



April 1, 2019

17M-01494-00

Kristy Shortall, MCIP, RPP
Vice President of Development and Planning
11 Yorkville Partners Inc.
2300 Yonge Street, Suite 807
Toronto, ON
M4P 1E4

Subject: **11-21 Yorkville Avenue & 16-18 Cumberland Street
Response to Comments Memo**

Dear Ms Shortall:

WSP Canada Group Limited (WSP) was retained by 11 Yorkville Partners Inc. to undertake a Transportation Impact Study (TIS), which was submitted in March 2018. This study was in support of your proposed mixed-use development located at 11-21 Yorkville Avenue & 16-18 Cumberland Street, and was part of the ZBLA/OPA applications and the 11-21 Yorkville SPA application. The following is our response to the comments made by the City of Toronto in their memorandum dated January 25th, 2019 regarding the 2nd Submission of the above applications.

The city had two comments regarding the loading operations at the site:

Revisions and Additional Information Required for Plans, Studies and Drawings - Transportation Services

1. **Site Plan and Ground Floor Plan, Drawing No. A100 & A105, Prepared by Sweeny & Co Architects, dated December 19, 2018**
 - a. *Shift the Type C loading space serving the 2-storey retail building fronting Cumberland Street (Building B) further south so as not to be located with the east-west public lane, as widened.*

The Type C loading space has been moved slightly to the south so that it is not located within the public lane. This has been tested using AutoTURN, as can be seen in **Figures 1 and 2** below.

Site Plan Requirements – Revisions and Additional Information Required for Site Plan, Studies and Drawings

1.3 (Multi-Residential Component (Building A))

c) Current vehicle maneuvering diagram indicates the collection vehicle reversing into a public lane. Revised drawings must indicate and annotate a collection vehicle movement diagram with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, and travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a

forward motion with no more than a three-point turn without the need to reverse onto a public lane.

We have discussed this matter with City staff and confirmed that because the laneway will only serve the development and other units on the laneway, traffic volumes will be very low and thus relatively safe for garbage trucks to reverse on to the laneway. The flashing beacon warning system, as shown in **Figure 3**, will also provide additional warning to any motor vehicles exiting the ramp.

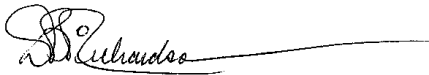
The City of Toronto Front-Loading Garbage Truck that was used in our maneuvering analysis has a 10.3 m inner turning radius and 14 m outside turning radius. Therefore, our garbage truck maneuver is more conservative than the 9.5 m inner radius, the turning template is provided in **Figure 4**, and the garbage truck maneuvering diagram is provided on **Figure 5**.

This memo should address both of the related comments. Should you have any questions or comments, please do not hesitate to contact us directly at your convenience.

