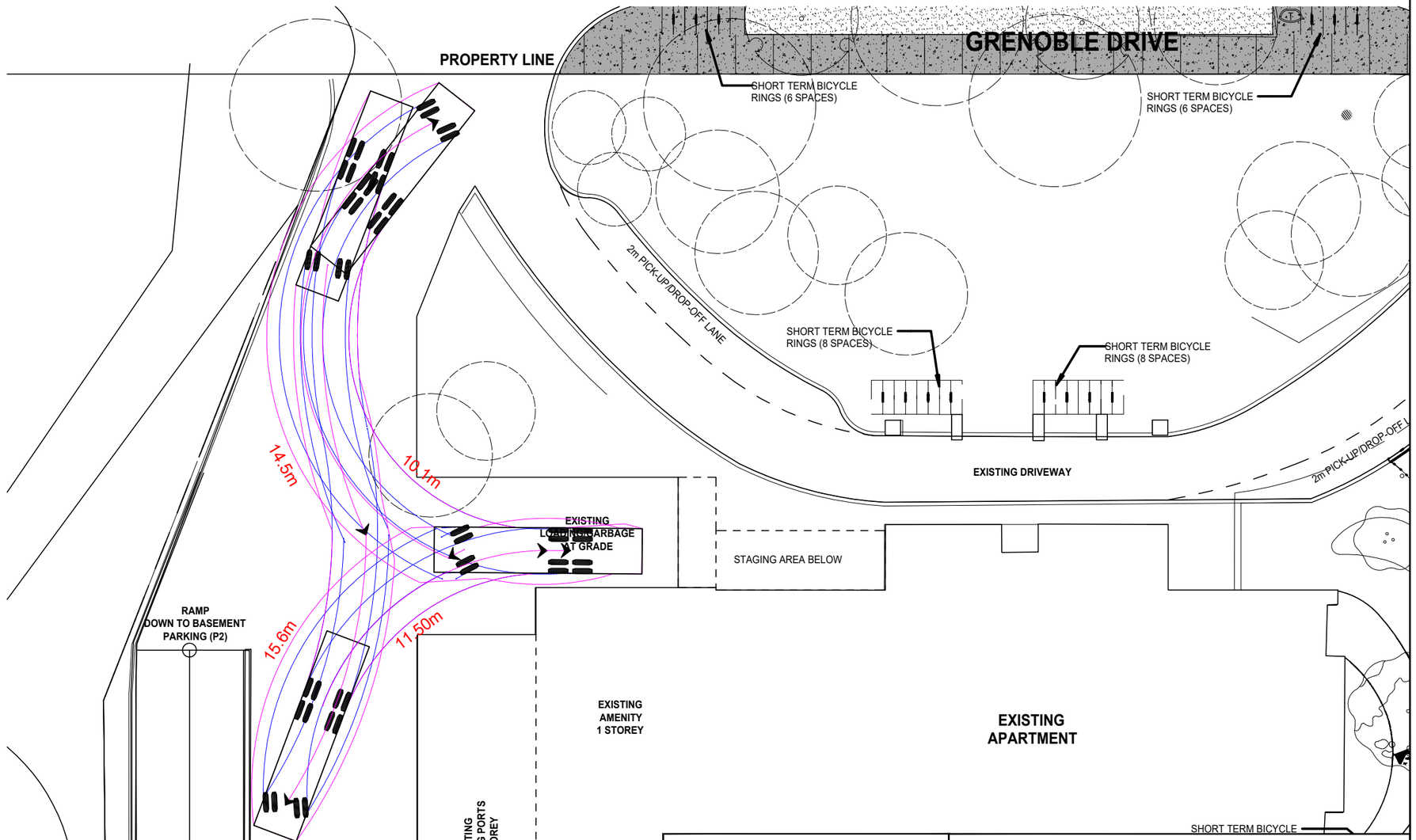
BURNSIDE

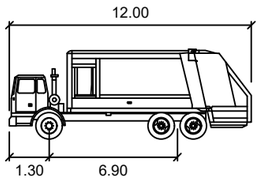
45 GRENOBLE DR

VEHICLE MANEUVERING ANALYSIS
CITY FRONT LOAD REFUSE TRUCK

R.J Burnside & Associates Limited
CM/ DWA

OCT 17, 2025 1:250





Toronto Rear-Pack Oversized

	meters
Width	: 2.40
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 32.2

LEGEND

VEHICLE TIRE PATH

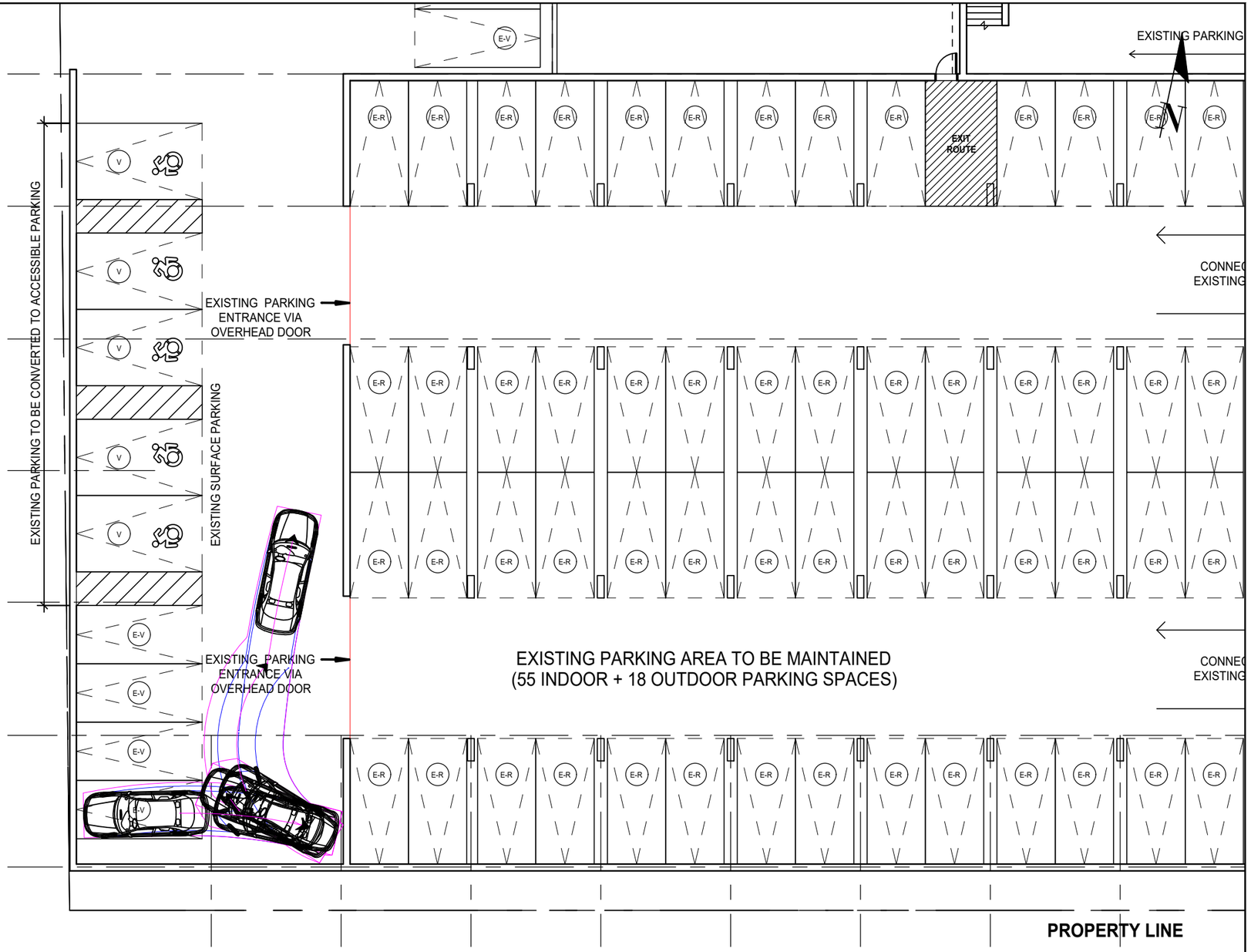
VEHICLE BODY PATH

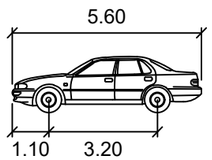
45 GRENOBLE DR

VEHICLE MANEUVERING ANALYSIS
CITY REAR LOAD REFUSE TRUCK

R.J Burnside & Associates Limited
CM/ DWA

OCT 17, 2025 1:250





P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

VEHICLE TIRE PATH

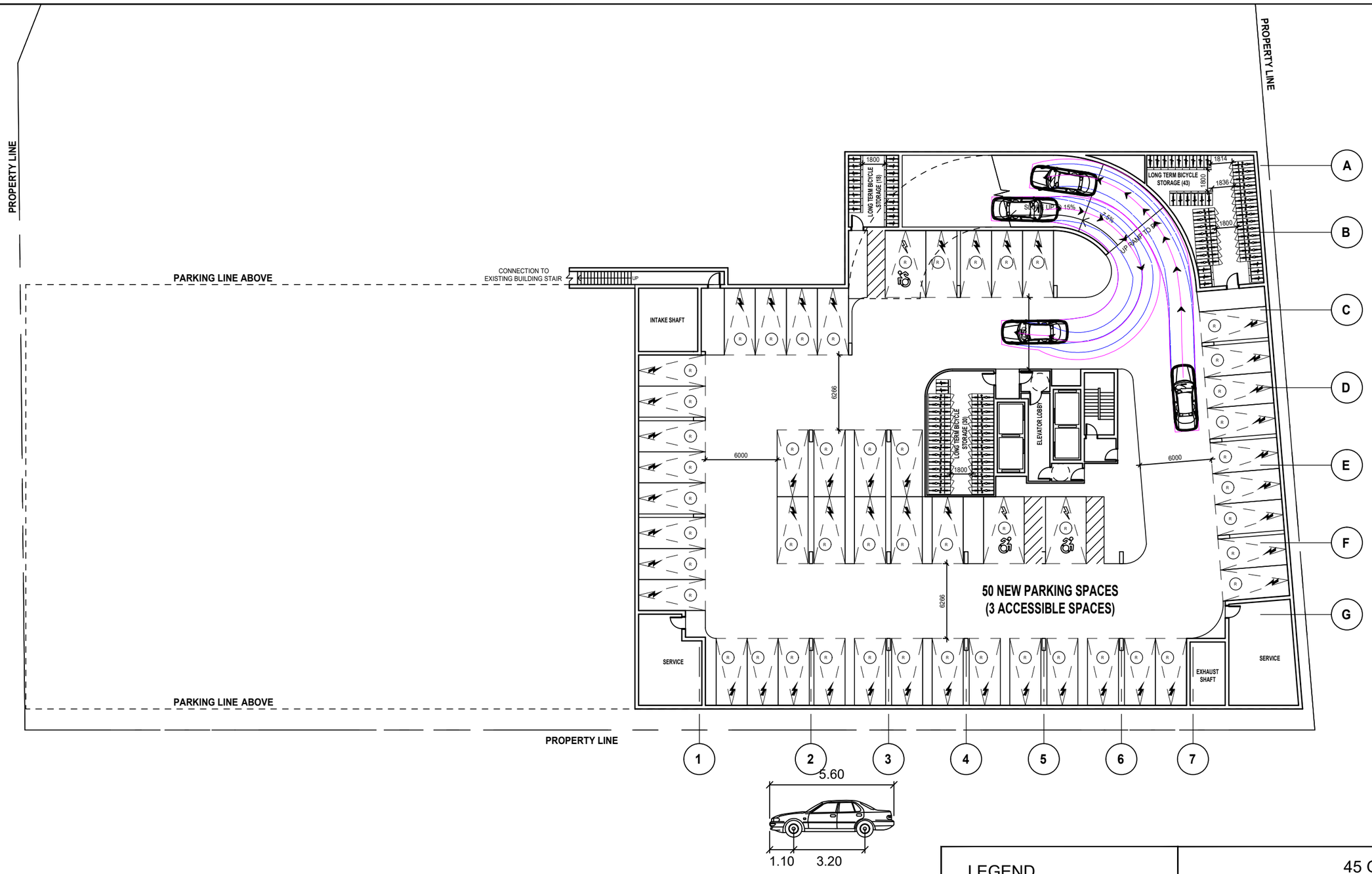
