

From: SurdykaArchitect@bellnet.ca
To: [North York Community Council](#)
Cc: [Ben DiRaimo](#); "[Rick Blacker](#)"; "[Benjamin Leung](#)"
Subject: 2021.NY27.2 Zoning By-law Amendment Application - 151 Billy Bishop Way
Date: October 12, 2021 10:07:11 PM
Attachments: [communicationfile-137407.pdf](#)
[15-02 A1.0 Site Plan.pdf](#)
[200665 \(151 Billy Bishop Way TIA TP Comment Matrix\) - LETTER 1.0.0 - FINAL - 2020-04-01 \(002\).pdf](#)

Item NY27.2 Zoning By-law Amendment Application - 151 Billy Bishop Way is being considered tomorrow 9:45.

Please note that communicationfile-137407 has been received. The file is based on obsolete information. Site plan revision and supporting documents have been submitted to the city Communication file, revised site plan and traffic report update are attached here. I'd like to speak to that item.

Please provide link/media info so I can join tomorrow.

My cell number is 416-837-2631

Regards

Wes Surdyka, Applicant

Wes Surdyka Architect Inc.

T416.630.2254 F416.630.5741

3645 Keele St. #108, Toronto M3J 1M6

SurdykaArchitect@bellnet.ca

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Barristers & Solicitors
Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, Ontario M5H 2S7
Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.597.4119
rhouser@goodmans.ca

October 12, 2021

File No. 200016

North York Community Council
5100 Yonge Street
North York, ON M2N 5V7

Attention: Members of Council

Dear Sirs/Mesdames:

Re: Agenda Item NY27.2 - 151 Billy Bishop Way

We are the solicitors for Costco Wholesale Canada ("Costco"), which owns and operates a warehouse membership club at 100 Billy Bishop Way.

I am listed as a speaker at the Community Council meeting on October 13, 2021 with respect to the above noted item and will address the points set out in the attached letter from Costco's transportation consultant, BA Group.

Yours truly,

Goodmans LLP

A handwritten signature in black ink, appearing to read "R. Houser".

Roslyn Houser
RH/lr
encl.
7206675

October 8, 2021

Jeff Ishida / Stuart Shamis / Margaret McCulla
Costco Wholesale Canada
415 Hunt Club Road
Ottawa ON
K2E 1C5

RE: Review of Transportation Impact Study for 151 Billy Bishop Way, City of Toronto

BA Group is retained by Costco Wholesale Canada to provide transportation consulting services related to an existing Costco warehouse located at 100 Billy Bishop Way, in the City of Toronto (referred to herein as “Costco Downsview”).

We have reviewed the following report in relation to the application for Zoning By-Law Amendment for a site municipally known as 151 Billy Bishop Way, in the City of Toronto:

151 Billy Bishop Way, New Car Dealership, Transportation Impact Study – Update, dated February 2021, Paradigm Transportation Solutions Limited (referred to herein as the “Paradigm Report”).

The development concept plan documented in the Paradigm report includes two new car dealerships with vehicle access provided by a single full-movement driveway connection to Billy Bishop Way. Build-out and occupancy of the site is anticipated to occur by 2024. A copy of the concept site plan is attached to this letter for reference.

Key report conclusions/recommendations and our technical responses are summarized as follows:

- Trip generation is based on data collected at the Yorkdale Volkswagen Dealership located at 600 Wilson Avenue, in the City of Toronto. Based on application of the observed rates, the subject site is estimated to generate 65 and 78 two-way vehicle trips in the weekday morning and afternoon peak hours respectively.

We generally concur with the methodology, however, it is not clear if the proxy site and the proposed car dealerships include vehicle service and repair which may increase trip generation and on-site queuing, particularly in the weekday morning peak hour as customers arrive to drop-off their vehicles. Further information with respect to vehicle service and repair should be provided to confirm if the proxy site is appropriate and if the queue can be accommodated on-site.

- The intersection of Wilson Avenue/Billy Bishop Way is expected to be capacity constrained under future background and future total conditions in the 2034 analysis horizon (i.e. with or without development of the subject site). No geometric improvements are identified as a result of development of the subject site.

This operational constraint is noted.

- The intersection of Dufferin Street/Billy Bishop Way is expected to operate under capacity under future background and future total conditions in the 2034 analysis horizon. The reported queue lengths on the westbound approach are:

95th percentile = 146m

50th percentile = 106m

The Paradigm report states that the 95th percentile queue may encroach on the driveway and interfere with operations, and that the 50th percentile queue will not extend beyond the driveway.

Based on a preliminary review of the driveway location, which appears to be in approximately the same location as the existing driveway as shown on the sketch below, the available storage length is 90m (measured from the stop bar on the westbound approach at the Dufferin Street/Billy Bishop Way intersection to the west curb at the existing driveway) both the 95th and 50th percentile queue lengths will block the site driveway. The operational issues related to this are further discussed below as they relate to the proposed implementation of left turn lanes at the site driveway.



