PROJECT NO. 221-03327

630 The East Mall- Response to Transportation Issues

June 6, 2024

MEMORANDUM

TO: Barry Horosko (Horosko Planning Law)

FROM: Sharon Sterling RPP, MCIP, and Ken Wimble, P.Eng. {MB}, (WSP)

SUBJECT: **630 The East Mall – Response to City of Toronto Transportation Issues**

DATE: **June 6, 2024**

WSP has been retained by 630 The East Mall Inc. as a transportation consultant for a proposed residential development at 630 The East Mall in the City of Toronto.

This technical memorandum summarizes responses to transportation issues identified by the City of Toronto in Attachment 3 of the 630 The East Mall Procedural Order dated May 13, 2024 (OLT Case No. OLT-23-001259), as well as other transportation matters for the proposed residential development.

The analysis in this technical memorandum is based on the currently proposed 816 dwelling unit count (593 in Site A and 223 in Site B).

ISSUE #14

Does the proposal have appropriate vehicular access to The East Mall?

Ultimately, the proposed development will be serviced by two accesses: one access to the north side of the development (north access) and a shared signalized access with the adjacent development at 600-620 The East Mall to the south (south access) as illustrated in the architectural site plan provided in **Attachment A**.

However, it is possible that the 630 The East Mall development will be completed before the 600-620 The East Mall development as firm construction timelines have not yet been established for either development. In this scenario it would not be possible for 630 The East Mall to be serviced by the south driveway shared signalized access due to this proposed driveway being located entirely on the 600-620 The East Mall property.

Therefore, an interim access condition for 630 The East Mall has been developed where the site is serviced by one all-directional unsignalized access located at the north driveway, until 600-620 The East Mall is developed and the south driveway shared signalized access is constructed.

The following sections summarize the traffic capacity and vehicle manoeuvring analysis complete for both the Interim and Ultimate site access configurations.

INTERIM ACCESS CONFIGURATION

The dimensions of the proposed interim all-directional unsignalized north access are provided in **Attachment B Figure 1**. The access features a 5.0m inbound radius to encourage slower vehicle speeds at the pedestrian crossing. An 8.0m radius is provided for the outbound radius to provide additional manoeuvring space for commercial trucks and waste collection vehicles. The access with is 7.20m. These dimensions are consistent with City of Toronto Standard Drawing T-350.01.

Interim Access Configuration Traffic Analysis

Traffic analysis of the unsignalized north access (The East Mall traffic free flowing) was conducted for the 2032 a.m. and p.m. peak hour Future Total scenarios using Synchro 11.0 software and the same methodology as the *630 The East Mall Residential Development Transportation Study – Addendum 1, October 2023, WSP Canada Inc.* (2023 Addendum). The vehicular trips generated by the proposed development in the 2023 Addendum were adjusted to account for reducing the number of 630 The East Mall dwelling units from 839 to 816, and re-distributed to enter and exit the site via the north access only. 600-620 The East Mall background traffic was removed from the road network.

The resulting intersection operation for the north site access is outlined in **Table 1**. The results indicate that under 2032 Future Total conditions, the north access operates acceptably and under capacity with a LOS of 'B' and v/c is less than 1 during both peak hours. Detailed Synchro reports are provided in **Attachment D**.

Table 1: 2032 Future Total Traffic and Queueing Analysis – Interim Scenario

Intersection	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	LOS (Delay in Seconds)	Critical Movements (V/C Ratio)	EBL/R Queue *Storage Length* {95th Percentile} (m)	LOS (Delay in Seconds)	Critical Movements (V/C Ratio)	EBL/R Queue *Storage Length* {95th Percentile} (m)
TEM and North Site Access (all-directional)	B (13)	**EB-L/R (0.2)** **NB-L/T (0.07)**	*65* {1}	B (11)	**EB-L/R (0.16)** **NB-L/T (0.09)**	*65* {1}

1 For stop-controlled intersections, the level of service is based on the delay associated with the critical movement, which is the movement with the highest delay.

Interim Access Configuration Site Plan Review

During the interim access condition, all commercial trucks, waste collection vehicles, and vehicles accessing the underground parking will utilize the north access. A site plan review has, therefore, been conducted based on all vehicles using the north driveway only to access and serve the site.

Sightlines

A review of vehicle sightlines was completed and is provided in **Attachment B Figure 2.** The review indicated no sightline obstructions at the proposed north driveway; both stopping and turning sight distances are met.

Passenger Cars

The 'PTAC' passenger car design vehicle was tested entering, exiting, and circulating the site using the north access only. As shown in **Attachment B Figure 3**, pick-up and drop-off vehicles can enter the north access and U-turn within the site to exit via the north access again. Simultaneous two-way movement is possible for vehicles to enter and exit the site and the underground parking as shown in **Attachment B Figure 4**.

City of Toronto Fire Truck

As shown in **Attachment B Figure 5**, a City of Toronto Fire Truck can access the site and serve Site A and Site B within 15 metres from the primary access of each building, as required by the Ontario Building Code. The fire truck can exit the site by driving forward around Site B, reversing, and then driving forward to the north access. The reverse length is approximately 26 metres, which is within the 90 metres required by the Ontario Building Code.

City of Toronto Waste Collection Vehicles

The City of Toronto front-end and rear-pack oversize waste collection vehicles were tested entering the Type 'G' loading spaces on both Site A and Site B in a forward motion, and these maneuvers were completed as required. The design vehicles are based on Appendix B of the *City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, March 2022*.

The front-end waste collection vehicle can enter Site A in a forward motion. For Site B, one corrective maneuver is required to enter the loading space. To exit the loading space of either site, the truck reverses onto the driveway and leaves the site via the north access in a forward motion.

The rear-pack oversize waste collection vehicle can reverse to enter the loading space of either site. To exit, the truck drives forward onto the driveway, makes one corrective maneuver, and then leaves the site via the north access in a forward motion.

Warning signage, including a beacon, is recommended for vehicles accessing the Site A Type 'G' loading space due to these vehicles needing to cross the primary access route to the underground parking.

The waste collection truck maneuvers, including the inner and outer turning radii, for both waste collection vehicle types are demonstrated in **Attachment B Figure 6, Figure 7, Figure 8,** and **Figure 9**.

