BA Group

2280 Dundas Street West Urban Transportation Considerations

Zoning By-law Amendment Application
First Submission

Prepared For: Choice Properties Limited Partnership

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1.0 INTRODUCTION

BA Group is retained by Choice Properties Limited Partnership to provide urban transportation consulting services in relation to Zoning By-law Amendment application being made to the City of Toronto for a proposed mixed-use, multi-building development located at 2238, 2252, 2264, 2280, and 2290 Dundas Street West, and 104-105 Ritchie Avenue in the City of Toronto.

1.1 SITE LOCATION AND CONTEXT

The 2238, 2252, 2264, 2280, and 2290 Dundas Street West, and 104-105 Ritchie Avenue properties, herein referred to as the “subject property” or the “Site”, is located within the western portion of Toronto, specifically at the north end of the Roncesvalles neighbourhood.

The existing site and surrounding area has excellent transit accessibility with subway, regional rail, and streetcar services in the immediate vicinity of the site, regional (GO) and local (TTC) transit services are accessible within a 5-minute walk. With significant transit investments planned through the coordinated efforts of municipal, provincial, and federal levels of government, the Dundas West - Bloor Mobility Hub will grow in prominence becoming a Transit District within Toronto’s west end.

Furthermore, the subject property is excellently located from a cycling and pedestrian perspective. Pedestrian connections are available which lead to the Bloor Street West and Dundas Street West corridors, the Bloor GO Station, Dundas West Subway Station, and is within walking distance to a number of services, entertainment, retail, and amenity centres. From a cycling perspective, protected bicycle lanes were installed along the Bloor Street West corridor in the summer of 2020, offering direct connections to several cycling facilities in City.

The site area is approximately 43,944 m^2 and is generally bounded by a neighbouring school property – Bishop Marrocco Thomas Merton Catholic Secondary School (to the north), Dundas Street West (to the west), Metrolinx GO Rail corridor (to the east), and a mix of residential uses (to the south).

Currently, the Site is occupied primarily by, surface parking, low-rise, suburban-format retail stores, and a low-rise office building. The site is centrally located within the area identified by Metrolinx as the Dundas West-Bloor Mobility Hub and includes the TTC Dundas West and GO Bloor West Transit Stations.

The site location and context is illustrated in **Figure 1** to **Figure 2.**

1.2 CURRENT DEVELOPMENT APPLICATION

Both Zoning By-law Amendment (ZBA) application are being made to the City of Toronto to permit the development of a mixed-use multi-building project consisting of a mix of office, residential and retail uses that is oriented around creating a highly pedestrianized, cycling friendly and transit supportive site plan. The proposed development will introduce seven (7) buildings located in the heart of the Dundas West – Bloor Mobility Hub area and is focused on creating a fine-grained, highly walkable, and urban development that integrates the Site with the surrounding community. It introduces a series of new publicly accessible streets, pedestrian mews, and green space to create a unique development block pattern interwoven with new pedestrian linkages throughout the site.

Furthermore, the development proposal emphasizes the importance of non-auto based travel by promoting / improving the public realm, cycling, transit, and pedestrian connections in the vicinity of the site while also reducing the amount of parking provided on the site.

The key transportation principles incorporated into the Site Plan are to:

- Support an Integrated Transit District
- Improve Existing Surface Transit Services
- Establish a Fine-Grain Street & Block Plan
- Create a Quality Mixed Use Development
- Promote Active Transportation
- Enhance the Public Realm
- Prioritize Transportation Demand Management

Reduced scale architectural plans are provided in **Appendix A.**

1.3 THIS REPORT

This report provides a summary outline of the BA Group's review of the transportation aspects of the proposed redevelopment plan and documents the study approach, travel demand forecasting methodology, traffic operations assessment, and technical findings. The following form part of this assessment:

Transportation Context

- A review of existing and future transportation context of the Site including road, transit, pedestrian, and cycling elements. A particular focus is maintained on the Site's location at the center of the Dundas West–Bloor Mobility Hub, as defined by Metrolinx, and its potential prominence as a major public transit hub within the western portion of Toronto. The Site will have increasingly convenient access to viable non-automobile dependent travel options.

Master Plan and Related Transportation Strategies

- An overview of the development plan and the integrated on-site and area physical and operational transportation elements and strategies that enable the minimization of automobile dependent travel for prospective residents, employees, and visitors while meeting the practical and operational needs of a mixed-use development such as the development.
- A review of pedestrian and cycling elements of the Site and related strategies and modifications planned on the peripheral area street network to enhance the connectivity afforded to the Site.

- A review of the transportation elements of the proposed development including vehicular access and circulation, loading, parking, and pick-up / drop-off facilities, as well as a related operational strategies.
- An overview of Transportation Demand Management measures and initiatives that are being promoted as part of the development plan.

Travel Demand Forecasting

- An outline of multi-modal travel characteristics and travel demand projections for the land uses within the development proposal. Recognizing the urban context of the Site, its proximity to an array of employment, recreational, retail, amenity, entertainment, and institutional facilities, the high level of surrounding area population, and its location relative to higher-order local, regional and provincial transit (air and rail) services.

Multi-Modal Travel Assessment

- A review of prevailing area pedestrian, cycling, and transit context and activity.
- A review of existing transit activity and future site-related transit ridership projections to assess site-related impacts on the area transit network.
- A review of area active transportation facilities and a preliminary assessment of projected site-related walking and cycling trips.

Traffic Operations Review

- A review of traffic activity levels in the area today and in the future considering other area development activity that may influence traffic demands in the site vicinity.
- Development of site-related traffic forecasts for the development considering each of the land uses, travel demand variations, automobile usage characteristics, and routing options available across the area road network.
- A detailed review of traffic operations on the area road network under existing and future traffic conditions to provide a measure of prevailing traffic activity and operational characteristics and an assessment of site-related impacts.

Site Planning

- A review of parking requirements and provisions of the Site.
- A review of bicycle parking requirements and provisions of the Site.
- A review of loading requirements and provisions of the Site.