- At the site access driveway, a westbound left-turn lane is warranted with 25m storage length. At the Dufferin-Wilson Study North-South Greenway Street (future road), an eastbound left-turn lane is warranted with 25m storage length. It is recommended that the alignment of the Dufferin-Wilson Study North-South Greenway Street is shifted to align with the site driveway to form a conventional four-legged intersection and to allow for the development of the left turn lanes on Billy Bishop Way. The Paradigm report states that the westbound left-turn lane can be accommodated through a lane restriping of the existing two-way left-turn lane.

The City of Toronto should confirm if the realignment of the future road is feasible as recommended, or if an alternate site driveway alignment should be considered. The existing left turn lane on the westbound approach at the Dufferin Street/Billy Bishop Way intersection extends to the site driveway. The existing two-way left-turn lane starts east of the site driveway. This configuration would not accommodate an eastbound left turn lane as proposed and would require the proposed westbound left turn lane to be “nested” in the existing westbound left turn lane. A functional design should be provided to demonstrate how the proposed implementation of left turn lanes at the site driveway can be accommodated within the existing right-of-way and to confirm geometry. Due to the curvature of Billy Bishop Way in this section, a review of driver sight lines should be completed for the proposed site driveway based on the posted speed of 40km/hr. Consideration should be given to restricting the driveway to right-in/right-out/left-in movements under the existing road configuration and right-in/right-out only when the future road is constructed.

- The development concept plan does not include a formal on-site loading space. Delivery of automobile parts is expected to occur by smaller vehicles. Delivery of new vehicles is expected to occur at an off-site storage compound with transfer of vehicles to the subject site by a flat bed single vehicle transport truck (Medium Single-Unit truck) to occur on-site in the surface parking areas (vehicle manoeuvring diagrams are provided). A “no stopping any time” prohibition is recommended on the south side of Bill Bishop Way between Dufferin Street and the eastern limit of the subject site to discourage flat bed single vehicle transport trucks from performing loading operations within the right-of-way.

Implementation of the recommended “no stopping any time” prohibition should be confirmed by the City of Toronto. The operational plan for refuse pick-up should be provided.

* * * * *

We trust that this summary meets your needs at this time. Should you have any questions, please do not hesitate to contact me at 416 961 7110 x148.

Sincerely,

BA Consulting Group Ltd.