Medium Single Unit Truck (MSU)

An MSU truck was tested entering the Type 'G' loading spaces on both Site A and B from the north access on The East Mall. For Sites A and B, trucks can reverse into the loading space. For Site A, the truck exits the space in a forward motion and can proceed toward the north access. For Site B, trucks also exit the space in a forward motion, but one corrective maneuver is required to proceed in a forward motion toward the north access. The corrective maneuver does not create significant site operational or safety impacts and is therefore considered acceptable. The inbound and outbound maneuvers for the truck on Sites A and B are illustrated in **Attachment B Figure 10** and **Figure 11**.

Light Single Unit Truck (LSU)

Attachment B Figure 12 shows an LSU truck entering the site toward the Type 'C' loading space on Site A. The truck can reverse into the Type 'C' loading area and leave the space and site in forward gear to the north access.

The interim all-directional north driveway complies with the City of Toronto driveway design standards and guidelines. The driveway's design and surrounding context allow pedestrians to cross the driveway safely and be always visible to motorists. Passenger cars entering, exiting and travelling through the site can do so without conflicting with adjacent lanes. They can also turn around in the pick-up drop-off area, allowing them to enter and exit the site in one forward movement. Emergency vehicles, waste collection vehicles and commercial trucks can safely enter and exit the site.

The interim all-directional unsignalized driveway provides adequate traffic capacity to service the site-generated traffic. Based on this review, this access is expected to provide safe and convenient access for all users, operating satisfactorily with no adverse impacts on the operations of The East Mall.

ULTIMATE ACCESS CONFIGURATION

North Driveway Design

The development applicant received comments on the Ultimate access configuration from the City of Toronto during an Owner / City meeting on February 27, 2024, indicating that the City would accept a right-in-only access at the northern access, for the ultimate configuration. The applicant team preferred a right-in / right-out access, noting that the proposed 600-620 The East Mall plans include constructing below-grade parking underneath the shared south access. As a result, the shared south access would be closed and unavailable for 630. The East Mall traffic during initial construction and future maintenance works at the 600-620 The East Mall below-grade parking. The City noted they may consider a right-in / right-out access if 600-620 The East Mall is not constructed first. The City required additional justification to provide a right-out movement at the north access.

The applicant has considered the City's request and has developed a proposal to provide a right-in / right-out north access for the Ultimate access configuration, as illustrated in **Attachment C Figure 13**, instead of the all-directional access proposed in previous development submissions to the City. The access consists of 4m wide entry and exit lanes, which are expanded to 6m wide with mountable curbs and aprons to accommodate fire trucks, as shown in **Attachment A**, the Architectural plan.

Attachment C Figure 14 illustrates that typical passenger vehicles can enter and exit the site without obstructions and be visible to pedestrians walking along The East Mall. Fire service access to Site A residential towers and Site B mid-rise is via the internal pick-up/drop-off area shown in the architectural plan in **Attachment A**. Fire trucks can park in this area and be within the required 15m from building entrances, as shown in **Attachment C Figure 15. Attachment C Figure 16** illustrates the fire truck exiting the site driveway.

The proposed right-in / right-out with mountable aprons restricts left-turn movements at the access while accommodating emergency vehicle ingress and egress. Without the mountable aprons, the access pavement would need to be 6m wide to accommodate emergency vehicles, making it easier for passenger vehicles to turn left. Therefore, mountable curbs and aprons are recommended.

Options to prevent left turns by installing a raised median along The East Mall were reviewed and determined not to be appropriate at this location due to insufficient pavement width.

A review of vehicle sightlines was completed and is provided in **Attachment C Figures 17** and **18.** The review indicated no sightline obstructions at the proposed north driveway; both stopping and turning sight distances are met.

WSP met with the City of Toronto Transportation Services on April 30, 2024, and received agreement in principle of the access design concept, subject to minor adjustments.

South Driveway Design – Shared Signalized Access

In the Ultimate access configuration, the primary development access is located at the south end of the site and is shared with the adjacent property to the south (600-620 The East Mall). This access is considered primary as it is signalized and provides the most direct connection to the underground parking and loading spaces for commercial and waste vehicles.

The layout of the proposed shared access and Fire Truck Simulation is provided in **Attachment C**, Figure 19, **and Figure 20.** The signalized intersection consists of the following geometry:

- The northwest bound approach of The East Mall consists of a shared left-turn / through lane and a through lane.
- The southeast bound approach of The East Mall consists of through lane and a shared through / left-turn lane.
- The northeast bound approach from the proposed development consists of a shared left-turn / right-turn lane.

Pedestrian crosswalks are provided on all three intersection approaches.

The traffic signal at this intersection is proposed to feature a 100 second cycle length during peak periods that is coordinated with the existing signal at The East Mall / Rathburn Road intersection.

DRIVEWAY OPERATION

Traffic and queueing analysis using Synchro 11 software was conducted to confirm the currently proposed access configuration of a right-in / right-out north access and shared signalized south access will functional satisfactorily based on the 2023 Addendum 2032 Future Total scenario traffic volumes, adjusted to account for reducing the number of 630 The East Mall dwelling units from 839 to 816 and with the north access left-turn movements redistributed to the shared south access. The resulting intersection operations and queueing lengths are summarized in **The results** show that the right-in / right-out access and the shared south access should function satisfactorily for the 2032 Future Total scenario (i.e., the accesses operate at a LOS of 'B' or better, and the v/c ratio is well below 1.0 during both peak hours).

The 50th percentile queues can be contained onsite within the available storage between The East Mall and the internal intersection. The 95th percentile queue at the south access exceeds the distance to the first internal intersection. This is deemed acceptable since the 50th percentile queue length is within the available storage threshold, indicating the queues only occasionally exceed the storage lengths. The queuing of these vehicles would not result in conflicts at proposed pedestrian crossings or obstruct primary vehicle movements.

Table 2. Detailed Synchro reports are provided in **Attachment D**.

The results show that the right-in / right-out access and the shared south access should function satisfactorily for the 2032 Future Total scenario (i.e., the accesses operate at a LOS of 'B' or better, and the v/c ratio is well below 1.0 during both peak hours).

The 50th percentile queues can be contained onsite within the available storage between The East Mall and the internal intersection. The 95th percentile queue at the south access exceeds the distance to the first internal intersection. This is deemed acceptable since the 50th percentile queue length is within the available storage threshold, indicating the queues only occasionally exceed the storage lengths. The queuing of these vehicles would not result in conflicts at proposed pedestrian crossings or obstruct primary vehicle movements.