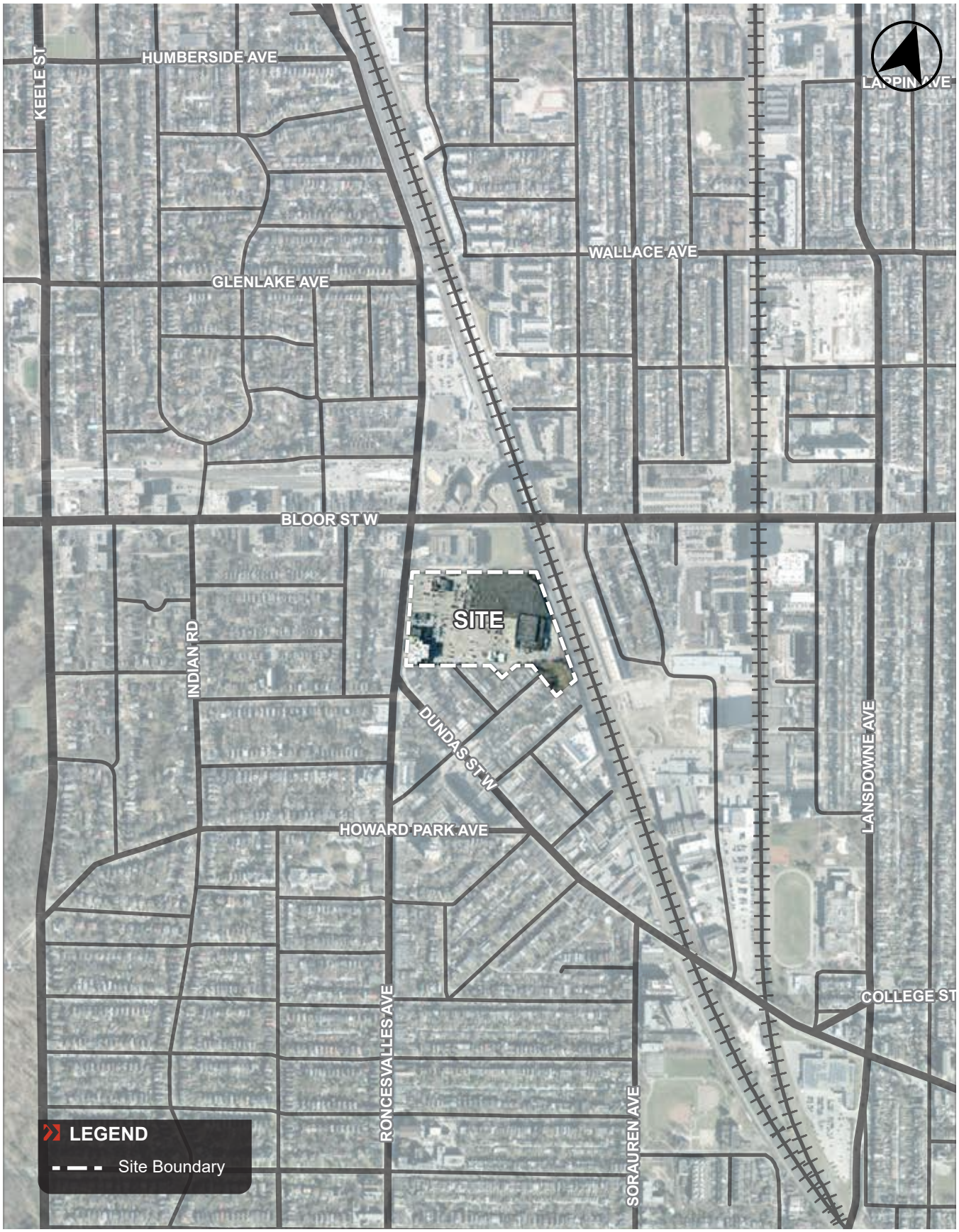

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FIGURE 1 SITE LOCATION

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2280 DUNDAS ST WEST

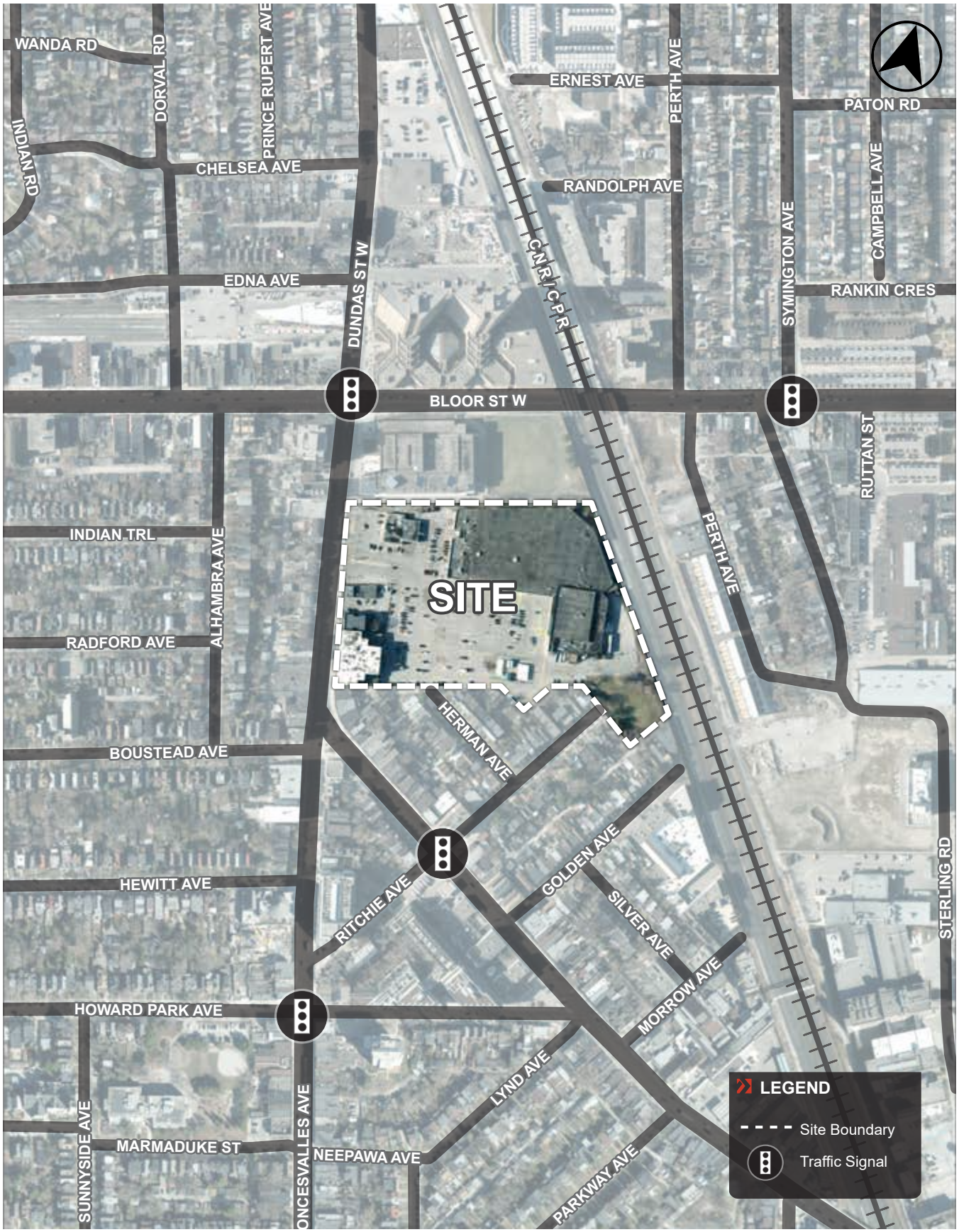

FIGURE 2 SITE CONTEXT

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2280 DUNDAS ST WEST

2.0 EXISTING TRANSPORTATION CONTEXT

2.1 DUNDAS WEST – BLOOR MOBILITY HUB

The redevelopment Site is located directly in the centre of an area categorized as a “Mobility Hub” by Metrolinx; the area is known as the “Dundas West - Bloor Mobility Hub”. Several higher-order transit facilities stop in the area offering local, citywide, and regional transit service to residents, patrons, and employees that travel to and from the vicinity of the Site. Two major transit stations, including TTC Dundas West Subway Station and the Bloor GO/UPX Station, offer many of these services directly adjacent to the redevelopment Site.

The Dundas West-Bloor Mobility Hub has been graphically defined, by Metrolinx, and is illustrated in **Figure 3** It has been designated as a “Gateway Hub” in the larger “Mobility Hub Framework”; it was defined in this manner in 2015 by Metrolinx before recent announcements related to significant public transit infrastructure improvements that will directly benefit the Site. A comprehensive overview of the Site’s existing transportation context is contained within this section.

2.2 AREA TRANSIT NETWORK

Both the TTC Dundas West Subway Station and the Bloor GO/UPX Station are within walking distance to the Site, and provide transit routing within the City of Toronto and the broader Greater Toronto Area (GTA). The existing transit network that services the Site and its surrounding neighborhood is illustrated in **Figure 4.**

2.2.1 Bloor GO / UPX Station

The Bloor GO/UPX Station, accessible adjacent to the northeast corner of the redevelopment Site, is located on the Kitchener GO Rail corridor. Further details related to the existing regional services accessible from the station are summarized in **Table 1.**

TABLE 1 EXISTING REGIONAL AREA TRANSIT SERVICES

Route	Closet Stop	Peak Period Headways	Route Description
Union Pearson Express (UPX)	Bloor GO / UPX Station (100 – 150 m / 2 – 3 min. walk)	15 min.	The line has four stations, operation b/w Toronto Pearson International Airport & Union Station.
GO Kitchener Line		18-60 min.	The line has 12 stations, operating between the City of Kitchener & Downtown Toronto (Union Station). The line connects to TTC Line 1 at Union Station.