Margaret Briegmann, P.Eng.
Associate

cc: Mark Jamieson, BA Group



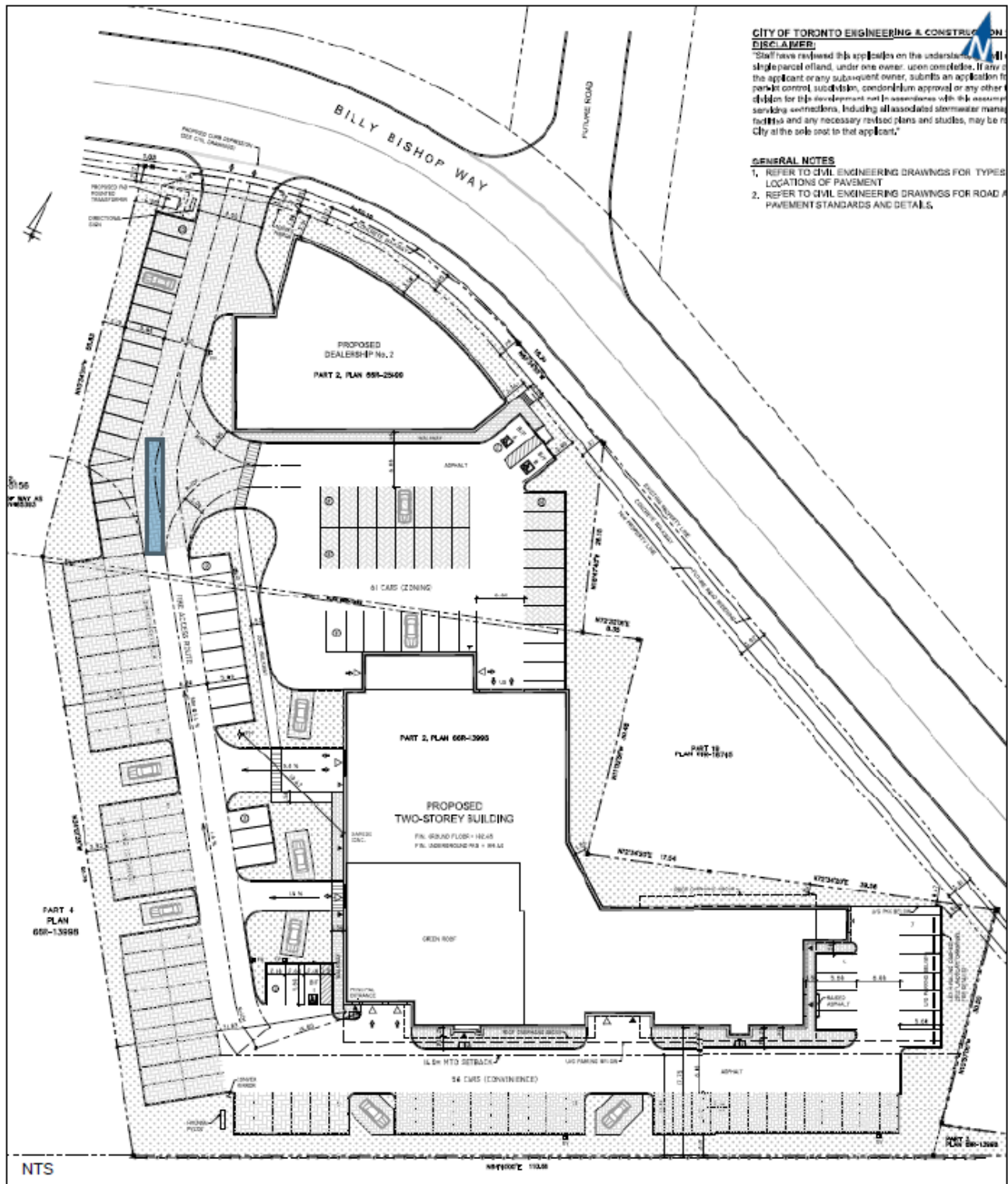


Figure reproduced from: 151 Billy Bishop Way, New Car Dealership, Transportation Impact Study – Update, dated February 2021, Paradigm Transportation Solutions Limited, Figure 3.1 Site Concept Plan

01 April 2021
Project: 200665

Ben DiRaimo, Senior Planner
City of Toronto
North York Civic Centre
5100 Yonge Street, Ground Floor
Toronto, ON M2N 5V7

Dear Mr. DiRaimo:

**RE: 151 BILLY BISHOP WAY – NEW CAR DEALERSHIP,
TRANSPORTATION IMPACT STUDY – UPDATE
TRANSPORTATION PLANNING COMMENT RESPONSE**

In February 2021, Paradigm Transportation Solutions Limited (Paradigm) prepared an update to the July 2018 Transportation Impact Study for a proposed new car dealership located at 151 Billy Bishop Way in the City of Toronto.

This letter summarizes Paradigm’s response to the City of Toronto comments received via email dated 12 March 2021 and 29 March 2021. **Table 1** summarises our response to the comments.

TABLE 1: COMMENT RESPONSE

Comment	Response/Action
City of Toronto Comments dated 12 March 2021	
<p>Street Connection and Design: Site Driveway Intersection at Billy Bishop Way</p> <p>The Transportation Impact Study (TIS) Report prepared by Paradigm Transportation Solutions Limited (dated February 2021) stated that "The spacing between the site driveway and the Dufferin-Wilson Study North-South Greenway Street driveway is insufficient to</p>	<p>Site plan updated to align driveway.</p>

<p>provide back-to-back left-turn lanes. To accommodate turning vehicles, it would be preferred if the driveways were aligned to form a conventional four-legged intersection. The alignment of the driveways would allow for the development of the warranted auxiliary lanes."</p>	
<p>City is in agreement with the recommended preferred design to align the site driveway to the Dufferin-Wilson North-South Greenway Street to minimize the conflicting movements. Further comments to be provided by Transportation Services staff.</p>	<p>The driveway intersects Billy Bishop Way at 90 degrees and is aligned with Dufferin-Wilson North-South Greenway Street.</p> <p><u>Sight Distance</u></p> <p>Sight distance to the west is limited to approximately 80 m when measured within the ROW. Sight distance to the east is limited to approximately 162 m when measured within the ROW.</p> <p>Objects on the site plan impact driver sightlines to the west (sign, snow storage and parking). It's recommended these items be removed/repositioned. There is also a rogue convex mirror that can be removed. Architect to update site plan.</p> <p>Table A summarizes the TAC Guide sight distances for design speeds ranging from 40km/h to 60 km/h (advisory speed for curve to 10 km/h over posted speed limit). Highlighted cells indicate available sight distance is greater than or equal to the TAC Guide measurement. Sight distance diagram is attached.</p> <p>Minimum stopping is available in both directions. Vehicles traveling eastbound from Dufferin Street would likely be accelerating after turning onto Billy Bishop Way and may not be traveling at or near the posted speed limit through the curve. All sight distances are satisfied for a 40 km/h design speed.</p>



TABLE A: SIGHT DISTANCE SUMMARY

Sight Distance	Design Speed	TAC Guide Distance (m)	Scaled Distance (m)	Satisfactory
Minimum Stopping Sight ¹ Eastbound	40 km/h	50	80	Yes
	50 km/h	65	80	Yes
	60 km/h	85	80	No
Minimum Stopping Sight ¹ Westbound	40 km/h	50	162	Yes
	50 km/h	65	162	Yes
	60 km/h	85	162	Yes
Left-Turn from Stop ²	40 km/h	85	162	Yes
	50 km/h	105	162	Yes
	60 km/h	130	162	Yes
Right-Turn from Stop ³	40 km/h	75	80	Yes
	50 km/h	95	80	No
	60 km/h	110	80	No

1 - TAC Guide, Table 2.5.2: Stopping Sight Distance on level roadways for Automobiles

2 - TAC Guide, Table 9.9.4: Design Intersection Sight Distance – Case B1, Left Turn From Stop Design

3 - TAC Guide, Table 9.9.6: Design Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver Design

AutoTURN – Fire Truck

No conflicts are identified. The vehicle can turn around on site within the designated fire route. AutoTURN plots are attached.