Best regards,

Yours sincerely,

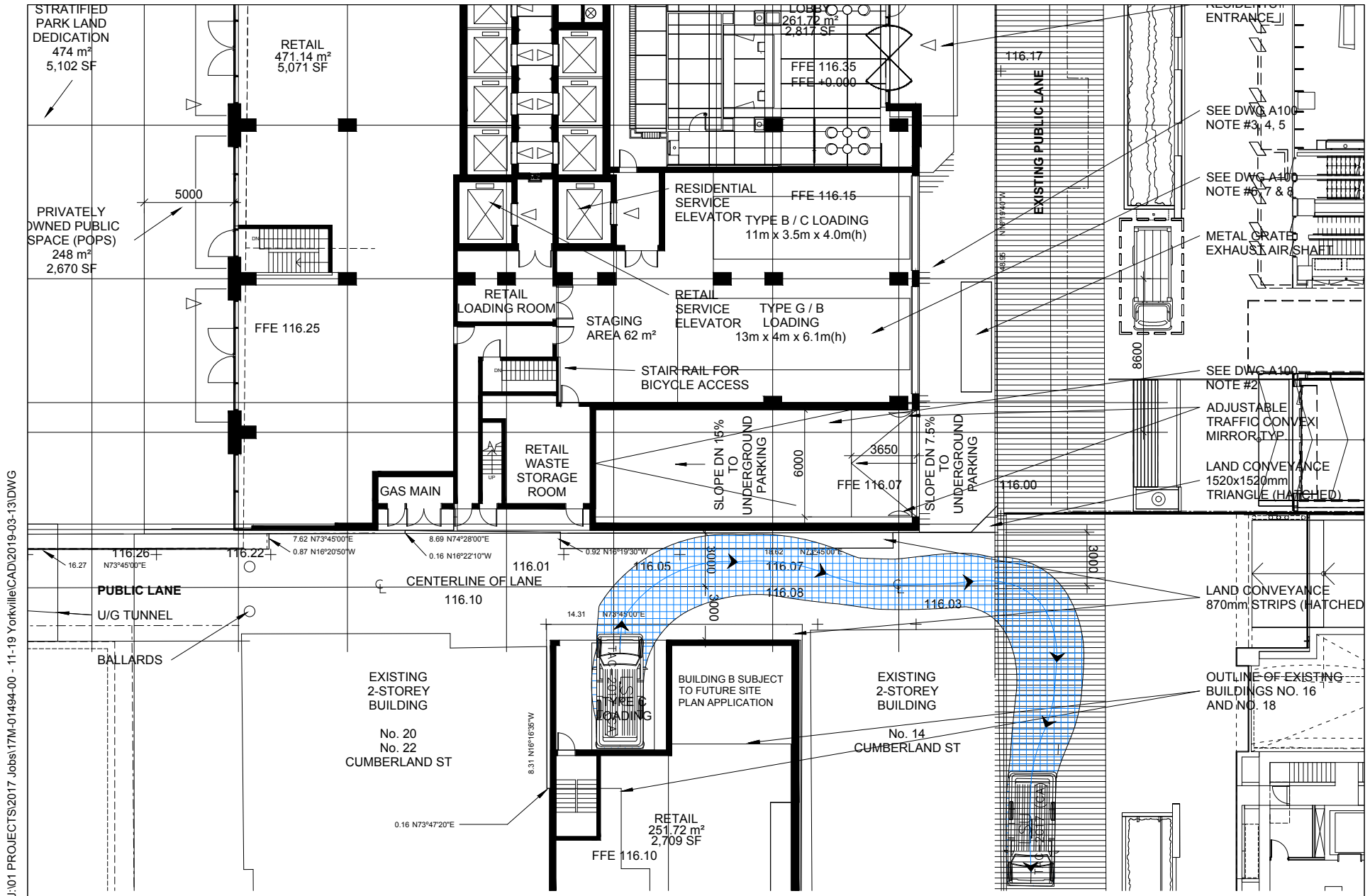
WSP Canada Group Limited



David B. Richardson, P.Eng., P.T.O.E.
Manager – Transportation
Planning & Advisory Services



Brandon Bradt, M.Eng. CEM, EIT
Designer – Transportation
Planning & Advisory Services