There are two (2) station entrances to the Bloor GO / UPX Station. The first is an accessible entrance off of Dundas Street West, north of the residential / commercial complex located at 2340 Dundas Street West (The Crossways). The entrance can currently be accessed from commercial plaza oriented around the FreshCo grocery store; there is a small pick-up / drop-off (PUDO) area located at the station entrance.

A second pedestrian-oriented entrance is located at the north side of Bloor Street West directly to the underpass for the Kitchener GO Rail corridor; this is the primary access to the station. Bicycle sharing facilities are provided adjacent both station accesses and both are barrier-free.

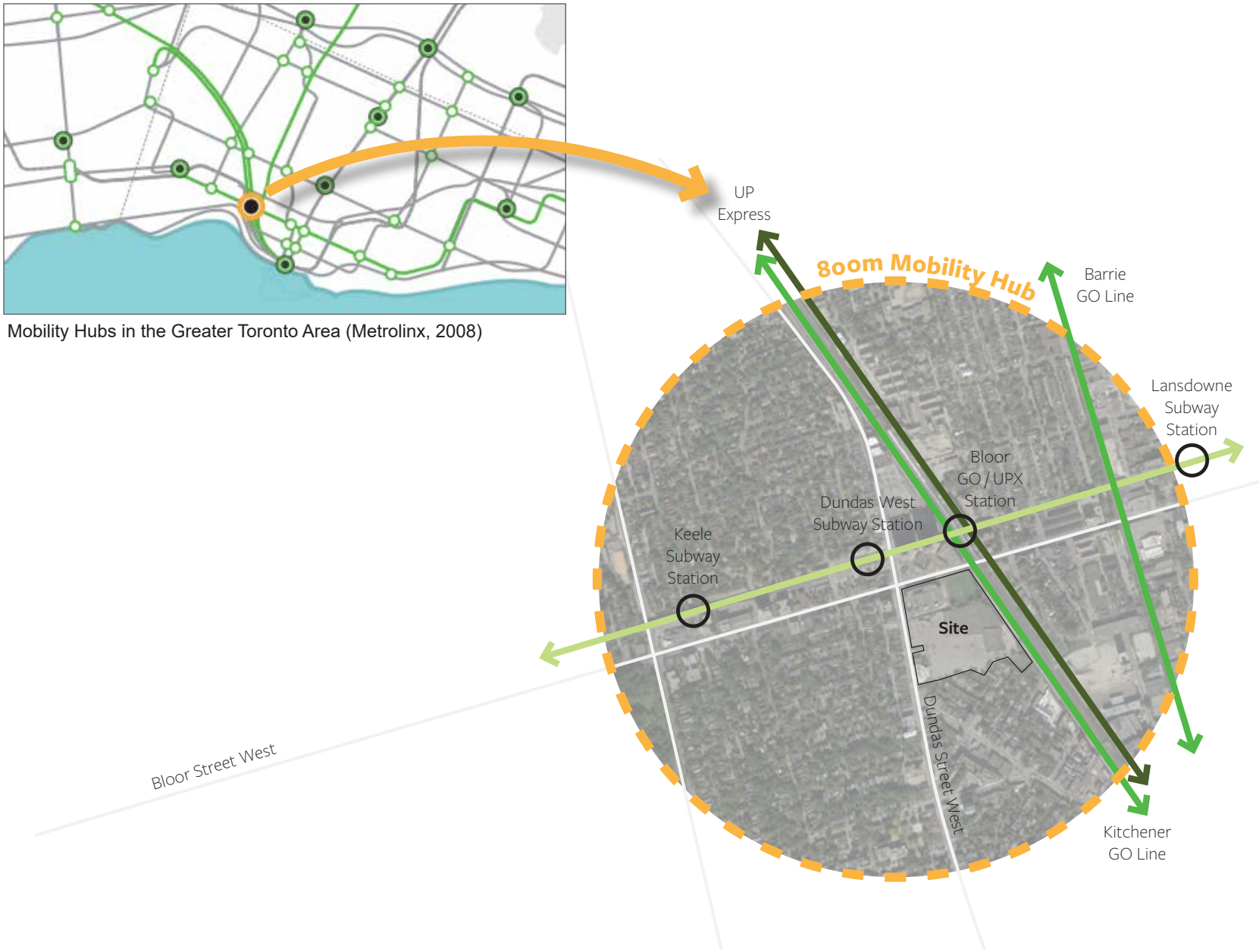

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FIGURE 3 DUNDAS WEST - BLOOR MOBILITY HUB CONCEPT

2.2.2 TTC Dundas West Subway Station

The TTC Dundas West Subway Station is accessed from Dundas Street West located approximately 65 metres north of the Bloor Street West / Dundas Street West intersection, on the west side of Dundas Street West. This station provides connections between subway (TTC Line 2 - Bloor-Danforth subway), streetcar, and local bus services.

Further details related to the local transit services are summarized in **Table 2**; the table also includes streetcar and local bus services that run adjacent to the Site but do not stop at Dundas West Station. The station is barrier-free.

TABLE 2 SUMMARY OF EXISTING TRANSIT SERVICES

	Route	Closets Stop	Peak Period Headways	Route Description
Subway Service	TTC Line 2 (Bloor – Danforth)	Dundas West Station (100 m / 2 min walk)	2-3 min.	This line has 31 stations and operates in an east-west direction between Kipling Station in the west and Kennedy Station in the east. Line 2 connects with TTC Line 1 (Yonge-University- Spadina) at three different stations, including Bloor-Yonge, St. George, and Spadina Stations.
Streetcar Services	504 – King	Roncesvalles Avenue / Boustead Avenue (100 m / 2 min walk)	4 min.	The service generally operates in an east-west direction along King St between Dundas West Station and Broadview Station (both on the TTC Line 2). Near the site, the 504-streetcar service travels in a north-south direction along Dundas St W and Roncesvalles Ave and operates under mixed traffic condition.
	505 – Dundas	Dundas Street West / Roncesvalles Avenue (<100 m / 2 min walk)	5-6 min.	The streetcar generally operates in an east-west direction along Dundas St between Dundas West Station and Broadview Station, both on TTC Line 2. The streetcar operates in mixed traffic condition.
	506 – Carlton	Roncesvalles Ave / Howard Park Ave (<300 m / 4 min walk)	4-5 min.	Service generally operates in an east-west direction along College St/Gerrard St E, between the High Park Loop and Main Station. Near the site, the 506-streetcar service operates on Dundas St W and Howard Park Ave within a mixed traffic condition.
Bus services	40 – Junction	Dundas West Station (100 m / 2 min walk)	6-7 min.	Route generally operates in an east-west direction between the Runnymede Loop and Dundas West Station on Line 2.
	41A – Keele	Keele Station (800 m / 10 min walk)	2-10 min.	Route generally operates in a north-south direction along Keele St between Pioneer Village Station on Line 1 and Keele Station on Line 2.
	89 – Weston	Keele Station (800 m / 10 min walk)	4-5 min.	Route generally operates in a north-south direction along Weston Rd between Albion Rd in the north and Keele Station on Line 2 in the south.
	168 – Symigton	Dundas West Station (100 m / 2 min walk)	5 min.	Route generally operates in a north-south direction between Dundas West Station & Weston Rd.