The public sidewalks along the frontage of the site on Billy Bishop Way should be upgraded to the City's current design standard to provide a pedestrian clearway that is a minimum of 2.1m wide.

Architect to update site plan to include public sidewalks along the Billy Bishop Way frontage.

Review and minimize lane widths and curb radii for all travel lanes and intersections (i.e. internal and external) on site, wherever applicable, based on the City's Curb Radii and Vehicle Travel Lane Widths Guidelines (City's Road Engineering Design Guidelines).

Driveway designed to meet site needs.

Bicycle Parking:
Although there is no by-law bicycle parking requirement for vehicle dealership use, the applicant should still provide an appropriate amount of long-term and short-term bicycle parking spaces on site (e.g. for the office

Architect to provide bicycle parking in accordance with the requirements in the Zoning By-law 569-2013

Retail Store

Short-Term Bicycle Parking

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



<p>component of the proposed development) as per the recommendation in the TIS report.</p>	<p>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.</p> <p>Long-Term Bicycle Parking</p> <p>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.</p>
<p>All the proposed bicycle parking spaces should be identified on the Site Plan/Floor Plans.</p>	<p>Architect to update site plan to illustrate short-term and long-term bicycle parking.</p>
<p>All the bicycle parking spaces should be provided and designed in accordance with the requirements in the Zoning By-law 569-2013, Toronto Green Standard (TGS) – Version 3 and Guidelines for the Design and Management of Bicycle Parking Facilities.</p>	<p>Architect to update site plan to illustrate short-term and long-term bicycle parking.</p>
<p>Travel Demand Management (TDM) plan:</p> <p>In accordance with the policies in the City's Official Plan, Toronto Green Standard (TGS) – Version 3, Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate travel demand management programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development. A stronger TDM plan is required for this site, the following is a list of additional TDM measures that are considered appropriate for the subject site:</p>	<p>Architect to update site plan to provide bike repair station</p>



<p>Bike Repair Station - install and maintain an appropriate number of bike repair stations in or near bicycle parking areas on site.</p>	
<p>Carpool Parking Spaces - install and maintain carpool parking spaces for employees and visitors.</p>	<p>Architect to update site plan to identify location of carpool parking spaces for employees.</p>
<p>EV Charging Stations/Spaces and Provision:</p> <p>Underground Parking: <input type="checkbox"/> In accordance with the City's Toronto Green Standard (TGS) – Version 3 – AQ1.3 Electric Vehicle Infrastructure, the applicant shall "design the building to provide 20 per cent of the parking spaces with electric vehicle supply equipment (EVSE). The remaining parking spaces must be designed to permit future EVSE installation."</p>	<p>Architect to review with applicant and update site plan accordingly.</p>
<p>Please identify on the Site Plan/Floor Plans the locations of all the proposed EVSE parking spaces, and confirm that the remaining parking spaces are designed to permit future EVSE installation.</p>	<p>Architect to review with applicant and update site plan accordingly.</p>
<p>o Outdoor Parking:</p> <p>Although outdoor parking lots are excluded from the EVSE requirements in the City's Toronto Green Standard (TGS), it is still a recommendation to the applicant to consider installation of some outdoor EVSE parking spaces on site, or design the outdoor parking spaces to permit future EVSE installation.</p>	<p>Architect to review with applicant and update site plan accordingly.</p>
<p>City of Toronto Comments dated 29 March 2021</p>	
<p>-Provide turn around area for parking spaces located at the</p>	<p>Architect to remove parking space in underground to provide turn around area.</p>



south west and northwest corner of the underground parking garage; and	
-Please provide convex mirrors at the ends of drive aisles and in all corners/turns within the underground parking garage.	Architect to provide convex mirrors at the ends of drive aisles and in all corners/turns within the underground parking garage.

We trust that this response is sufficient at this time. Please feel free to contact me should you have any questions.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



