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DATE: June 7, 2016

TO: Joe Nanos
Director, Community Planning – North York District

FROM: Carly Hinks, C.E.T.
Manager, Traffic Planning/Right-of-Way Management, North York District

RE: **A0186/16NY**
1780 Avenue Road
Ward 16 - Eglinton-Lawrence

This is an application to construct a new three-storey mixed-use commercial building. The proposal is to maintain 50% of the exterior walls of the existing one-storey building. Please be advised this property is currently the subject of Site Plan Application No. 16 123787 NNY 16 SA. The transportation-related variances are as follows:

- 4. Chapter 220.5.10.1.(3), By-law No. 569-2013**
The required minimum number of loading spaces for the eating establishment use is 1 Type B and for office use is 1 Type B and 1 Type C.
1 Type G and 1 Type C loading space is proposed.
- 5. Chapter 220.5.10.(8)(C), By-law No. 569-2013**
A type C loading space must have a minimum length of 6.0m, a minimum width of 3.5m and a minimum vertical clearance of 3.0m.
The proposed Type C loading space will have a minimum length of 6.0m a minimum width of 3.5m and a minimum height of 2.2m.
- 6. Section 6A(A)(16)(b) and 6(A)(16)(d)(iv), By-law No. 7625**
A minimum required loading space size is 11.0m by 3.6m by 4.2m vertical clearance and an area of the same minimum length and width as a loading space shall be provided in front of the loading space which it serves.
- 7. Section 26(7), By-law No. 7625**
The minimum required number of parking spaces for the restaurant uses is 147 spaces and the office use is 30 spaces.
6 existing parking spaces will continue to be provided.
- 8. Chapter 220.5.10.1.(1), By-law No. 569-2013**
The minimum required number of parking spaces for an office use is 13

spaces.
6 existing parking spaces will continue to be provided.

9. Chapter 200.15.10(1), By-law No. 569-2013

The minimum required number of accessible parking spaces is 1.
The proposed number of accessible parking spaces is 0.

COMMENTS

Variance No. 4

In addition to the previous Loading Study that was submitted, the applicant has submitted a Proxy Loading Survey Results to justify the loading supply and type of spaces.

The consultant has conducted a proxy loading survey at 150 Eglinton Avenue East dated May 26, 2016 from 6:30 am to 6:00 pm. The uses of the proxy site is similar to the proposed site. The amount of the office space is about seven times more than the proposed site. Theoretically, the proxy site would generate a higher loading demand than the subject site.

The consultant observed that the proxy site has a single designated loading space located at the rear of the property. Loading activities occur on-site as well as on-street in front of the site.

The survey revealed a couple of situations where multiple delivery vehicles were happening in simultaneously. Based on the result of this survey, the loading demand of the subject site is expected to be accommodated. However, an additional loading survey should be conducted to verify the result of the first survey.

It is important to note that the proposed Type "G" loading space does not have sufficient turnaround area on-site to enter and exit the site in a forward direction. Further, the Type "G" loading space conflicts with the turnaround area for the Type "C" loading space if it is occupied. Due to space constraint of the proposed site, truck should enter the site in a backward direction. Only backward direction entry is acceptable by Transportation Services.

As such, we do not have objections to the loading deficiency **subject to an additional survey must be conducted and truck must access the Type "G" loading space in a backward motion**. The proxy site for an additional survey will be chosen by the City.

Variance No. 5 and 6

These variances are in relation to the size of the loading space. Type "C" loading space must have a minimum of length of 6.0m, a minimum width of 3.5m and a minimum of vertical clearance of 3.0 m. The proposed Type "C" loading space will have a minimum of length of 6.0m, a minimum width of 3.5m and a minimum of vertical clearance of 2.2 m.

The Proxy Loading Survey Results also included justification for size of loading space.

Based on survey result, the consultant anticipated that the majority of the loading vehicles will be PTAC-sized vehicles and the proposed loading space with height constraints can easily accommodate this type of vehicle. On the other hand, LSU and MSU sized loading vehicles can use Type "G" loading space on-site to complete their deliveries.

Variance No. 7. and 8

The parking requirements for the project are governed by the applicable parking provisions contained in the Former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013.

The tables below show the parking rate under By-law 7625 and By-law 569-2013.

Zoning By-law 7625

Use	Scale	Minimum Parking Rate	Minimum No. of Spaces Required
Office	1,378.32m ²	1 space per 48m ²	28
Restaurant	812.90m ²	1 space per 6.36m ^{2*}	127
Grand Total			155

*As per by-law 7625, for a restaurant that has a gross floor area that is 250m² or more, but less than 1,500 m² the rate is 1 space per $\frac{100}{[(G.F.A.x 0.005)+9.8]}$

Zoning By-law 569-2013

Use	Scale	Minimum Parking Rate	Minimum No. of Spaces Required
Office	1,378.32m ²	1 space per 100m ²	13
Eating Establishment/Restaurant	812.90m ²	No parking required	0
Grand Total			13

According to the former City of North York By-law No. 7625, the site is required to provide a minimum of 155 spaces whereas Zoning By-law No. 569-2013 requires 13 spaces. The scale of gross floor area is different between the two By-laws as Zoning By-law 569-2013 excludes areas for heating, cooling, ventilation, electrical, emergency stairwells, elevator shafts, atriums, storage in a basement whereas By-law 7625 does not. Similar to the loading requirements, we recommend that the parking requirements be based on By-law 569-2013 as it is based on more recent information when compared to By-law 7625.

As part of this application, the applicant's consultant, MMM Group Limited submitted a Parking and Loading Study, dated February 29, 2016, to justify the parking deficiency.

The parking deficiency of seven spaces is not considered significant and based on surveys conducted by the consultant, the adjacent street parking along with the local public parking lots have sufficient capacity to accommodate the parking deficiency. As such, we do not have objections to the parking deficiency **subject to the City's Payment-in-lieu of Parking Policy being applied.**

Variance No. 9

In order to satisfy the Zoning By-law requirement for accessible parking, a minimum of one accessible parking space must be provided. The applicant has proposed zero accessible parking spaces and no justification has been provided.

CONCLUSIONS

Based on above, Transportation Services recommends **refusal of minor variance item nos. 9.** However, we do not have objections to the minor variance item nos **4, 5 and 6 subject to an additional survey must be conducted and truck must access the Type "G" loading space in a backward motion.** We also have **no objections to minor variance item nos. 7 and 8 subject to the City's Payment-in-Lieu of Parking Policy being applied.**

GP/