VEHICLE BODY PATH

45 GRENOBLE DR

VEHICLE MANEUVERING ANALYSIS
P1 FLOOR PLAN

R.J Burnside & Associates Limited
CM/ DWA

OCT 17, 2025 N.T.S



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

VEHICLE TIRE PATH

VEHICLE BODY PATH

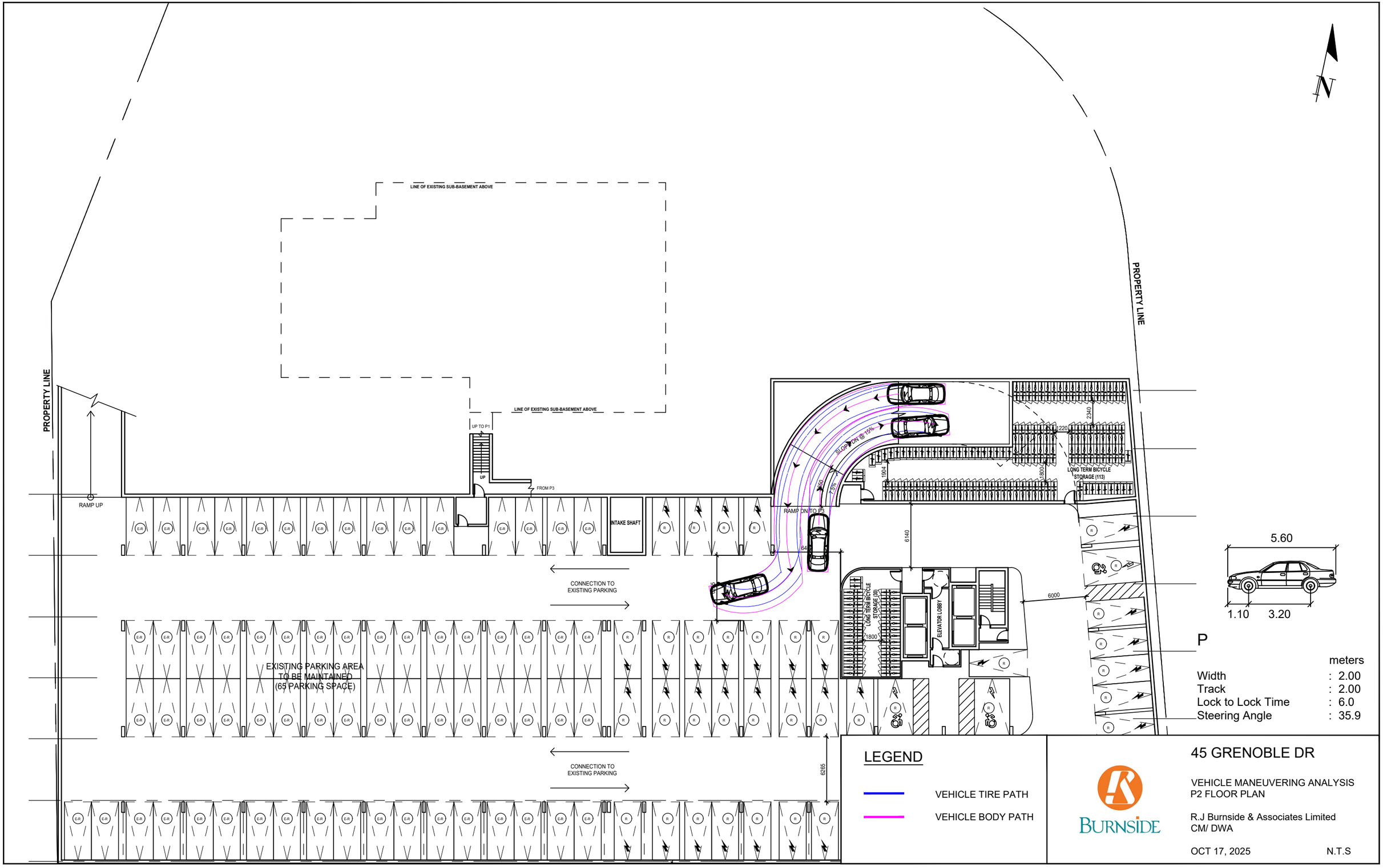
BURNSIDE

45 GRENOBLE DR

VEHICLE MANEUVERING ANALYSIS
P3 FLOOR PLAN

R.J Burnside & Associates Limited
CM/ DWA

OCT 17, 2025 N.T.S


N
PROPERTY LINE
LINE OF EXISTING SUB-BASEMENT ABOVE
LINE OF EXISTING SUB-BASEMENT ABOVE
UP TO P1
UP
FROM P3
RAMP UP
INTAKE SHAFT
CONNECTION TO EXISTING PARKING
EXISTING PARKING AREA TO BE MAINTAINED (65 PARKING SPACE)
CONNECTION TO EXISTING PARKING
6265
PROPERTY LINE
SLOPE DN @ 15%
7.5%
RAMP DN TO P3
6140