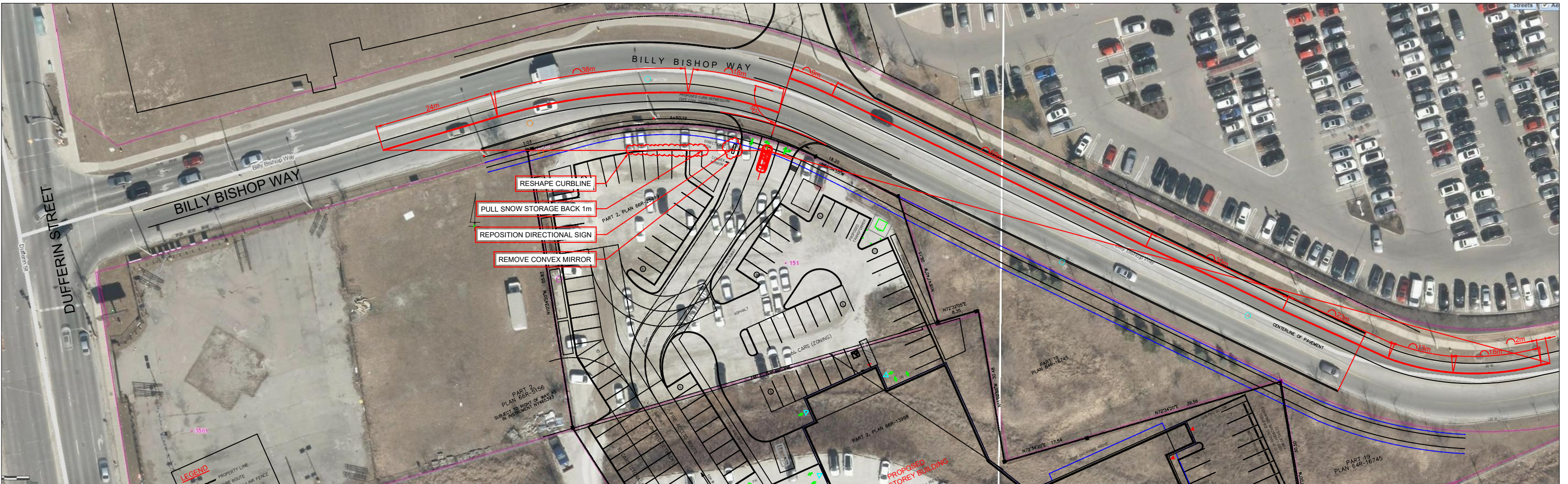
Stew Elkins, B.E.S.
Vice President



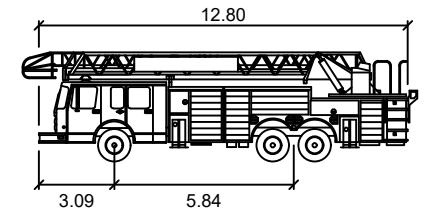
Scott Catton, C.E.T.
Senior Project Manager