Table 2: 2032 Future Total Traffic and Queueing Analysis

Intersection	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	LOS (Delay in Seconds)	Critical Movements (V/C Ratio)	EBL/R Queue *Storage Length* [50th Percentile] {95th Percentile} (m)	LOS (Delay in Seconds)	Critical Movements (V/C Ratio)	EBL/R Queue *Storage Length* [50th Percentile] {95th Percentile} (m)
TEM and South Site Access	A (9)	**EB-L/R (0.77)** **NB-L/T (0.25)**	*26* [10] **{36}**	A (8)	**EB-L/R (0.74)** **NB-L/T (0.38)**	*26* [10] **{34}**
TEM and North Site Access (Right-In / Right-Out)	B (10)	**EB-R (0.02)**	*65* [N/A] {0}	A (9)	**EB-R (0.01)**	*65* [N/A] {0}

1 For signalized intersections, the level of service is based on the overall delay of the intersection. Critical v/c ratios are only listed for the intersection movement with the highest v/c.
2 For stop-controlled intersections, the level of service is based on the delay associated with the critical movement, which is the movement with the highest delay.

The north driveway's revised right-in / right-out design complies with the City of Toronto driveway design standards and guidelines. The driveway's design and surrounding context allow pedestrians to cross the driveway safely and will be visible to motorists at all times. In addition, as illustrated in the vehicle simulations Figures, passengers and emergency vehicles can enter and exit the site safely and remain within the exiting and receiving lanes without conflict with the through traffic on The East Mall.

The south driveway complies with the City's design criteria for a signalized intersection, and I understand that the City finds it acceptable.

In summary, it is my professional opinion that the two site driveways are designed to meet city standards and guidelines. Both driveways are required to service the site safely and conveniently for all users satisfactorily. The driveways will operate satisfactorily and have no adverse impact on the operations of The East Mall.

ISSUE #15

Can the projected vehicular volumes be appropriately accommodated on the adjacent road network?

The 2023 Addendum submitted to the City of Toronto in October 2023 provided a detailed analysis of the adjacent road network. In summary, the analysis concluded:

- 630 The East Mall access intersections will function satisfactorily, as outlined in **Table 1** and **2.**
- The East Mall / Rathburn Road intersection will function satisfactorily with a modified signal timing plan that increases the protected eastbound left-turn phase to 18 seconds (+2s) by reducing the westbound through phase accordingly.
- The East Mall / Martin Grove Road intersection will function satisfactorily with a modified signal timing plan that increases the protected eastbound left-turn phase to 24 seconds (+2s) by reducing the north and southbound through phases accordingly.
- The East Mall / Burnhamthorpe Road intersection will function satisfactorily without mitigation measures.

The 2023 Addendum analysis of the adjacent road network is summarized in **Table 3.**

Table 3: 2032 Future Total Traffic Operations with Mitigation – 2023 Addendum

Intersection	Mitigation/ Improvements	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		LOS (Delay in Seconds)	Critical Movement (V/C Ratio)	LOS (Delay in Seconds)	Critical Movement (V/C Ratio)
The East Mall and Rathburn Road	EB-L Phase +2s WB-T Phase -2s (A.M. only)	C (33)	EB-L (0.99)	B (20)	SB-T (0.84)
Rathburn Road and Martin Grove Road	EB-L Phase +2s WB/EB-T Phase -2s (A.M. only)	D (41)	WB-T/R (0.98)	C (32)	WB-T/R (0.95)
The East Mall and Burnhamthorpe Road	None	C (30)	EB-L (0.84)	D (37)	WB-L (0.94)

Based on the LOS outlined in Table 3, the boundary road intersections will continue to operate at satisfactory and acceptable LOS. The site traffic can be accommodated on the boundary roads with the following minor signal time adjustments:

- **At The East Mall / Rathburn Road intersection, increase the protected eastbound left-turn phase to 18 seconds (+2s) by reducing the westbound through phase accordingly.**
- **At The East Mall / Martin Grove Road intersection, increase the protected eastbound left-turn phase to 24 seconds (+2s) by reducing the north and southbound through phases accordingly.**

OTHER TRANSPORTATION MATTERS

REVISED PARKING SUPPLY

The proposed parking supply has been revised since the 2023 Addendum submission to the City of Toronto. **Table 4** outlines the parking supply previously proposed in the *630 The East Mall Residential Development Transportation Study, September 2022* (2022 Report) and 2023 Addendum, as well as the currently proposed parking supply.

Applicant's proposal delineates 396 vehicular parking spaces (352 residential, and 44 visitor), representing a 0.48 parking rate per unit. The proposed resident and visitor parking supplies meet the minimum and maximum vehicle parking requirements of Zoning by-law 569-2013.

Table 4: Revised Parking Supply

Site	# Units	By-Law 569-2013 Requirements			Residential Parking Supply (Rate)	Visitor Parking Supply (Rate)	Total Parking Supply (Rate)
		Max. Residential Rate **(Spaces)**	Min. Visitor Rate **(Spaces)**	Max. Visitor Rate **(Spaces)**			
2022 REPORT							
Entire Site	803	0.95 **(761)**	2 plus 0.05 per unit **(42)**	1.0 per unit for the first 5 units, and 0.1 per unit for subsequent units **(84)**	205 (0.25)	42 (0.06)	**247 (0.31)**
2023 ADDENDUM							
Site A	594	0.95 **(567)**	2 plus 0.05 per unit **(31)**	1.0 per unit for the first 5 units, and 0.1 per unit for subsequent units **(63)**	293 (0.49)	33 (0.06)	**326 (0.55)**
Site B	245	0.94 **(230)**	2 plus 0.05 per unit **(14)**	1.0 per unit for the first 5 units, and 0.1 per unit for subsequent units **(29)**	192 (0.78)	14 (0.06)	**206 (0.84)**
Total	**839**	**-**	**-**	**-**	**485 (0.58)**	**47 (0.05)**	**532 (0.63)**
CURRENT PROPOSED							
Site A	594	0.95 **(567)**	2 plus 0.05 per unit **(31)**	1.0 per unit for the first 5 units, and 0.1 per unit for subsequent units **(63)**	208 (0.35)	31 (0.05)	**239 (0.40)**
Site B	228	0.94 **(215)**	2 plus 0.05 per unit **(13)**	1.0 per unit for the first 5 units, and 0.1 per unit for subsequent units **(27)**	144 (0.63)	13 (0.06)	**157 (0.69)**
Total	**822**	**-**	**-**	**-**	**352 (0.43)**	**44 (0.05)**	**396 (0.48)**

PARKING SUPPLY JUSTIFICATION – TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The proposed resident and visitor parking supplies comply with the minimum and maximum parking requirements of City' Zoning By-law 569-2013, as amended (Office Consolidation). The 2022 Report detailed the considerations supporting the proposed parking supply for the site. The currently proposed parking supply rate of 0.48 is greater than the proposed rate of 0.31 considered in the 2022 Report.