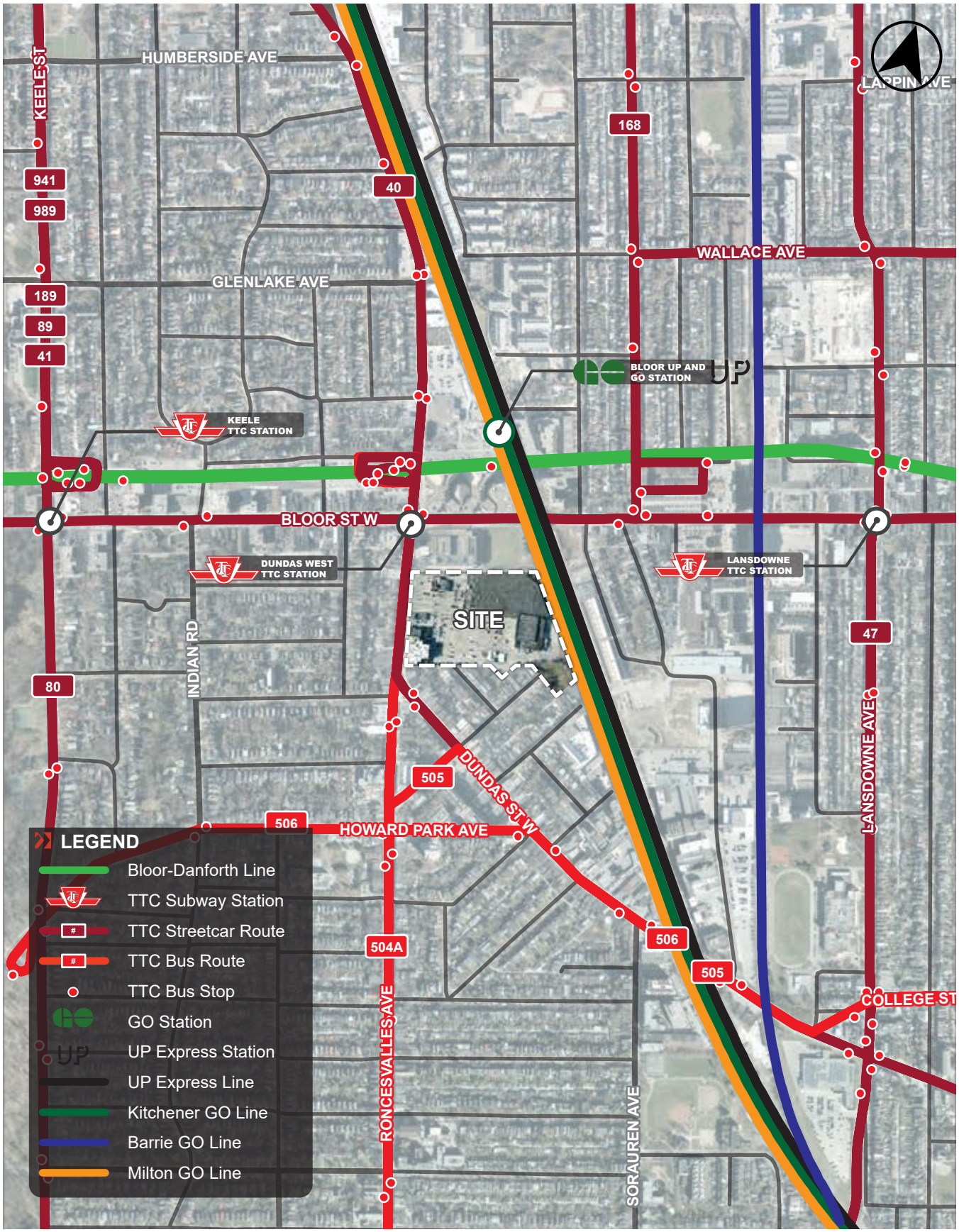

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FIGURE 4 EXISTING AREA TRANSIT NETWORK

2.3 AREA STREET NETWORK

The surrounding public area road network of arterial, collector and local roads are discussed in **Table 3.** The road network, lane configurations, turning movement restrictions and traffic controls are illustrated in **Figure 5** and **Figure 6**, respectively.

TABLE 3 SUMMARY OF EXISTING AREA STREET NETWORK

	Street Name	Parking & Regulations	Roadway Limits	Description
Major Arterial Roadways	**Bloor Street West**	No parking is permitted at any time. No stopping is permitted EB 7:00 am to 9:00 am & WB 4:00 pm to 6:00 pm, Mon.-Fri.	Extends from Mississauga in the west to the Bloor St Viaduct in the east	A 4-lane cross section, 2 lanes in each direction with center left turn lanes at key intersections, having a speed limit of 40 km/h. Signalized intersections provided at Keele St / Parkside Dr, Indian Rd, Dundas St W, Sterling Rd, & Symington Ave.
	Dupont Street	East of Edwin Ave, 1-hour parking permitted adjacent to WB vehicular traffic No stopping is permitted	Extends from Dundas St W in the west (where is continues as Annette St) to Avenue Rd in the east	A 2-lane cross-section, 1 lane in each direction with center left turn lanes at key intersections. West of Lansdowne Ave, on-street bicycle lanes are provided. Signalized intersections provided at Dundas St W, Old Weston Rd, Edwin Ave, Symington Ave, & Lansdowne Ave. The speed limit is 40 km/h.
	Keele Street	No parking is permitted at any time. No stopping is permitted SB 7:00 am to 9:00am & NB 4:00 pm to 6:00 pm, Mon.-Fri.	Extends from St. Clair Ave W in the north to Bloor St W in the south	A 4-lane cross-section, 2 lanes in each direction with center left turn lanes at key intersections. Signalized intersections provided at Bloor St W & Glenlake Ave & the speed limit is 50 km/h.
	Parkside Drive	No parking is permitted at any time. No stopping is permitted SB 7:00 am to 9:00am & NB 4:00 pm to 6:00 pm, Mon.-Fri.	Extends from Bloor St W (north) to Lake Shore Blvd W (south)	A 4-lane cross-section, 2 lanes in each direction with center left turn lanes at key intersections. Signalized intersections provided at Bloor St W & Indian Valley Crest & the speed limit is 50 km/h.
Minor Arterial Road ways	**Dundas Street West**	No parking is permitted at any time. No stopping is permitted SB 7:00 am to 9:00am & NB 4:00 pm to 6:00 pm, Mon.-Fri.	Extends from Mississauga in the west to Kingston Rd in the east	A 4-lane cross-section, 2 lanes in each direction with streetcar tracks running in the two central lanes, mixed with vehicular traffic. Bicycle lanes are provided between the Sorauren Ave. and Lansdowne Ave. Signalized intersections provided at the driveway to the commercial plaza located 250 m north of Bloor St W, Bloor St W, Roncesvalles Ave, & Howard Park Ave. The speed limit is 40 km/h.
	Annette Street	Parking permitted on both sides of the roadway; permit parking only from 12:01am to 7:00am.	Extends from Jane St (west) to Dundas St W (east- cont. as Dupont St)	A 2-lane cross-section, 1 lane in each direction, with center left turn lanes at key intersections. The road features on-street bicycle lanes. The speed limit is 40 km/h. Signalized intersections provided at Dundas St W & Keele St.
	College Street	East of Lansdowne Ave, on both sides 1-hour parking permitted from 10:00am-6:00pm, Mon. to Fri., & 8:00am-6:00pm on Sat. No stopping is permitted EB from 7:00 am - 10:00am & WB from 3:30pm-6:30pm, Mon.-Fri.	Extends from Dundas St W to Yonge St in the east	A 4-lane cross-section, inc. 2 lanes in each direction with streetcar tracks running in the two central lanes. On-street bicycle lanes are included b/w Dundas St W to Lansdowne Ave., further east the road includes sharrows. The speed limit is 30 km/h from Dundas St W to Lansdowne Ave. & east of Lansdowne Ave, is 40 km/h. Signalized intersections provided at Dundas St W and Lansdowne Ave.
	Roncesvalles Avenue	On-street paid parking is enforced from 8:00am to 9:00pm, Mon. to Sat., and from 1:00pm to 9:00pm on Sun. No stopping is permitted.	Extends from Dundas St W in the north to Queens St W in the south	A 2-lane cross section, 1 lane in each direction (shared with streetcar tracks). Bicycle lanes and on-street vehicular parking are interspersed. The speed limit is 40 km/h. Signalized intersections provided at Dundas St W & Howard Park Ave.