6000
2340
1220
1904
1800
LONG TERM BICYCLE STORAGE (113)
LONG TERM BICYCLE STORAGE (90)
1800
ELEVATOR LOBBY
5.60
1.10
3.20
P
meters
Width : 2.00
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9
LEGEND
VEHICLE TIRE PATH
VEHICLE BODY PATH
45 GRENOBLE DR
VEHICLE MANEUVERING ANALYSIS
P2 FLOOR PLAN
R.J Burnside & Associates Limited
CM/ DWA
OCT 17, 2025
N.T.S

BURNSIDE

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Attachment 4

Cycle Tracks Functional Plan

Raised uni-directional cycle track platform as per City Standard T-603.051

Existing curb to be updated to comply with City Standard T-603.051

Boulevard to be maintained

GRENOBLE DRIVE

2.5m

0.5m

Vehicular travel lane 4.2m

0.2m Curb

Cycle Track 1.8m

C/L OF ROAD

CURB CUT

0.2m Curb

1.8m Cycle Track

4.0m Vehicular travel lane

Boulevard to be maintained

Existing curb to be updated to comply with City Standard T-603.051

Raised cycle track as per City Standard T-603.051

Raised uni-directional cycle track platform as per City Standard T-603.057

GRENOBLE DRIVE

PART 1
PLAN R-2931

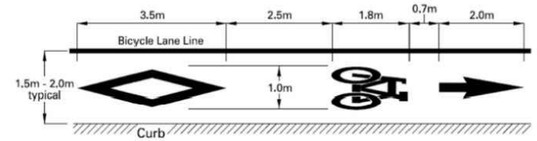
N

LEGEND

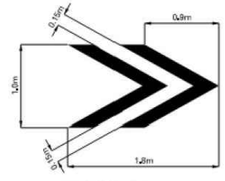
Top

Cycle Track Ramp

Bottom



DETAIL OF UNI-DIRECTIONAL, BI-DIRECTIONAL AND CONTRA FLOW BICYCLE LANE MARKINGS
N. T. S.



DETAIL OF CHEVRON MARKING
N. T. S.

BURNSIDE

45 GRENOBLE DRIVE

FUNCTIONAL PLAN - CYCLE TRACKS

R.J Burnside & Associates Limited
CM / DWA

JUL 23, 2025 N.T.S

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 5

Traffic Counts

Spectrum

Turning Movement Count
Location Name: DON MILLS RD & GATEWAY BLVD
Date: Wed, Mar 23, 2022 Deployment Lead: Tasos Issaakidis

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Light Rain (2.49 °C)

	Bicycles on Crosswalk	Pedestrians
N	0	35
S	0	26
E	3	61
W	0	34

Spectrum

Turning Movement Count
Location Name: DON MILLS RD & GATEWAY BLVD
Date: Wed, Mar 23, 2022 Deployment Lead: Tasos Issaaakidis

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:00 PM - 05:00 PM **Weather: Overcast Clouds (3 °C)**

	Bicycles on Crosswalk	Pedestrians
N	1	36
S	0	29
E	1	50
W	1	28

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 6

Synchro Reports