

<b>48 Grenoble Drive, Toronto - ZBA Comment Response Matrix</b>			
July 13, 2023			
Fourth Submission for Zoning By-law Amendment			
Application #: 22 127125 NNY 16 OZ and 22 127161 NNY 16 RH			
***comments related to the SPA application have not been included			
Applicant: Tenblock			
Contact: Sue Chen, Development Manager (schen@tenblock.ca; 416-322-4107)			
<b>Transportation Services</b>			
Reviewer: Homayoun Harirforoush 416-395-7462			
Date Received	May 16, 2023		
#	Comment	Response	Reference
<b>REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR REZONING</b>			
1	Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D;	The updated site traffic volumes are projected to be similar to what was assumed in RJ Burnside's <i>Response to Transportation Comments</i> , dated February 8, 2023 (the " <b>February 2023 Transportation Response Letter</b> ") and RJ Burnside's <i>Transportation Study</i> , dated March 2022 (the " <b>TIS</b> "). It is RJ Burnside's professional opinion that the conclusions in the February 2023 Transportation Response Letter and the TIS will remain the same and that an updated study is not required.	Transportation Response Memo
	<p>1) Capacity Analysis Based on the Traffic Impact Study (TIS) and vehicle trip distribution (see Table 6, dated March 2022), it was assumed that 80% of vehicle trips would utilize St. Dennis. However, upon reviewing the traffic operations data (refer to Table 1 and Table 2, Attachment 5, dated February 8, 2023), it appears that the level of service (LOS), delay, and queue lengths remained similar when comparing the background and future total conditions. Therefore, further clarifications regarding this matter are required.</p> <p>In addition to the level-of-service, delay, and queue information provided in the study, it is imperative to include separate tables that summarize the traffic volume for all intersections and each movement.</p>	<p>A call was held with the City on July 12, 2023, where further clarification from the City was requested on this comment. As per the call, the City requested further information regarding the assumed vehicle trip distribution in the TIS and the difference in the level of service, delay and queue lengths between background and total conditions.</p> <p>As noted in Section 4.2 of the TIS, the overall site vehicle trip distribution was based on the findings from the <i>Don Mills Crossing - Mobility Planning Study</i>, dated February 2019 (Don Mills Crossing Study). Excerpts from Section 4.2 of the TIS and the Don Mills Crossing Study are provided in Attachment 5 to the Transportation Response Memo. However, the TIS did not assume that 80% of all site trips would utilize St. Dennis as stated in the comment. As shown in Table 6 of the TIS, 30% of site trips are projects to travel to/from the east via Eglinton Avenue and 80% of this 30% will be routed through St. Dennis, due to its direct access to Eglinton Avenue.</p> <p>Regarding the traffic operations between background and total conditions, as shown in Attachment 5 to the Transportation Response Memo and as noted in the comment, the projected operations at the intersection of St. Dennis Drive/Deauville Lane are similar between background and total conditions (i.e., similar level of service, delay, and queue lengths) due to the little impact from site traffic on this intersection. Site traffic represents less than 6% of the total volumes at this intersection.</p> <p>Traffic volumes have also been summarized for all intersections and each movement in Attachment 6 to the Transportation Response Memo.</p>	Transportation Response Memo