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	Street Name	Parking & Regulations	Roadway Limits	Description
Collector Roadways	**Lansdowne Avenue**	On-street parking is permitted SB, located south of Bloor St W. No stopping is permitted.	Extends from St. Clair Ave W (north) to Queen St W (south)	A 4-lane cross section is provided north of Bloor St W; with SB left turn lanes are provided at Bloor St W. A 2-lane cross section is provided south of Bloor St W (with sharrows in both directions). Left turn lane at Bloor St W. The speed limit is 40 km/h.
	Howard Park Avenue	1-hour parking permitted 8:00am to 4:00pm, Mon. to Fri. & 8:00am to 6:00pm on Sat.	Extends from Parkside Dr (west) to Dundas St W (east)	A 4-lane cross-section, 2 lanes in each direction with streetcar tracks running in the two central lanes, mixed with vehicular traffic. The speed limit 40 km/h.
	Glenlake Avenue	Parking permitted on the north side of the roadway.	Extends from Glendonwynne Rd (west) to Dundas St W (east)	A basic 2-lane cross-section, 1 lane in each direction. The speed limit is 40 km/h.
	Humberside Avenue	Permit parking is permitted on the north side of the roadway, from 12:01am to 7:00am.	Extends from Quebec Ave (west) to Dundas St W (east)	A basic 2-lane cross-section (i.e. 1 lane in each direction). The speed limit is 40 km/h.
	Wallace Avenue	Parking on the south side inc. permit parking from 12:01am to 7:00am. No parking permitted on Thurs. Apr 1 - Nov 30.	Extends from Toronto Railpath (west) to Dufferin St (east)	A basic 2-lane cross-section (i.e. 1 lane in each direction). The speed limit is 30 km/h.
	Symington Avenue	Permit parking permitted on the west side of the roadway, from 12:01am to 7:00am.	Extends from Davenport Rd (north) to Bloor St W (south)	A basic 2-lane cross-section, 1 lane in each direction. The speed limit is 40 km/h. Signalized intersection is provided at Bloor St W.
	Sorauren Avenue	Permit parking permitted on the west side of the roadway, from 12:01am to 7:00am.	Extends from Dundas St W (north) to Queen St W (south)	A basic 2-lane cross-section, 1 lane in each direction. The speed limit is 40 km/h.
	Indian Road	1-hour parking permitted on the west side of the roadway from 8:00am to 6:00pm; permit parking permitted from 12:01am to 7:00am.	Extends from Annette St (north) & terminates near The Queensway	A basic 2-lane cross-section, 1 lane in each direction. The speed limit is 30 km/h.
Local Roadways	**Boustead Avenue**	Parking permitted on the south side of the roadway.	Extends from Indian Rd (west) to Dundas St W (east).	A 1-lane one-way westbound connection, The speed limit is 30 km/h.
	Lynd Avenue	Parking permitted on the east side of the roadway.	Extends from Dundas St W (north) to Grenadier Rd (south)	A 1-lane one-way northbound connection, speed limit of 40 km/h.
	Perth Avenue	1-hour parking on the northbound (east) side of the roadway from 10:00am to 5:00pm, Mon. to Fri.	Extends from Hugo Ave (north) to Sterling Rd (south - there is a slight jog at Bloor St W)	A basic 2-lane cross-section, 1 lane in each direction. The speed limit is 30 km/h. Signalized intersection is provided at Bloor St W.
	Old Weston Road	1-hour parking on both sides of the roadway from 10:00am to 6:00pm.	Extends from Watkinson Ave (north) to Dupont St (south)	A basic 2-lane cross-section, 1 lane in each direction, with a speed limit of 30 km/h. Signalized intersection is provided at Dupont St.
	Herman Avenue	No parking permitted on the southerly laneway stretch of Herman Avenue. 1-hour parking permitted on the northerly stretch of Herman Avenue.	Extends from Ritchie Avenue at two points up to the adjacent commercial property to the north.	A basic 2-lane cross-section providing access to existing residential dwelling unit driveways and refuse / recycling collection, with a speed limit of 30 km/h.
	Ritchie Avenue	1-hour parking on the northbound (east) side of the roadway from 8:00am to 6:00pm, Mon. to Fri	Extends from Roncesvalles Ave northeast ending at the rail line.	A basic 2-lane cross-section, 1 lane in each direction, with a speed limit of 30 km/h. Signalized intersection is provided at Dundas Street Westt.

