

Transportation Comments

D01-22001, D02-22001, D03-22001

Parioli Peaks Estates Inc.

77 & 89 16th Avenue

Date: May 4, 2022

ATTILA HERTEL - TRANSPORTATION ENGINEER

EXTENSION 6592

D01-22001, D02-22001, D03-22001: Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Comments

Transportation Impact Study: Dated December 22, 2021

D01

- It is our understanding that the proposed FSI is higher than the FSI contemplated in the draft Yonge and Carville/16th Avenue KDA secondary plan. The applicant will need to provide a comprehensive traffic study to assess the traffic impact for the entire KDA due to the incremental increases in vehicular trips with respect to the increase in density for all the proposed developments in this area.
- Provide the mitigated transportation sound levels in the Noise Study.
- Prior to considering Class 4 designation, investigate opportunities to mitigate stationary sound levels at the source through coordination with the 16th Auto Service & Tire, and MacGyver Auto Body & Collision establishments.

D02

- To support the 27% parking requirement reduction, collect parking supply and demand data and parking sales data at a proxy site similar to the proposed development that is close to BRT.
- In Table 6.1, provide proposed parking rates and supply by unit type and land use (1 bedroom, 2 bedroom, 3 bedroom, visitor, and commercial).
- Complete AutoTURN swept path analysis for loading vehicles, and personal vehicle maneuvers into and out of the difficult to access parking spaces.

D03

- Coordinate with Metrolinx to determine the exact location for the planned Yonge North Subway Extension commuter parking lot and train storage facility, and update the site plan if necessary.
- Explore the opportunity to realign Northern Heights Drive as per the draft Yonge and Carville/16th Avenue KDA secondary plan. Further discussions should be had between the developer, the City, and the development owner across Northern Heights Drive to achieve the realignment. With the realignment, the subject site may potentially gain additional area.
- To align with the draft Yonge and Carville/16th Avenue KDA secondary plan, shift the planned ring collector street onto the subject site. This shift will provide the required space for the neighbourhood park and the planned public park to the south, and the planned multiuse trail and linear park to the east. The multiuse trail and linear park can serve as a TDM measure. Additional

discussion with the City is required to facilitate the multiuse trail and linear park development and to confirm the procurement and construction details.

Transportation, Parking, TDM, and Site Plan

The following comments will be addressed during the site plan application process:

- To support the 27% parking requirement reduction, investigate and propose additional TDM strategies. Strategies could include but are not limited to carshare, unbundled parking, EV charging stations, and bike parking in excess of the requirements. Specific to carshare:
 - o Based on our internal analysis, a maximum of 2 carshare spaces could be supported. Please provide justification if more than 2 spaces are proposed.
 - o All the carshare spaces must be situated in a location visible by the public, and accessible 24 hours per day, 7 days a week. These spaces would be physically conveyed to the City.
 - o Promote carshare as a mobility option to building occupants.
 - o Establish a contract with a carshare company to operate in the carshare spaces for three (3) years. The developer would cover all associated costs in securing this contract.
 - o Revenue generation guarantee is a typical contract requirement for carshare companies operating in suburban areas with immature networks.
- Identify the number of accessible parking spaces proposed and compare with the municipal code accessible parking requirements (9 spaces plus one additional space for every 100 spaces over 400 spaces, rounded up). Identify the location of the proposed accessible parking spaces on the site plan.
- Identify the recommended number of carpool parking spaces and illustrate the locations of these spaces on the site plan.
- Given the proposed 922 dwelling units and the communications strategy event capacity of 100-200 attendees, more than one engagement event is anticipated to be required. Note the anticipated number of events in Section 8.4.
- Complete an AutoTURN swept path analysis for an emergency vehicle and update the analysis for waste, loading, and personal vehicles as the site plan is finalized.
- As part of D06, develop appropriate cross sections for public right-of-way based on City requirements.
- Curb radius details are missing at site access. As per City's design standard, a minimum curb radius of 9.0m is required.
- Traffic signage and pavement marking designs shall be shown on the site plan including stop signs, stop bars, fire route signs, accessible parking spaces, etc.
- Depressed curbs shall be provided at crosswalks and accessible parking spaces.
- Snow storage area shall be identified on the site plan.
- To confirm sound mitigation requirements and clauses, the Noise Study will need to be updated as the site plan is finalized.
- Illustrate the recommended outdoor amenity sound barriers on the site plan.