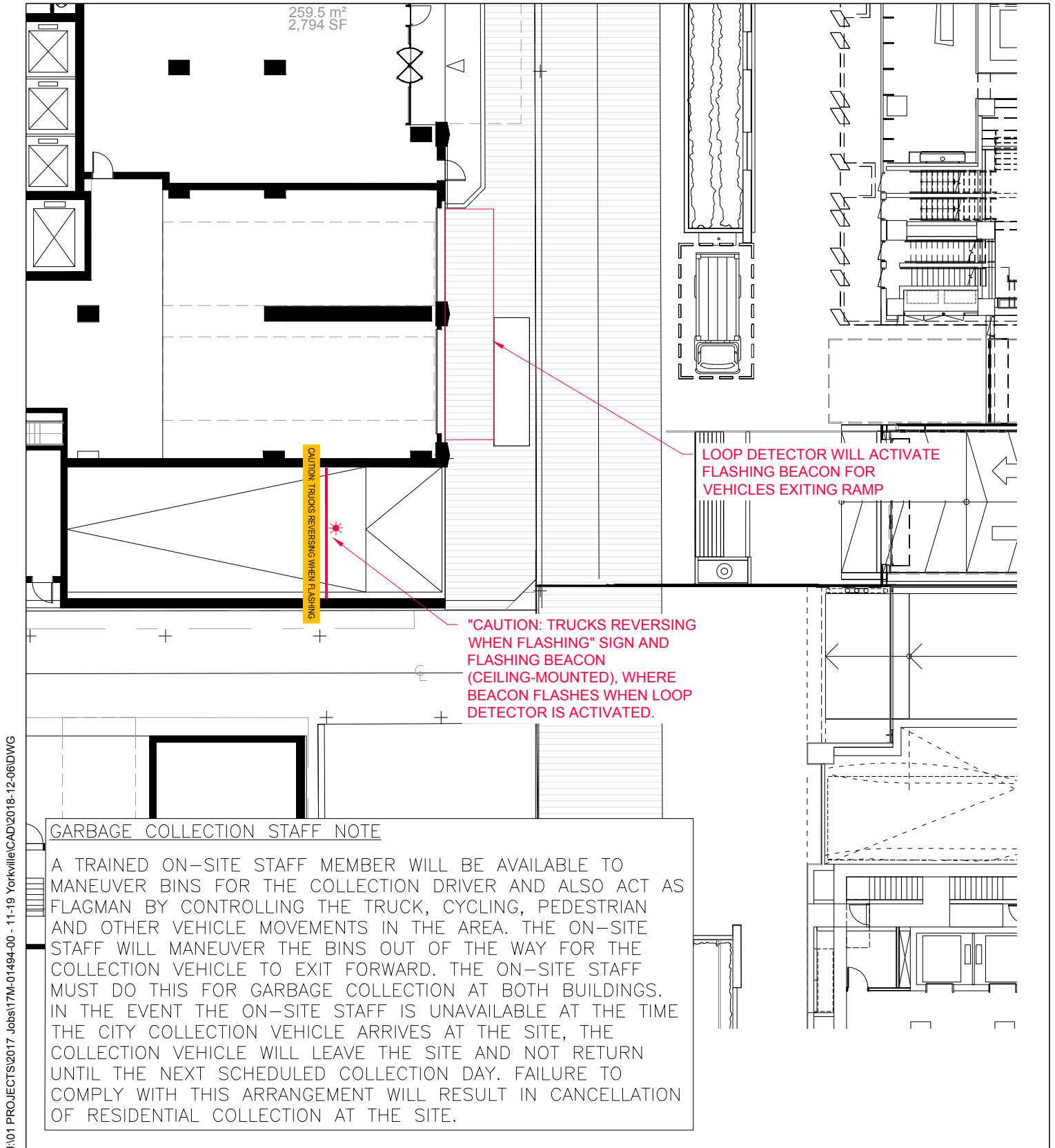
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Source: 190312_11 Yorkville-Sheet - A105 - Ground Floor Plan, from Sweeny & Co Architects, March 12, 2019

Scale: 1:300



Figure 2
Type 'C' Turning Movement - Outbound
11-21 Yorkville Avenue Response to Comments