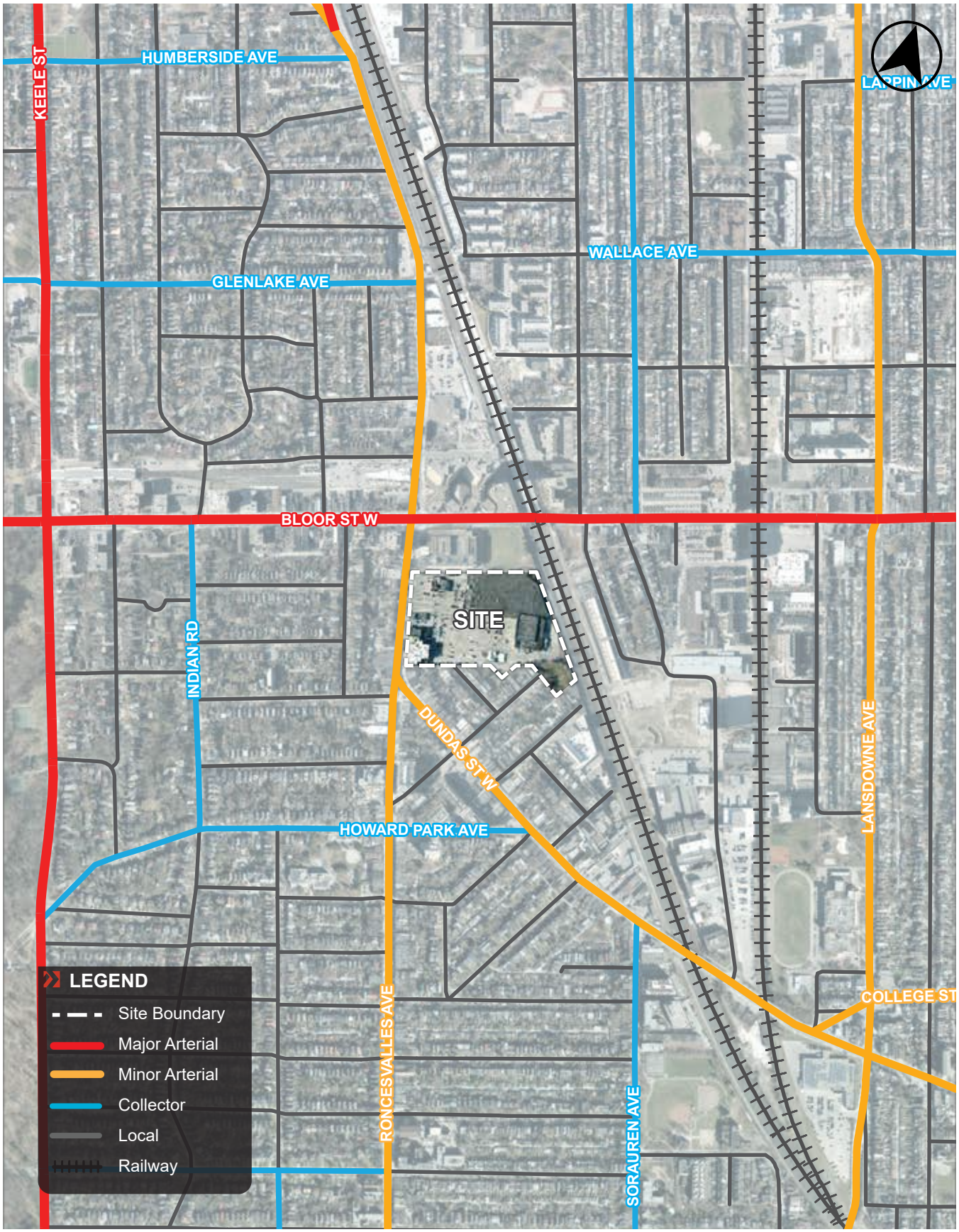

FIGURE 5 EXISTING AREA STREET NETWORK

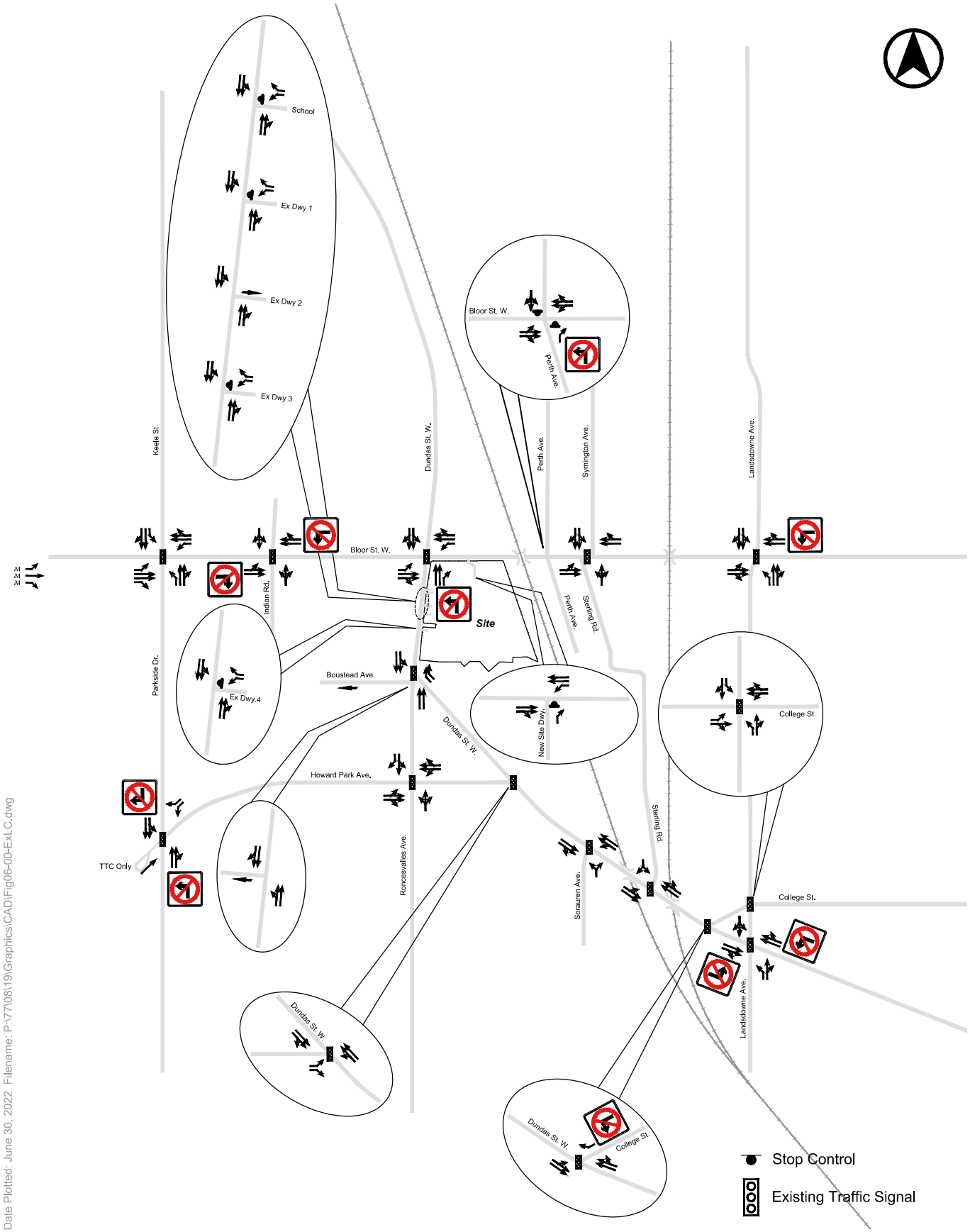

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FIGURE 6 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

2.4 EXISTING CYCLING INFRASTRUCTURE

The area in the vicinity of the site benefits from excellent cycling infrastructure, which permits accessibility to both north-south and east-west orientations through dedicated cycling facilities. The existing area cycling network is summarized in **Table 4** and illustrated in **Figure 7**, including the location of multi-use trails and on-street facilities.

TABLE 4 EXISTING AREA CYCLING INFRASTRUCTURE

Route	Type of Cycling Infrastructure	Description
North-South Bicycle Connection		
West Toronto Railpath From Cariboo Ave, north of Dupont St, to the intersection of Sterling Rd and Dundas St W	Major Multi-Use Trail	The Kay Gardiner Beltline Trail is an extensive multi-use trail that travels from the Junction neighborhood to south of the subject Site. It travels along the Kitchener GO Rail corridor.
Dundas St W / Lansdowne Ave From Sorauren Ave to Rideau Ave	Bike Lanes	Bike lanes are provided on short stretches of Dundas Street West and Lansdowne Avenue, beginning at the southern terminus of the West Toronto Railpath. These on-street bike lanes form part of a connected network linking the West Toronto Railpath to High Park.
Sorauren Ave From Dundas St W to Queen St W	Shared Roadway (Unmarked)	Sorauren Avenue has been designated as a shared roadway, providing a direct north-south connection from Dundas Street West to Queen Street West, beginning at the southern terminus of the West Toronto Railpath.
East-West Bicycle Connection		
Dupont St / Annette St Between Jane St and Lansdowne Ave	Bike Lanes	Bike lanes are provided along both sides of Dupont St (east of Dundas St W) and Annette St (west of Dundas St W). The route is intersected by the West Toronto Railpath and easy access to the path is available.
High Park Blvd / Fermanagh Ave / Wabash Ave / Macdonnell Ave / Rideau Ave between High Park and Lansdowne Ave	Shared Roadway (Marked)	A series of streets are marked as shared roadways providing connection from High Park (Parkside Dr) to Lansdowne Ave. This network is part of the link between the West Toronto Railpath and High Park.
Bloor Street West Between Runnymede Rd and Shaw St	Cycle Tracks	Protected bike lanes are provided on both sides of Bloor Street West as part of the City's 2020 Bloor West Bikeway Extension project. Bike-share stations have also been maintained and implemented along Bloor Street adjacent to the new cycle tracks.