DRIVEWAY SIGHT DISTANCE REVIEW

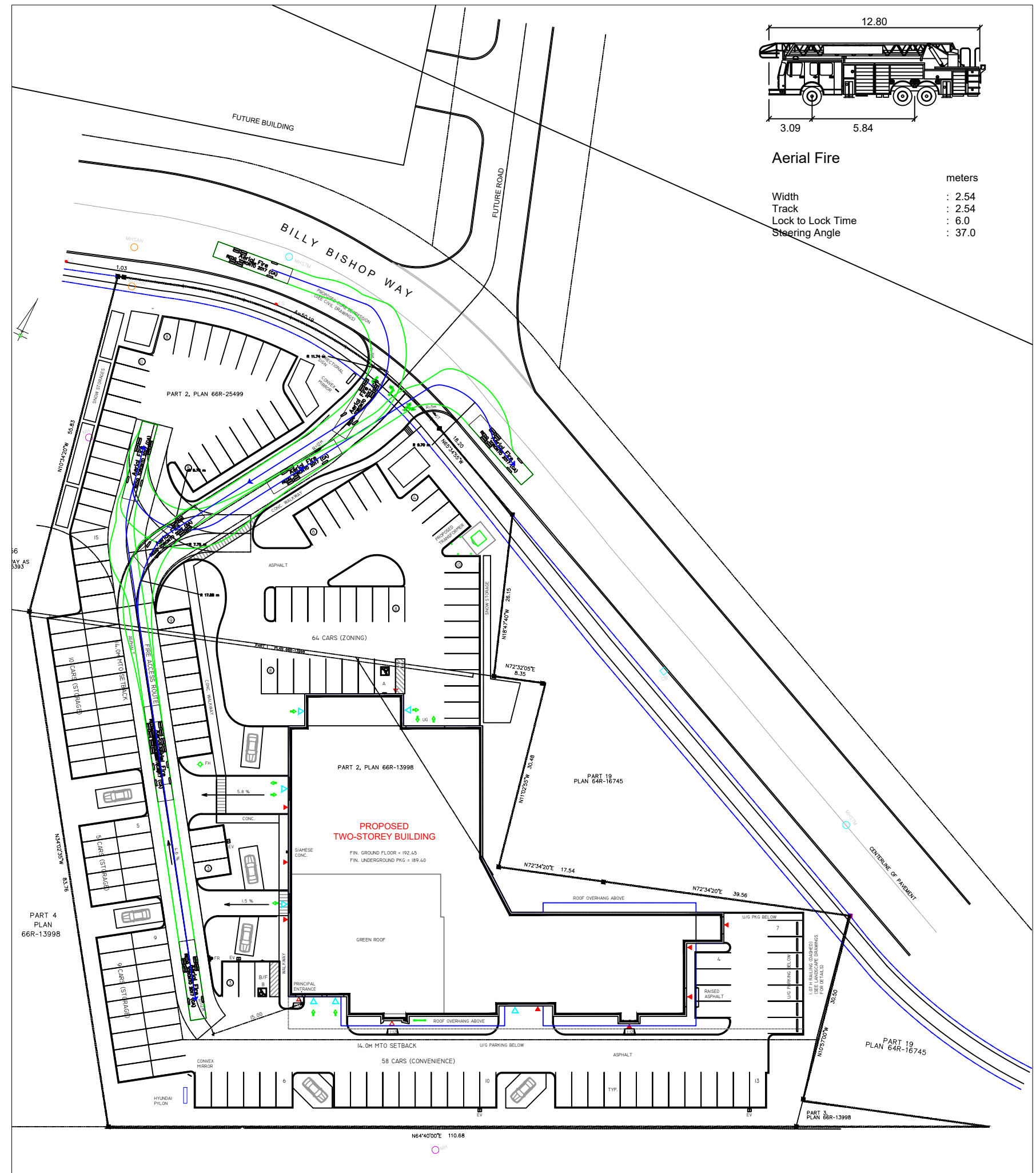


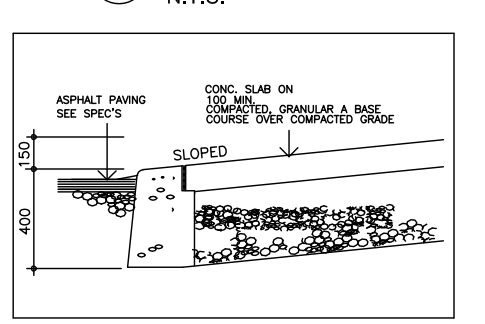
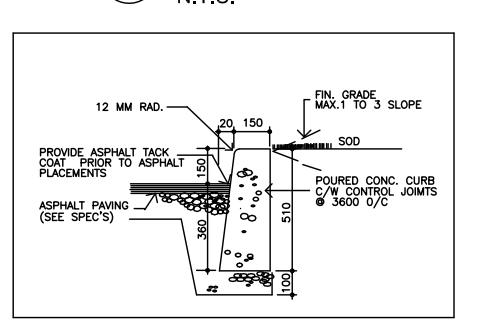
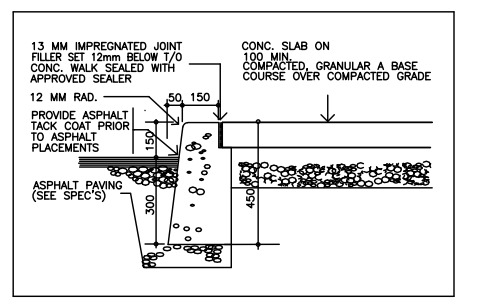
AutoTURN CITY OF TORONTO AERIAL FIRE TRUCK



Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0





- LEGEND**
- PROPERTY LINE
 - FIRE ROUTE
 - EX. CHAIN-LINK FENCE
 - ASPHALT
 - CONCRETE
 - PAINTED LINES
 - LANDSCAPING AREA
 - PERMEABLE PAVING (SEE LANDSCAPE DWGS)
 - UNIT PAVING (SEE LANDSCAPE DWGS)
 - SNOW STORAGE
 - MAN DOOR
 - OVERHEAD DOOR
 - DRIVING DIRECTION
 - BF BARRIER-FREE PARKING SIGN
 - ST STOP SIGN
 - FR FIRE ROUTE - NO PARKING SIGN
 - EV EV DOUBLE COURTESY CHARGING STATION
 - CR CAR/WHEEL STOP
 - PARKING COUNT FOR ZONING

MTO - MINISTRY OF TRANSPORTATION NOTE:
All features located within the MTO 14 m. setback area are non-essential and should MTO require these features be removed, the owner shall remove the features at the owner's sole cost, at no cost or liability to MTO.

NOTE:
THIS BUILDING HAS BEEN DESIGNED IN ACCORDANCE WITH SB-10 ENERGY EFFICIENCY SUPPLEMENT OF THE ONTARIO BUILDING CODE, COMPENDIUM VOLUME N° 2.



CITY OF TORONTO ENGINEERING & CONSTRUCTION SERVICES

DISCLAIMER:
"Staff have reviewed this application on the understanding it will comprise a single parcel of land, under one owner, upon completion. If any party, including the applicant or any subsequent owner, submits an application for severance, part-lot control, subdivision, condominium approval or any other form of land division for this development not in accordance with this assumption, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the City at the sole cost to that applicant."

GENERAL NOTES

- REFER TO CIVIL ENGINEERING DRAWINGS FOR TYPES AND LOCATIONS OF PAVEMENT
- REFER TO CIVIL ENGINEERING DRAWINGS FOR ROAD AND PAVEMENT STANDARDS AND DETAILS.