Error! Reference source not found. provides an updated summary of the Transportation Demand Management (TDM) measures proposed for the site that will encourage and facilitate the utilization of modes that do not require on-site parking for private automobiles.

Table 5: Transportation Demand Management Strategies to Support Supply Parking Rate

PROPOSED TDM MEASURE	DESCRIPTION
PARKING MANAGEMENT	
Reduced parking supply	The most effective way to reduce the amount of car traffic generated by a development is to minimize or eliminate the provision of on-site parking to reduce residents' car ownership and discourage auto commuting by visitors. Therefore, minimizing the parking supply rate supports the liveability, climate change and environmental objectives of City policies, which generally aim to reduce the number of private vehicle trips, especially single-occupant vehicle trips. The current site parking supply is 0.48 spaces per unit, as noted this is significantly below the maximum amount of 0.94 per unit
Unbundled vehicular parking with strategic parking pricing	Parking spaces will be sold separately from a unit sale at market rate to allow residents who do not need a vehicular parking space to reduce costs and invest the savings in other modes of transportation. This measure is especially effective with a reduced parking supply.
FINANCIAL INCENTIVES TO PROMOTE NON-AUTO OWNERSHIP	
Provide residents with the option of receiving a $1,700 transportation voucher to be spent on either: Transit Passes Bike Shop Voucher Mobility Gift Cards	The cost of owning a car in Toronto is estimated to be approximately $1,600 per month, which is approximately 50% more than in 2019[1]. As the cost of car ownership increases, providing financial incentive programs for other modes of travel can be an effective TDM. It is proposed that residents not purchasing a parking space be offered one of the following ($1,700 value each): **One year supply of monthly transit passes.** This would be an appealing option to residents as there is a bus stop in front of the proposed development on The East Mall providing service to the Kipling Mobility Hub every 12-13 minutes during weekday peak periods and every 15-30 minutes during off-peak periods. **Bike shop voucher.** This would cover the cost of a typical e-bike. **Mobility gift cards.** This package could include a combination of gift cards, discounts or paid membership for Bike Share Toronto, Uber, taxi service, and / or shared mobility services (cars, scooters and bikes).

[1] Owning a Car in Toronto Now Costs 52% More Than in 2019 - Hardbacon – Accessed April 2024

PROPOSED TDM MEASURE	DESCRIPTION
ALTERNATIVE COMMUTE PROGRAMS	
Bike parking and amenities	On-site long-term and short-term bicycle parking is provided for residents and visitors in accordance with the minimum requirements in the City's current Zoning Bylaw and the Toronto Green Standard. Residents will have access to onsite bicycle repair stations.
Participate in City / TPA Bikeshare program	One of the City's TPA bikeshare stations could be permitted onsite.
Shared mobility	At least two (2) on-site parking spots will be provided for car-share vehicles. This measure will be especially effective along with the provision of free or discounted car-share membership. The applicant is currently coordinating with a shared mobility provider, to provide residents and visitors access to shared electric scooters, e-bikes and cars.
Transportation information packages	All purchasers will be provided with a package of transportation information or links to relevant information on travel options to and from the development.
REMOTE WORKING	
Co-working space	The site will include a coworking space designed to facilitate remote working. The facilities will be located within the ground floor amenity space of both towers and are expected to include high-speed WiFi, working space, meeting rooms, space appropriate office equipment and a refreshment area. Available to all residents.
Hybrid work arrangements	Hybrid work arrangements where employees work remotely for part of the week have become common across many employment sectors. Some municipalities in the Greater Toronto Area are now permitting traffic modelling that assumes an average of 1-day remote work per week per resident. These arrangements coupled with remote-work space onsite can influence vehicle ownership and support the parking rate of 0.48 spaces per unit.

This site location is appropriate for the provision of minimal on-site parking based on the TDM considerations outlined above. The parking supply is consistent with ongoing demographic trends, and the desired reduction of private auto travel included in City policies.

APPENDIX

A ARCHITECTURAL PLANS

Issued:

SPA Submission #2	Oct 06, 2023
ZBA Submission #2	Oct 06, 2023
SPA Submission #1	Nov 03, 2022
ZBA Submission #1	Sep 15, 2022
Issue For	Date

General Notes:
1. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

2. Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.

3. Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect

TRANSPORTATION LEGEND:
(REFER TO TRANSPORTATION REPORT)
- FIRE TRUCK
- GARBAGE COLLECTION VEHICLE
- SIGNAGES

NOTE: REFER TO SIGNAGE AND PAVEMENT MARKING PLANS BY WSP

WITHOUT PREJUDICE

ARCHITECT

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TRUE NORTH / PROJECT NORTH

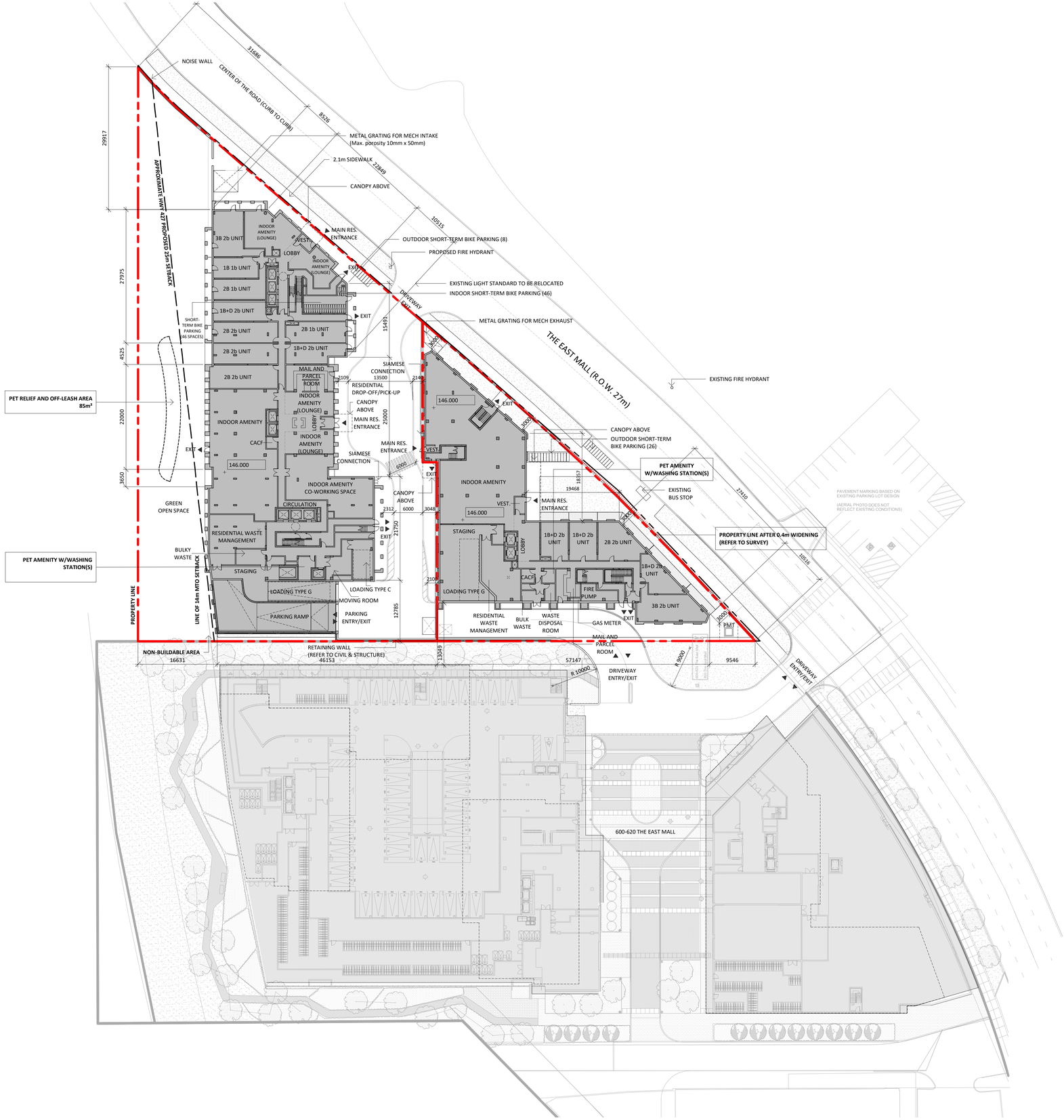
MULTI-UNIT RESIDENTIAL DEVELOPMENT

ADDRESS:
630 The East Mall, Etobicoke, ON, M9B 4B1

COMPOSITE AERIAL SITE PLAN (A)

Project No.: 2132
Scale: 1 : 400
Date: June 06, 2024

Drawing No.:
A 1.00a



TRANSPORTATION LEGEND:
(REFER TO TRANSPORTATION REPORT)

- FIRE TRUCK
- GARBAGE COLLECTION VEHICLE
- SIGNAGES

NOTE: REFER TO SIGNAGE AND PAVEMENT MARKING PLANS BY WSP

Issued:

SPA Submission #2	Oct 06, 2023
ZBA Submission #2	Oct 06, 2023
SPA Submission #1	Nov 03, 2022
ZBA Submission #1	Sep 15, 2022
Issue For	Date

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MULTI-UNIT RESIDENTIAL DEVELOPMENT

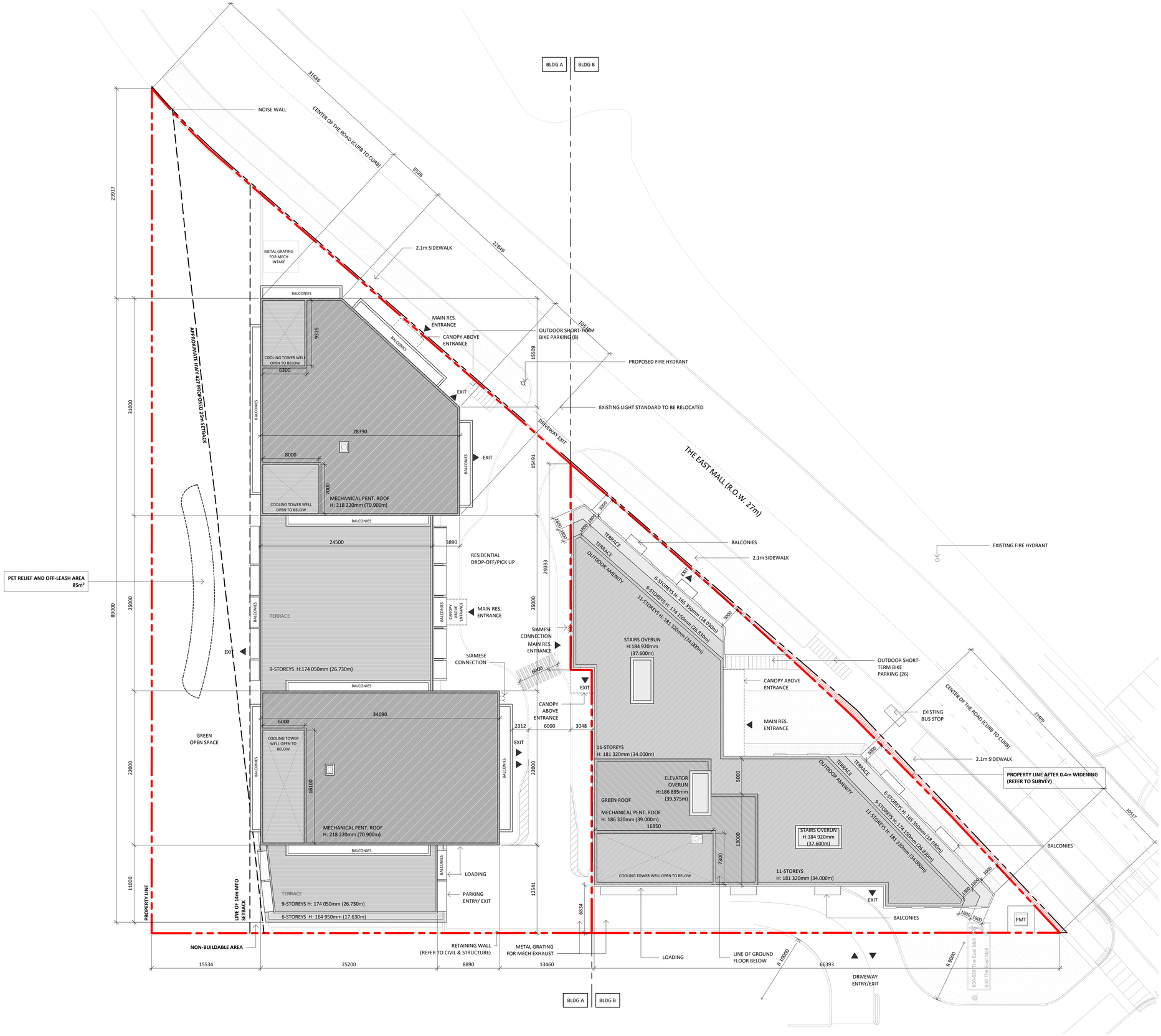
ADDRESS:
630 The East Mall, Etobicoke, ON, M9B 4B1