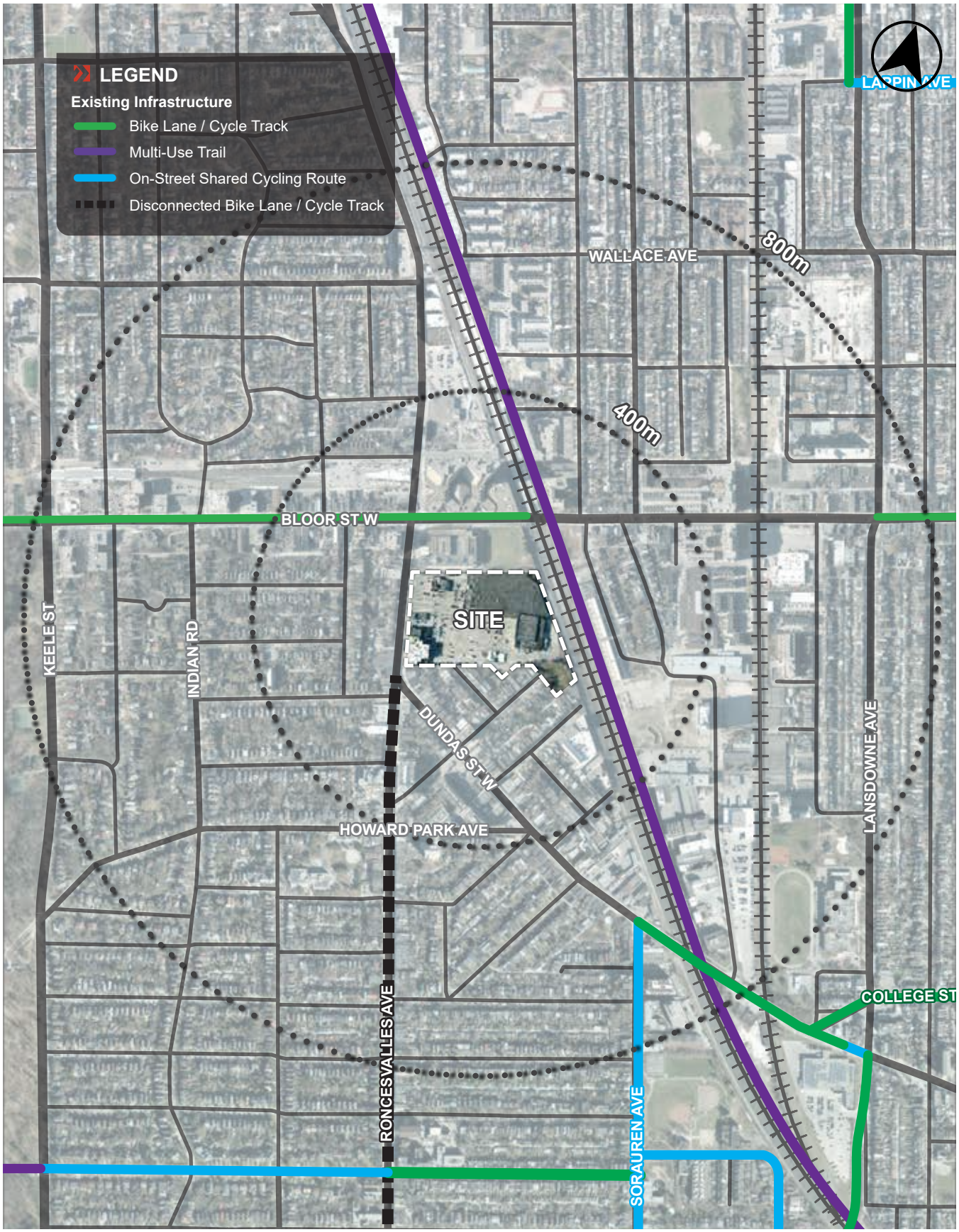

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FIGURE 7 EXISTING CYCLING NETWORK

2.5 EXISTING PEDESTRIAN ENVIRONMENT

2.5.1 Existing External Area Pedestrian Context

The development Site is situated at the northern portion of Toronto's vibrant Roncesvalles neighborhood and is located within walking distance to a number of services, entertainment, retail, and amenity centers. Bloor West Village and The Junction are located within a 20- to 30-minute walk or 5- to 10-minute bike ride from the redevelopment Site, both of which offer residents and patrons access to a variety of shops, services, employment, and amenities without the need for a vehicle.

The Site today prominently features a grocery store, a valuable amenity for the community, and the area consists of Bloor Street West, Dundas Street West, and Roncesvalles Avenue corridors (each located within a 10-minute walk of the Site), each containing a mixture of restaurants, specialty food markets, retail, daycare centers, banks, and community centers. In addition, the eastern edge of High Park is located less than 1 kilometre from the Site; it is the largest park located entirely within the City of Toronto and contains a unique combination of nature-related activities, sporting facilities, cultural facilities, educational facilities, gardens, playgrounds, and a zoo.

In the immediate vicinity of the Site, the existing pedestrian environment facilitates pedestrian movements with adequate efficiency and safety. Along Bloor Street West, pedestrian crosswalks and pedestrian signal heads are provided at the signalized intersections and are spaced at approximately 380 – 400 metres apart. Along Dundas Street West, the average distance is 260 – 280 metres apart. The West Toronto Railpath is within a 2-3 minute was providing a viable and comfortable pedestrian option. All roads in the Site vicinity have continuous sidewalks on both sides of the roadway with curb ramps at all signalized and unsignalized intersections.

Today, the West Toronto Railpath is accessed via entrances along the north and south ends of Bloor Street West. The West Toronto Railpath has a change in elevation and as a result, there are stairs at each access point.

The existing external pedestrian environment is summarized in **Table 5**; sidewalk attributes are illustrated in **Figure 8**. In addition, an overview of the existing area pedestrian environment is illustrated in **Figure 9** to **Figure 10.**

TABLE 5 EXISTING PEDESTRIAN ENVIRONMENT

Road / Trail	Street Segment	Site of Street	Typical Sidewalk Width
Dundas St. W.	Bloor St. W to Roncesvalles Ave	East side	+/- 2.4m to 3.6m
		West side	+/- 1.1m to 2.5m
Bloor St. W	Dundas St. W to Sterling St.	North side	+/- 2.3m to 4.9m
		South side	+/- 2.3m to 3.0m
West Toronto Railpath	Eastern extent of the redevelopment Site	-	+/- 3.5m

2.5.2 Existing Internal Site Pedestrian Context

There are limited pedestrian facilities provided on the Site today. Internal sidewalks surround the existing LCBO and Loblaws buildings whereas no sidewalks support the other buildings. A pedestrian walkway can be accessed from Dundas Street West; it is located south of the existing Dundas Street West Site driveways and connects to the internal sidewalks surrounding the LCBO and Loblaws buildings by a pedestrian crossing which traverses the exiting parking lot.

A pedestrian connection is provided via a series of stairs at the southern portion of the surface parking lot, at the terminus of Herman Avenue. This connection allows access from the neighborhood to the south.

Access to the office building at the southwestern corner of the Site and school at the north are provided directly from the surrounding street system. There are no internal pedestrian connections between the existing buildings on the site and also to the school to the north.

2.6 EXISTING BICYCLE & CAR SHARE FACILITIES

The location of existing dedicated car-share parking spaces and Bike Share Toronto facilities is illustrated in **Figure 11**.

2.6.1 Bicycle Share Facilities in the Area

The Bike Share Toronto program provides flexible cycling options within the City of Toronto that can be used on a short-term basis and can be picked-up / dropped-off at stations across the City of Toronto. Within the vicinity of the Site, there are four (4) Bike Share Toronto stations located within a 500-metre radius from the Site and includes approximately 58 bicycles.

Measurements taken on the north side of Bloor Street West beneath the GO Train overpass.

Measurements taken on the eastern sidewalk on Dundas Street West adjacent to the Site.

Measurements taken on the northern extent of Bloor Street West adjacent to the Site.

Measurements taken on the eastern extent of the West Toronto Railpath next to the Site.

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FIGURE 8 EXISTING AREA SIDEWALK WIDTHS

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FIGURE 9 EXISTING AREA PEDESTRIAN ENVIRONMENT

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FIGURE 10 EXISTING AREA PEDESTRIAN ENVIRONMENT (CONT.)

2.6.2 Car Share Facilities in the Area

Car sharing across central Toronto provides a low-commitment transportation alternative for automobile use. Car-share programmes are self-serve operations that permit members to rend a vehicle from a fleet of vehicles on an hourly basis as required. Vehicles are located within municipal and private development parking facilities across the City, which provide increasingly convenient and reliable, across a range of vehicles available for occasional use as required by program members. A membership fee is typically vehicles to enter the program

There are three primary car sharing companies operating in Toronto – ZipCar, Enterprise CarShare, and CommunAuto – and each offers their members access to vehicles conveniently located around the City. Zipcar is the world's largest car sharing program and entered into the Toronto market in 2006 with approximately 100 vehicles; it has since grown the fleet to approximately 700 vehicles. Enterprise CarShare (formerly AutoShare) was founded in 1998 and currently has over 12,000 members and 400 vehicles at over 150 locations across the City. Vehicles rented from any of these programs must be picked up and returned from the same parking space.

In April 2018, City Council approved a Free-Floating Car-Share Pilot. Unlike the other car-share programs, a free-floating car-sharing program allows its users to undertake one-way trips that begin in one location and terminates in another location. Users park the vehicles on the street near their final destination and the vehicles do not have a designated space where they need to be returned to at the end of the trip.