	<p>2) Queuing Assessment Mitigation measures must be considered in cases where projected queues extend into adjacent intersections or beyond available storage (e.g., Westbound left-turn at the intersection of Deauville Lane and St. Dennis Drive) as a result of the addition of site traffic to the road network. In addition, available storage areas for all applicable movements must also be provided in the tables. This information must not include any applicable taper areas. As such, please use the correct data and revise the analysis accordingly</p>	<p>As shown in Attachment 5 to the Transportation Response Memo, all existing and projected queues are and will be contained within their respective storage and link distances, except for the westbound left turn queue at the intersection of Deauville Lane / St. Dennis Drive. This queue is currently exceeding and will continue to exceed its storage length, regardless of site traffic. Site traffic is only projected to increase the 95th queue length by 2 m during both peak hours. As discussed during the meeting with the City on June 16, 2023, the City agreed this should not be considered to be an issue. Therefore, the City should monitor this movement for possible mitigation measures. Existing storage lengths and link distances have been reported based on what is available in the field.</p>	Transportation Response Memo
	<p>3) Pick-Up/Drop-Off Activity The consultant must provide an assessment of the projected pick-up/drop-off demand for the proposed development in order to determine if the subject pick-up/drop-off spaces are adequate</p>	<p>During the call with the City on June 16, 2023, the City was not able to provide what methodology would be appropriate to determine pick-up/drop-off demand. As discussed with the City, the requested assessment will be deferred to the Site Plan application stage should the City determine an appropriate methodology. It is our professional opinion that the two proposed pick-up/drop-off parking spaces will be sufficient for the proposed scale of the development. This opinion takes into account the availability of existing and future active transportation facilities and higher order transit. It also takes into consideration the increasing use of bicycles and other non-vehicular conveyances to deliver goods and services throughout the City.</p>	Transportation Response Memo
	<p>4) 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.</p>	<p>During the call with the City on June 16, 2023, it was noted that the City did not receive the Synchro files, even though they were provided with the 2nd submission. The Synchro files were re-sent to the City via email on June 16, 2023 immediately after the call. However, no comments were received on the Synchro files since the email was sent. The City confirmed receipt of the Synchro files during the call with the City on July 12, 2023.</p>	Transportation Response Memo
2	Please provide parking spaces in accordance with the rates specified in Condition No. B1;	<p>This comment should refer to Condition No. C1 (parking rates for residential visitors) rather than B1. In the June 16, 2023 meeting with the City, 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 visitor parking supply will meet the current zoning bylaw requirements for a site located in Parking Zone A.</p>	Transportation Response Memo
3	Provide accessible parking spaces in accordance with By-law 89-2022	The proposed accessible parking supply will meet the current zoning bylaw requirements.	Transportation Response Memo
4	Please provide tactile walking surface indicators (TWSI) at the southeast corner of the site (northwest corner of the Deauville Lane and Grenoble Drive intersection)	Tactile walking surface indicators have been provided in the updated site plan.	Transportation Response Memo
5	Please ensure consistency between the survey plan, the existing configuration design of the intersection of Grenoble Drive and Deauville Lane, and the proposed site plans. Be advised, In the event that any design changes are made based on the survey, we reserve the right to request a corner rounding in subsequent submissions	The City provided the proposed configuration of the intersection of Grenoble Drive and Deauville Lane, which is provided in Attachment 3 to the Transportation Response Memo. The site plan reflects the City's proposal.	Transportation Response Memo
6	Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 3.0, as further discussed in Section D	Please see responses below with respect to AQ 1.1, AQ 1.3, AQ 2.1 and AQ 3.2.	Transportation Response Memo
	AQ 1.1 - Updated TDM analysis showing how much each measure is expected to reduce single-occupancy auto-vehicle trips using appropriate and reasonable data/methodologies	The TDM plan provided in the TIS and the February 2023 Transportation Response Letter quantified how much each measure is expected to reduce single-occupancy auto-vehicle trips. In addition, the sources of the TDM data are clearly identified in Section 8.0 (page 20) of the TIS. Excerpts from the data sources are provided in Attachment 7 to the Transportation Response Memo. It is our professional opinion that the combination of these proposed TDM measures and the addition of transit and active transportation improvements in the area will reduce vehicle trips by at least 30%.	Transportation Response Memo

	<p>AQ 1.2 - If providing more than the minimum parking required under the Zoning By-law, AQ 1.2 of the TGS requires that the excess spaces be dedicated priority parking spaces for Low-Emitting Vehicles (LEV), carpooling/ridesharing, or for publicly accessible spaces dedicated to shared vehicle systems such as car-sharing, ride-sharing, or micro-mobility systems. This requirement does not apply as the parking proposed is under the minimum by-law requirement.</p>	<p>The zoning bylaw requirements do not require any parking for residents and retail uses. The minimum visitor parking requirement has been met.</p>	<p>Transportation Response Memo</p>
	<p>AQ 1.3 of the TGS requires the building to be designed to provide 20 percent of the parking spaces with Electric Vehicle Supply Equipment (EVSE). The remaining parking spaces must be designed to permit future EVSE installation. This requirement applies to parking spaces that are defined as inside the building, excluding outdoor parking lots. This requirement has not been satisfied.</p>	<p>All resident spaces and 25% of visitor spaces will be supplied with energized outlets as required by the zoning bylaw. This has been indicated in the notes of the underground parking plans, as shown in Attachment 4 to the Transportation Response Memo. The remaining visitor spaces will be equipped with infrastructure that will permit the addition of future electric vehicle charging.</p>	<p>Transportation Response Memo</p>
	<p>AQ 2.1 - According to the TGS the cycling infrastructure requirements of Bicycle Zone 1 apply. A summary of the applicable cycling infrastructure requirements for the site is shown in Table 5. Based on the site statistics, it is noted that a total of 1,112 bicycle parking spaces are proposed, consisting of 918 long-term spaces and 194 short-term spaces. While the overall bicycle parking supply meets the requirement, it does not meet the minimum requirement for short-term bicycle parking.</p>	<p>The zoning bylaw requirements do not require bicycle parking spaces for use on a lot, other than a dwelling unit, with a floor area of 2000 sq.m. or less so bicycle parking spaces are not required for the retail component of the development. As reviewed in the February 2023 Transportation Response Letter, the proposed long-term bicycle parking spaces met the minimum requirements. With the updated site plan and as shown in Section 1.2 of the Transportation Response Memo, the proposed long-term bicycle parking spaces will continue to exceed the minimum requirements and the proposed short-term bicycle parking spaces will continue to meet the minimum requirements.</p>	<p>Transportation Response Memo</p>
	<p>AQ 3.2 - 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.</p>	<p>A minimum 2.1 m wide pedestrian clearway has been provided, as shown in the updated site plan in Attachment 1 to the Transportation Response Memo.</p>	<p>Transportation Response Memo</p>
7	<p>Please label the dimension of all parking spaces. Clearly identify the distance of the parking spaces from walls and obstructions. The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be increased by 0.3m for each side of the parking space that is obstructed more than 1.0m from the front or back of a parking space.</p>	<p>As discussed during the meeting with the City on June 16, 2023, typical parking space dimensions are shown in place of labelling all parking spaces. Please see the updated parking level plans in Attachment 4 to the Transportation Response Memo, which show the dimensions of typical parking spaces and that it complies with the zoning bylaw requirements.</p>	<p>Transportation Response Memo</p>