WES SURDYKA architect inc		OBC REFERENCE	
NAME OF PROJECT: HYUNDAI & GENESIS CAR DEALERSHIP			
LOCATION: 151 BILLY BISHOP WAY, NORTH YORK, ONTARIO			
ONTARIO BUILDING CODE DATA MATRIX		OBC REFERENCE	
1 PROJECT DESCRIPTION:	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> PART 11 <input checked="" type="checkbox"/> PART 3 <input type="checkbox"/> PART 9	1.1.2[A]	1.1.2[A]
<input type="checkbox"/> CHANGE OF USE	<input type="checkbox"/> ADDITION <input type="checkbox"/> ALTERATION	1.1.1 TO 11.4	1.1.2[A]
2 MAJOR OCCUPANCY(S)	GROUP "E", "F2", & "D"	3.1.2.1.(1)	9.10.2
3 BUILDING AREA (m ²)	EXISTING 0 NEW 2108.20 TOTAL 2108.20	1.4.1.2[A]	1.4.1.2[A]
4 GROSS AREA (m ²)	EXISTING 0 NEW 2985.18 TOTAL 2985.18	1.4.1.2[A]	1.4.1.2[A]
5 NUMBER OF STOREYS ABOVE GRADE:	2 BELOW GRADE: 1	1.4.1.2[A] & 3.2.1.1	9.10.4
6 NUMBER OF STREET/ACCESS ROUTES:	ONE (1)	3.2.2.10 & 3.2.5	9.10.20
7 BUILDING CLASSIFICATION:	3.2.2.60, 3.2.2.70(B), 3.2.2.56	3.2.2.20-83	9.10.2
8 SPRINKLER SYSTEM PROPOSED:	<input checked="" type="checkbox"/> ENTIRE BUILDING <input type="checkbox"/> BASEMENT ONLY <input type="checkbox"/> IN LIEU OF ROOF RATING <input type="checkbox"/> NOT REQUIRED	3.2.2.20-83	9.10.8.2
9 STAIRPIPE REQUIRED:	<input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO	3.2.9	N/A
10 FIRE ALARM REQUIRED:	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	3.2.4	9.10.18
11 WATER SERVICE/SUPPLY IS ADEQUATE:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	3.2.5.7	N/A
12 HIGH BUILDING:	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	3.2.6	N/A
13 PERMITTED CONSTRUCTION:	<input type="checkbox"/> COMBUSTIBLE <input checked="" type="checkbox"/> NON-COMBUSTIBLE <input checked="" type="checkbox"/> BOTH	3.2.2.20-83	9.10.6
14 MEZZANINE(S) AREA (M ²):	N/A	3.2.1.1.(3)-(6)	9.10.4.1
15 OCCUPANT LOAD BASED ON:	<input type="checkbox"/> m ² /PERSON <input checked="" type="checkbox"/> DESIGN OF BUILDING	3.1.1.7	9.9.1.3
BASIS:	OCCUPANCY F2 LOAD 0 PERSON		
1 ST. FLOOR:	OCCUPANCY E, F2 LOAD 55 PERSON		
2 ND. FLOOR:	OCCUPANCY D, E LOAD 18 PERSON		
3 RD. FLOOR:	OCCUPANCY N/A LOAD N/A PERSON		
16 BARRIER-FREE DESIGN:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (EXPLAIN)	3.8	9.5.2
17 HAZARDOUS SUBSTANCES:	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	3.3.1.2 & 3.3.1.19	9.10.1.3(4)
18 REQUIRED HORIZONTAL ASSEMBLIES:	FRR (HOURS) OR LISTED DESIGN No.	3.2.2.20-83 & 3.2.1.4	9.10.8, 9.10.9
RESISTANCE RATING (FRR):	FLOORS 3 1/4 HOURS		
	ROOF 0 HOURS		
	MEZZANINE N/A HOURS		
	FRR OF SUPPORTING MEMBERS LISTED DESIGN No.		
	FLOORS 3 1/4 HOURS		
	ROOF 0 HOURS		
	MEZZANINE N/A HOURS		
19 SPATIAL SEPARATION-CONSTRUCTION OF EXTERIOR WALLS:		3.2.3	9.10.14
WALL AREA OF EBF (m ²):	L/D, L/H DR MAX % OF OPENINGS	PERMITTED PROPOSED FRR LISTED OR DESCRIPTION	COMB. CONST. COMB. CONSTR. NON-COMB. CONST.
NORTH 156.00	0.47 N/A	100 18.50 0	- - - -
SOUTH 504.00	17.75 N/A	100 65.46 0	- - - -
EAST 511.57	1.55 N/A	100 29.08 0	- - - -
WEST 385.96	31.83 N/A	100 39.55 0	- - - -

LEGAL DESCRIPTION
PART OF LOT 111, 112, 113, 114, 126, 127, 128, 129, 132, 137, 142, AND ALL OF LOT 130, 131, 133, 134, 135, 136, 143, 144 AND PART OF DELANEY DRIVE, ALLES RD. AND EDEN AVENUE. REGISTERED PLAN 3191. CITY OF TORONTO (FORMERLY CITY OF NORTH YORK)

SURVEY INFORMATION
WAS TAKEN FROM SURVEY PREPARED BY: GUIDO PAPA SURVEYING LTD. ONTARIO LAND SURVEYORS DATED JUNE 9, 2018