COMPOSITE GROUND FLOOR SITE PLAN (A)

Project No.: 2132
Scale: 1 : 400
Date: June 06, 2024

Drawing No.:

A 1.01a



TRANSPORTATION LEGEND: (REFER TO TRANSPORTATION REPORT)

- FIRE TRUCK
- GARBAGE COLLECTION VEHICLE
- SIGNAGES

NOTE: REFER TO SIGNAGE AND PAVEMENT MARKING PLANS BY WSP

Issued:

SPA Submission #2	Oct 06, 2023
ZBA Submission #2	Oct 06, 2023
SPA Submission #1	Nov 03, 2022
ZBA Submission #1	Sep 15, 2022
Issue For	Date

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TRUE NORTH | PROJECT NORTH

MULTI-UNIT RESIDENTIAL DEVELOPMENT

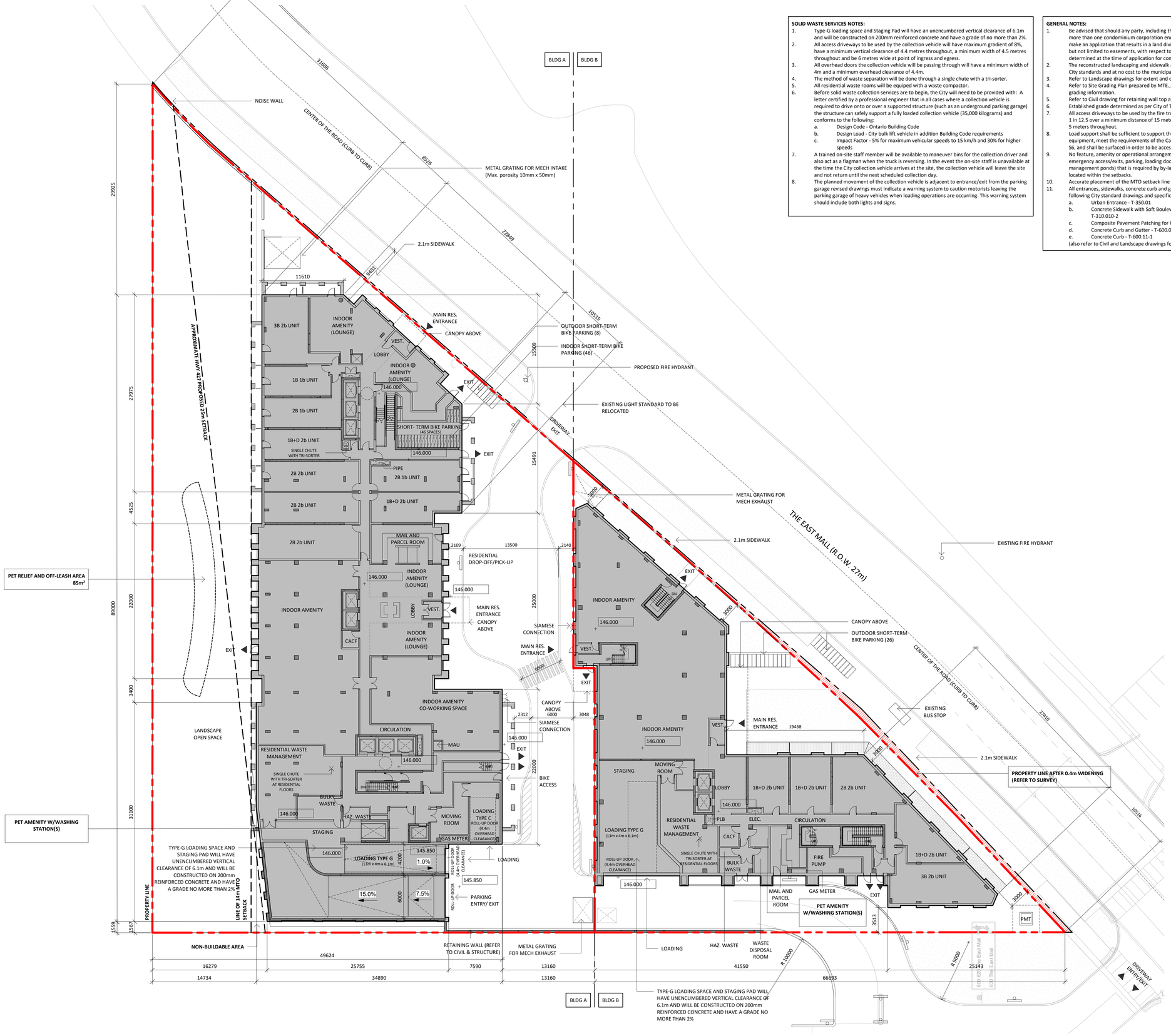
ADDRESS:
630 The East Mall, Etobicoke, ON, M9B 4B1

AERIAL SITE PLAN (A)

Project No.: 2132
Scale: 1:250
Date: June 06, 2024

Drawing No.:

A 1.02a



SOLID WASTE SERVICES NOTES:

1. Type-G loading space and Staging Pad will have an unencumbered vertical clearance of 6.1m and will be constructed on 200mm reinforced concrete and have a grade of no more than 2%.
2. All access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.
3. All overhead doors the collection vehicle will be passing through will have a minimum width of 4m and a minimum overhead clearance of 4.4m.
4. The method of waste separation will be done through a single chute with a tri-sorter.
5. All residential waste rooms will be equiped with a waste compactor.
6. Before solid waste collection services are to begin, the City will need to be provided with: A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:
   a. Design Code - Ontario Building Code
   b. Design Load - City bulk lift vehicle in addition Building Code requirements
   c. Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds
7. A trained on-site staff member will be available to maneuver bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.
8. The planned movement of the collection vehicle is adjacent to entrance/exit from the parking garage revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.