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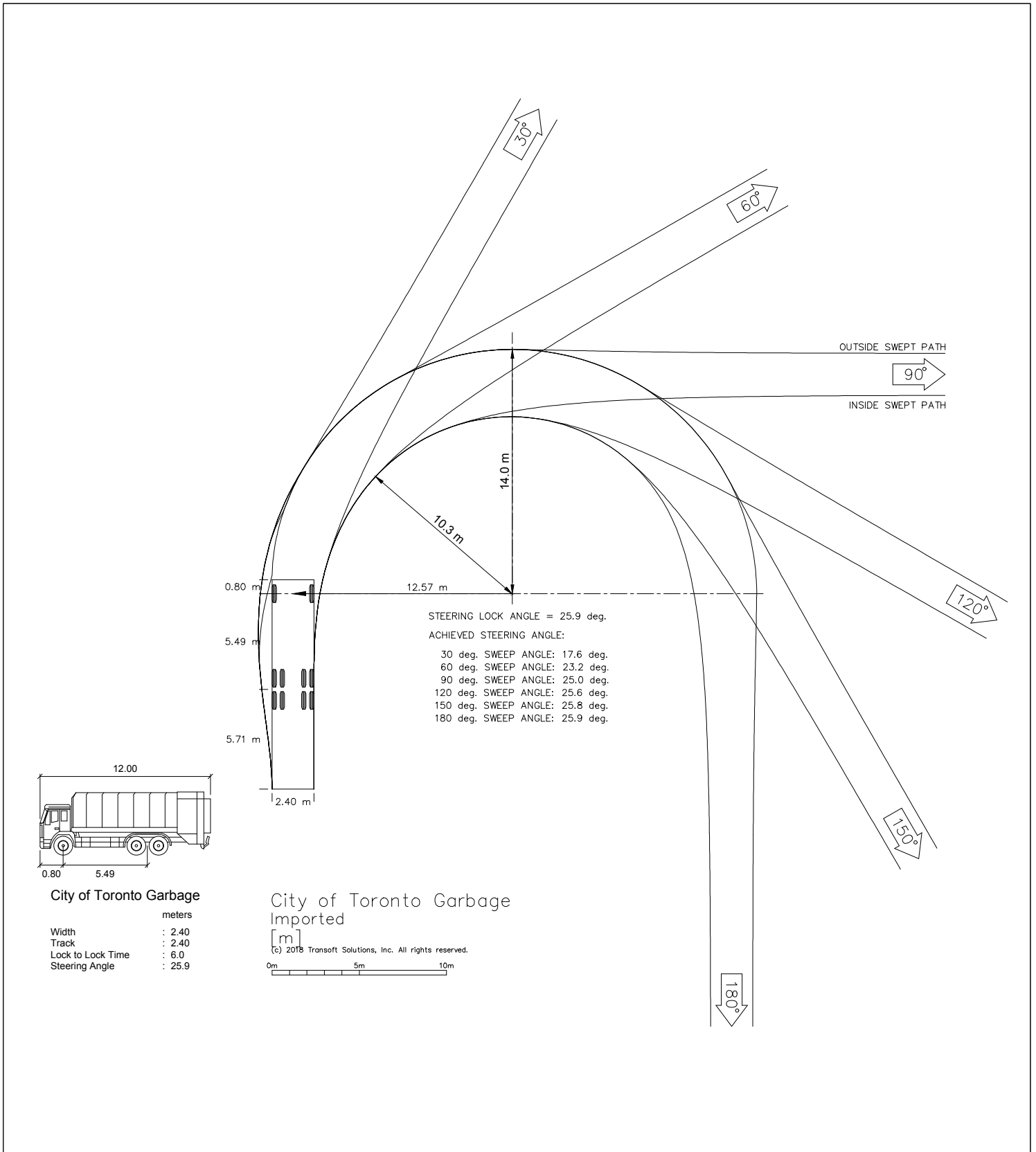
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Figure 3
Flashing Beacon Warning System
11-21 Yorkville Avenue Response to Comments