SITE STATISTICS

LOT AREA:	10,918.25 sm (2.7 ac) (117,523 sf)
BUILDING COVERAGE:	2,108.20 sm (22,692 sf) 19.3%
GREEN ROOF AREA:	522.62 sm (5,625 sf) 25.59% of Roof Area
BUILDING GFA:	
BASEMENT COMMERCIAL	526.80 sm (5,670 sf)
GROUND FLOOR	1,995.28 sm (21,477 sf)
SECOND FLOOR	461.10 sm (4,963 sf)
TOTAL GFA	2,983.18 sm (32,110 sf)

BUILDING HEIGHT PROVIDED: 7.93 m (26'-0")

SETBACKS PROVIDED:

FRONT (NORTH)	0.47 m
REAR (SOUTH)	17.75 m
EXTERIOR (WEST)	31.83 m
INTERIOR (EAST)	1.55 m

PARKING

REQUIRED: By Law 569-2013, 3 PARKING SPACES PER 100 sm GFA
2,983.18 sm x 100 x 3 = 89.5 spaces
BARRIER-FREE PARKING (4%): 3.6 spaces

PROVIDED:

ON SURFACE	76 spaces (parking counts in circle)
UNDERGROUND	54 spaces
TOTAL PROVIDED:	130 spaces
BARRIER-FREE PARKING INCLUDED:	4 spaces (2 Underground and 2 on Surface)

BICYCLE PARKING

REQUIRED: By Law 569-2013 for Retail Store Category - Bicycle Zoning 2
Short-term: 3 + (0.25 spaces/100sm x 838 sm (retail)) = 5.1 spaces
Long-term: 0.13 spaces/100sm x 838 sm (retail) = 1.1 spaces

PROVIDED:

Short-term:	6 spaces (On Surface)
Long-term:	2 spaces (Underground)

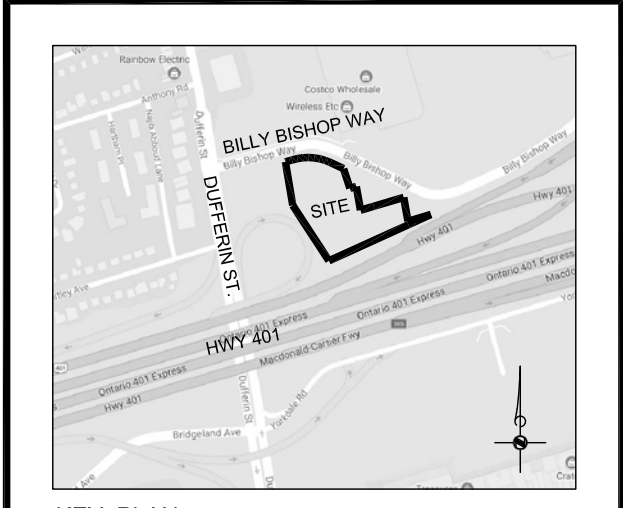
LANDSCAPE

REQUIRED:	1,091.82 sm	10.0 % of Lot Area
PROVIDED:	2,512.00 sm	23.0 % of Lot Area
Green Roof:	522.62 sm	(Not Included)

SNOW STORAGE

REQUIRED:	220 sm	2.0 % of Lot Area
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CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE. ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED WITHOUT HIS PERMISSION. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS COUNTERSIGNED BY THE ARCHITECT. DRAWINGS ARE NOT TO BE SCALED.

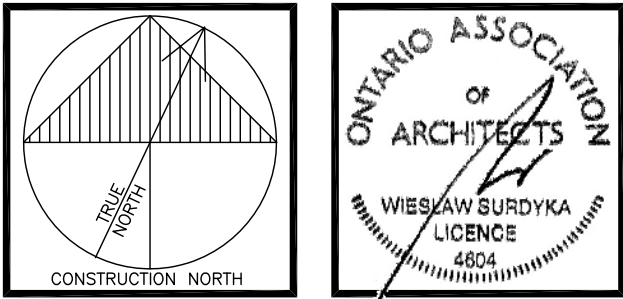


KEY PLAN N.T.S.

REF.: 17 214786 NNY 09 OZ, 17 214799 NNY 09 SA

NO.	DATE	REVISION/ISSUED FOR	BY
5	APR 28 2021	SPA RESUBMISSION	
4	FEB 02 2021	SPA RESUBMISSION	
3	MAY 25 2018	SPA RESUBMISSION	
2	AUG 2017	DEVELOPMENT APPLICATION	
1	JUL 15 2016	REZONING	

PROPOSED TORONTO HYUNDAI & GENESIS YORKDALE CAR DEALERSHIP
151 BILLY BISHOP WAY
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SITE PLAN

DRAWN BY:	PLOTTED:	JUL 05 2021
SCALE:	A5 SHOWN	
START DATE:	OCT-2020	
PROJECT NO.:	15-02	
DRAWING NO.:	A1.0	
OF:		

SITE PLAN
SCALE 1:300