GENERAL NOTES:

1. Be advised that should any party, including the applicant or any subsequent owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval.
2. The reconstructed landscaping and sidewalk along The East Mall, site frontage will be built to City standards and at no cost to the municipality.
3. Refer to Landscape drawings for extent and details of all hard surface materials.
4. Refer to Site Grading Plan prepared by MTE., drawing C2.1, for the purposes of obtaining site grading information.
5. Refer to Civil drawing for retaining wall top and bottom of wall spot elevations.
6. Established grade determined as per City of Toronto's Zoning by-law 569-2013.
7. All access driveways to be used by the fire truck will have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 meters (i.e.8%), have a minimum vertical clearance of 5 meters throughout.
8. Load support shall be sufficient to support the expected loads imposed by fire fighting equipment, meet the requirements of the Canadian Highway Bridge Design Code, CAN/CSA-S6, and shall be surfaced in order to be accessible under all climatic conditions.
9. No feature, amenity or operational arrangement (such as, but not limited to, fire-routes, emergency access/exits, parking, loading docks, access to loading docks, storm-water management ponds) that is required by by-law or is essential to the viability of this site, will be located within the setbacks.
10. Accurate placement of the MTO setback line to be confirmed by the surveyor.
11. All entrances, sidewalks, concrete curb and gutter works are constructed based on the following City standard drawings and specifications,
    a. Urban Entrance - T-350.01
    b. Concrete Sidewalk with Soft Boulevard or Concrete Sidewalk adjacent to Curb - T-310.010-2
    c. Composite Pavement Patching for Utility Cuts - T-509.010-1
    d. Concrete Curb and Gutter - T-600.05-1
    e. Concrete Curb - T-600.11-1
    (also refer to Civil and Landscape drawings for more details)

TRANSPORTATION LEGEND:
(REFER TO TRANSPORTATION REPORT)

- FIRE TRUCK
- GARBAGE COLLECTION VEHICLE
- SIGNAGES

NOTE: REFER TO SIGNAGE AND PAVEMENT MARKING PLANS BY WSP

Issued:

SPA Submission #2	Oct 06, 2023
ZBA Submission #2	Oct 06, 2023
SPA Submission #1	Nov 03, 2022
ZBA Submission #1	Sep 15, 2022
Issue For	Date

General Notes:
1. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

2. Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.

3. Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect

WITHOUT PREJUDICE

ARCHITECT

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TRUE NORTH | PROJECT NORTH

MULTI-UNIT RESIDENTIAL DEVELOPMENT

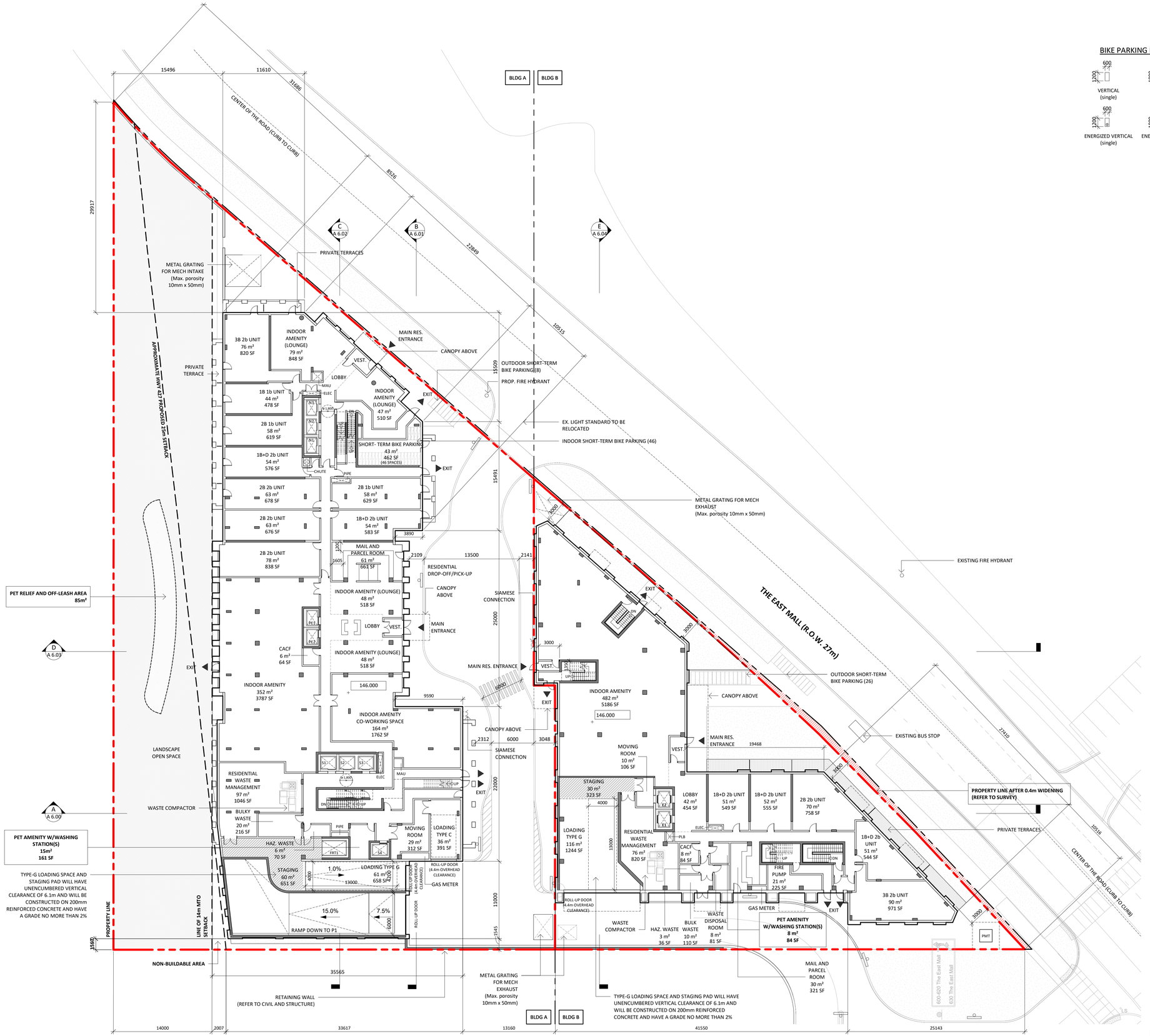
ADDRESS:
630 The East Mall, Etobicoke, ON, M9B 4B1