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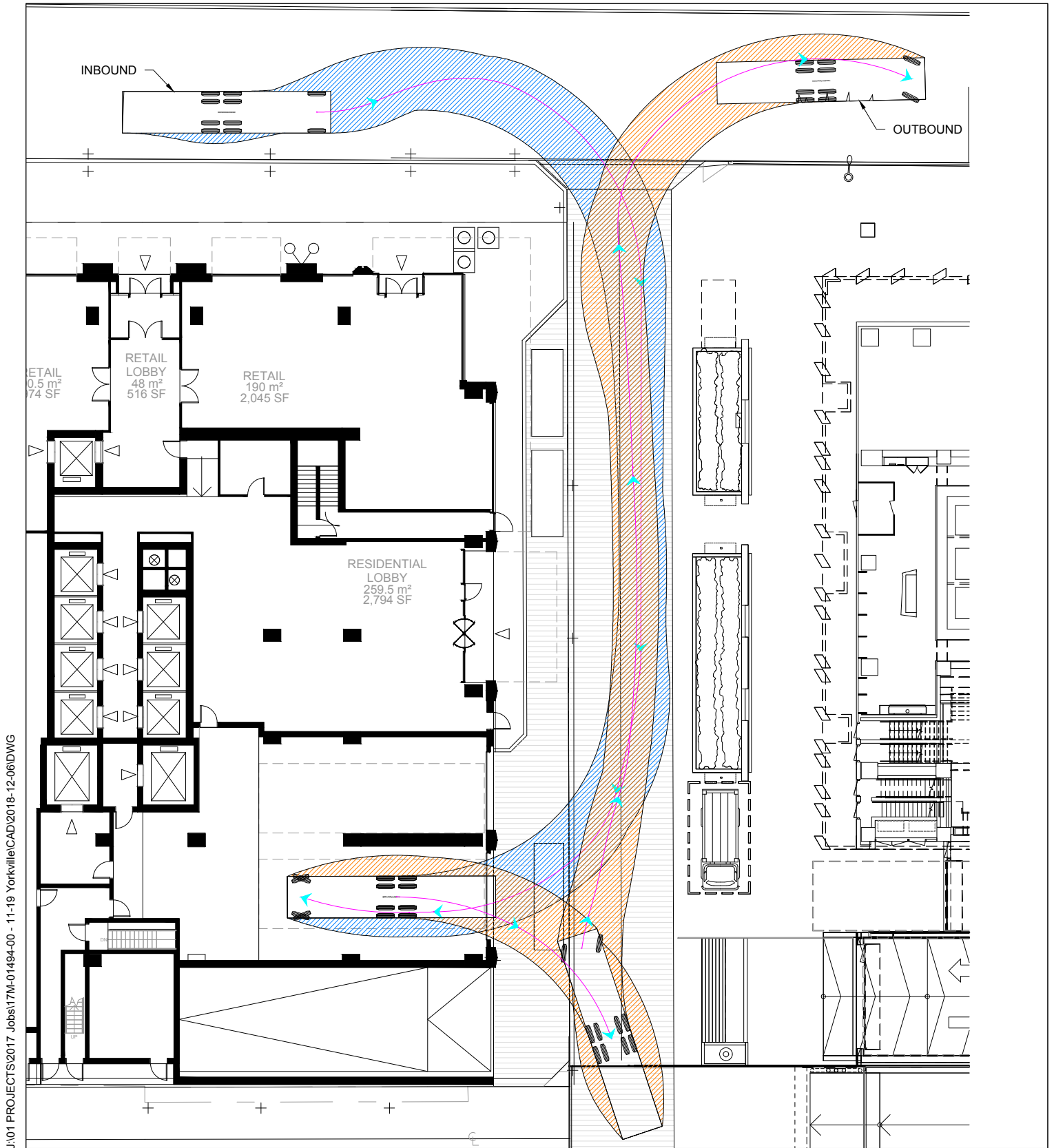


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Figure 4 Garbage Truck Profile 11-21 Yorkville Avenue Response to Comments



Source: 181206 11 Yorkville-Sheet - A105 - Ground Floor Plan, from Sweeny & Co Architects, December 07, 2018

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Figure 5
Garbage Truck Entering and Leaving Site
11-21 Yorkville Avenue Response to Comments