GROUND FLOOR SITE PLAN (A)

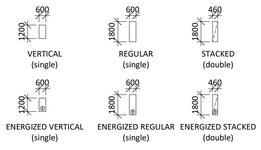
Project No.: 2132
Scale: 1 : 250
Date: June 06, 2024

Drawing No.:

A 1.03a



BIKE PARKING LEGEND:



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TRANSPORTATION LEGEND:
(REFER TO TRANSPORTATION REPORT)
- FIRE TRUCK
- GARBAGE COLLECTION VEHICLE
- SIGNAGES

NOTE: REFER TO SIGNAGE AND PAVEMENT MARKING PLANS BY WSP

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ARCHITECT

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GROUND FLOOR PLAN

Project No.: 2132
Scale: 1 : 250
Date: June 06, 2024

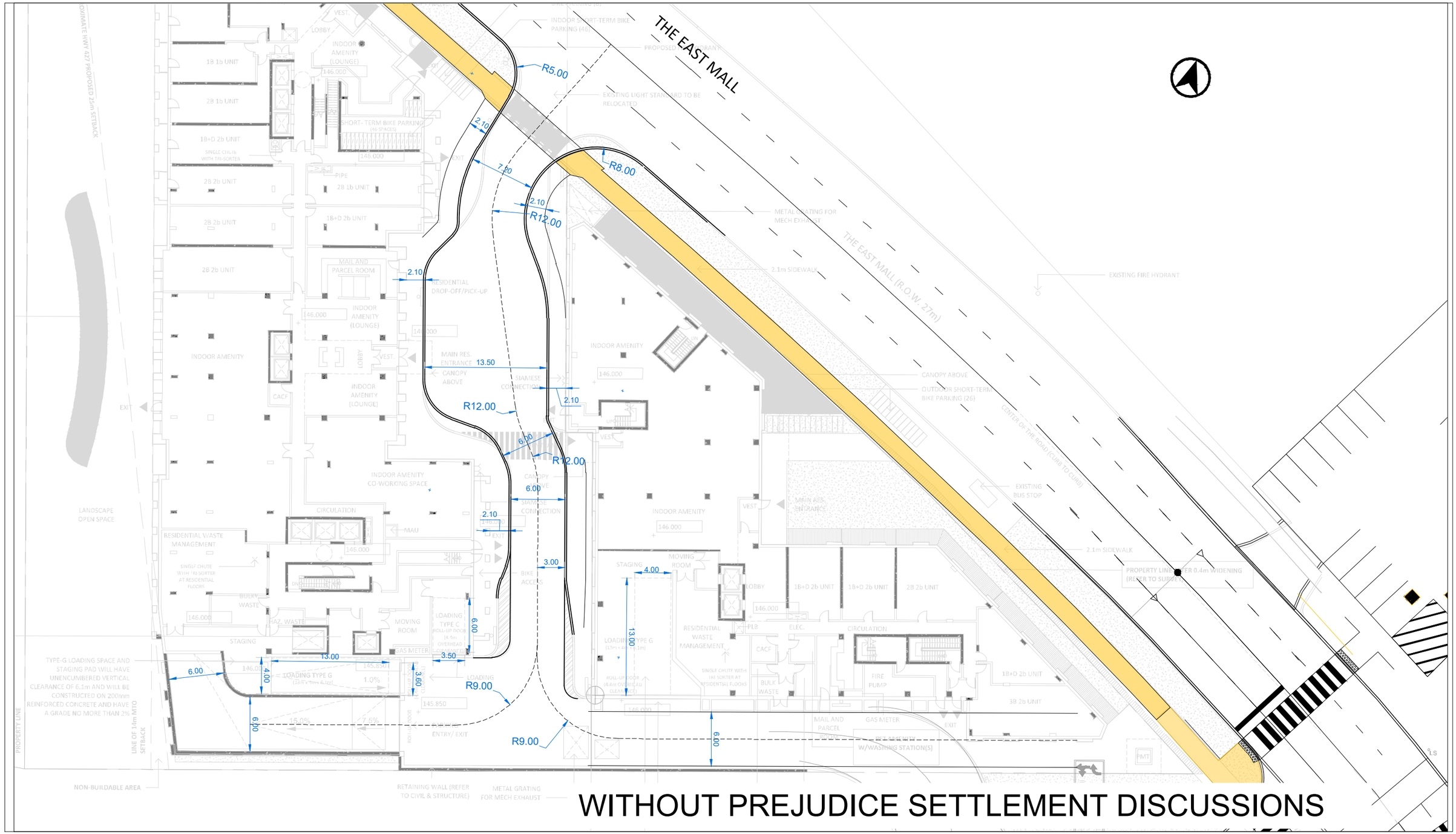
Drawing No.:

A 3.01

APPENDIX

B

INTERIM ACCESS DRAWINGS



WITHOUT PREJUDICE SETTLEMENT DISCUSSIONS

S:\PLANNING DWGS\2221-03327-00 The East Mall TS\Plan

Source: _-Sheet - A 1-03 - GROUND FLOOR SITE PLAN.dwg received Jun 05, 2024

Scale: 1:400

wsp

FIGURE 1
Site Dimensions - Ground Floor
630 The East Mall

BA - 600-620 East Mall_Sheets_Jun 2024.dwg_Fig3

Modified: 6/6/2024 8:53 AM By: ZakrzewskiJ Plot Date: 2024/06/06