The Quebec-based car-sharing platform, Communauto, was the first participating company to receive a car-sharing pilot permit and it began its Toronto operations in November 2018. Communauto FLEX entered the Toronto market with 200 cars serving an approximate 50 square kilometre area.

On June 29, 2020, City Council made the Free-Floating Car-Share program permanent effective July 1, 2020. Car-share companies are able to apply for permits for each requested car-share vehicle, up to a maximum of 500 vehicles per company. Communauto is currently the only participating car-share company in the program.

Communauto's free-float zone or "FLEX Zone" spans to High Park / Runnymede in the west, Vaughan Road/St. Clair Avenue and Danforth in the north, and Victoria Parking in the east. Communauto FLEX has no monthly fee and uses a pay-as-you-go structure. When parking the FLEX vehicles at the end of a trip, users can park on any residential on-street permit area within the FLEX Zone, however, they must comply with all "No Standing," "No Stopping," and "No Parking" signs. FLEX users are exempt from the time limitations associated with permit parking signs

Within a 500-metre radius of the site, there are 11 car-share vehicles (6 ZipCar and 5 Enterprise CarShare) located within walking distance to the Site that are available to be used on demand by Site members and visitors, in addition to Communauto vehicles that may be available at any given time dependent on their location.

In addition to the above noted car sharing services, there is another service called Turo, which allows private car owners to rent out their vehicle when they are not using it.

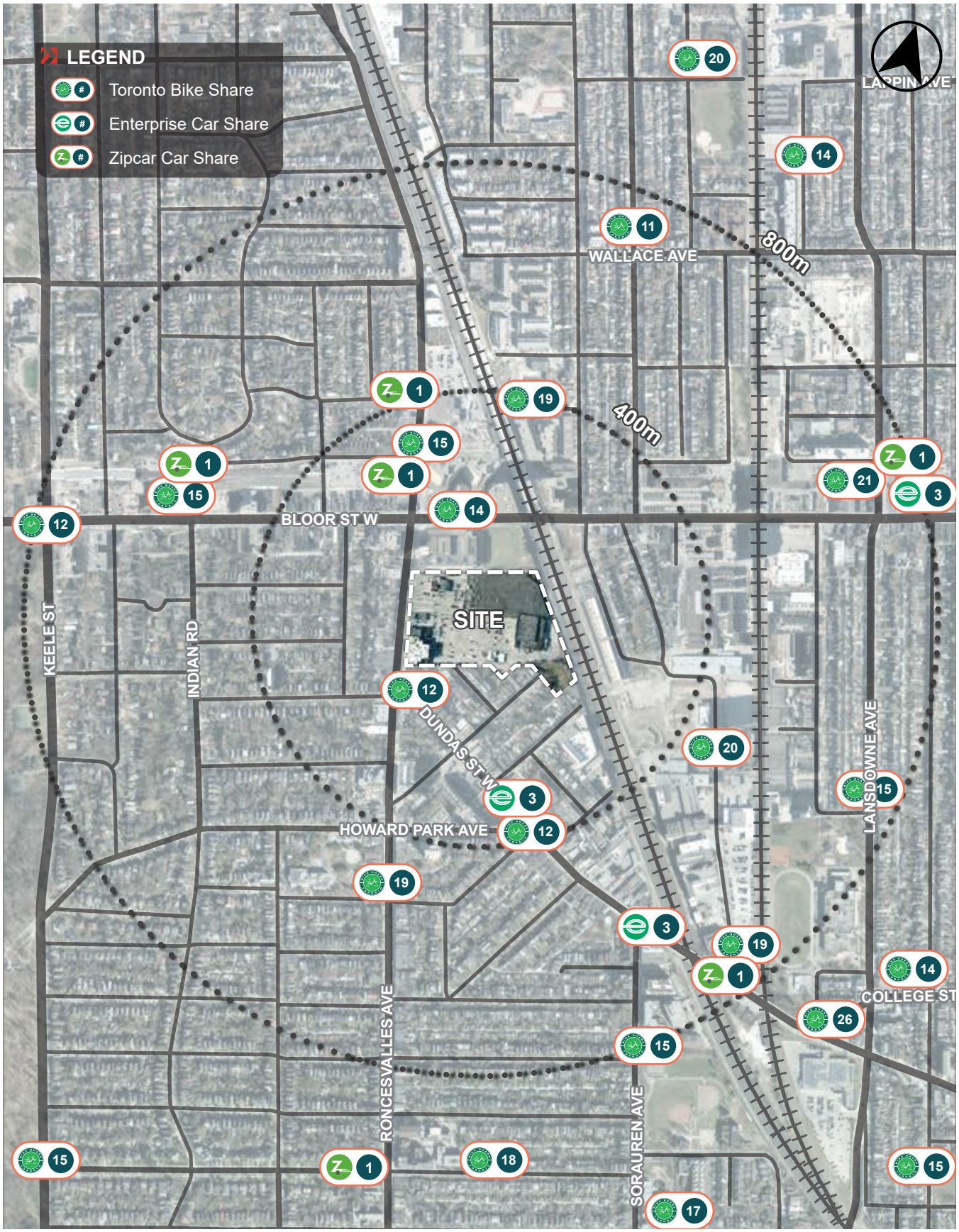

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FIGURE 11 EXISTING AREA CAR-SHARE & BICYCLE SHARE FACILITIES

3.0 EVOLVING TRANSPORTATION CONTEXT

A number of significant transportation network improvements are planned (or are being constructed) in the western portion of Toronto and the Site environs that will further improve and increase opportunities for area residents, employees and visitors to access municipal (local) and regional higher-order transit services.

Area residents currently show a preference for public transit as their primary means of travel during the morning and afternoon peak periods (transit modal share is in the order of 40 percent), notwithstanding that there are challenges in the existing area transit network. Infrastructure improvements and increased accessibility to high-quality rapid transit services will facilitate a greater shift in travel mode to predominantly non-automobile-based travel.

Within this section, the provincial, regional, and municipal policy framework of the Site is outlined, including transportation-related infrastructure changes that are planned adjacent to or in close proximity to the Site.

3.1 POLICY FRAMEWORK & DIRECTIVES

There are several provincial and regional policy documents pertaining to the Site, including:

Provincial and Regional Policy:

- 2020 Provincial Policy Statement (PPS);
- Places to Grow: Growth Plan for the Greater Golden Horseshoe (2020); and,
- Metrolinx Draft 2041 Regional Transportation Plan (2018);

City of Toronto Policy:

- Bloor-Dundas Avenue Study (2009);
- Bloor-Lansdowne Avenue Study (2001); and,
- Vision Zero: Toronto's Road Safety Plan (2017-2021).

The examined policy highlights the importance of mitigating vehicular traffic and its effects through the promotion and facilitation of non-auto-based trips, the improvement of public transit, and the reduction of transportation-related carbon footprint.

Within the ***2020 Provincial Policy Statement (PPS),*** the provision for transportation demand management (TDM) strategies to be implemented within new developments to increase the efficiency of existing and planned transportation infrastructure is encouraged. Furthermore, the PPS also encourages density to be added to lands that adopt a mix of land uses to encourage the use of non-auto-based travel modes and to limit the length and number of vehicular trips generated by the Site.

Places to Grow: Growth Plan for the Greater Golden Horseshoe outlines the importance of reducing traffic and encourages the implementation of reduced parking standards along with the promotion of transit uses within Major Transit Station Areas. **Places to Grow** also highlights the importance of planning for the integration of active transportation within the existing and planned street network (i.e. complete streets) and within the proposed development.

The ***Metrolinx Draft 2041 Regional Transportation Plan (2018 RTP)*** – an update to The Big Move (2008) – specifies a series of planned higher order public transit projects, a number of which will provide immense benefits to the Site and its close vicinity. Details on relevant projects are included within **Section 3.0**.
In addition, the Metrolinx Mobility Hub Framework was introduced in The Big Move and is further expanded upon within the 2018 RTP. There are six elements attributed to Mobility Hubs, as illustrated in **Figure 12.**

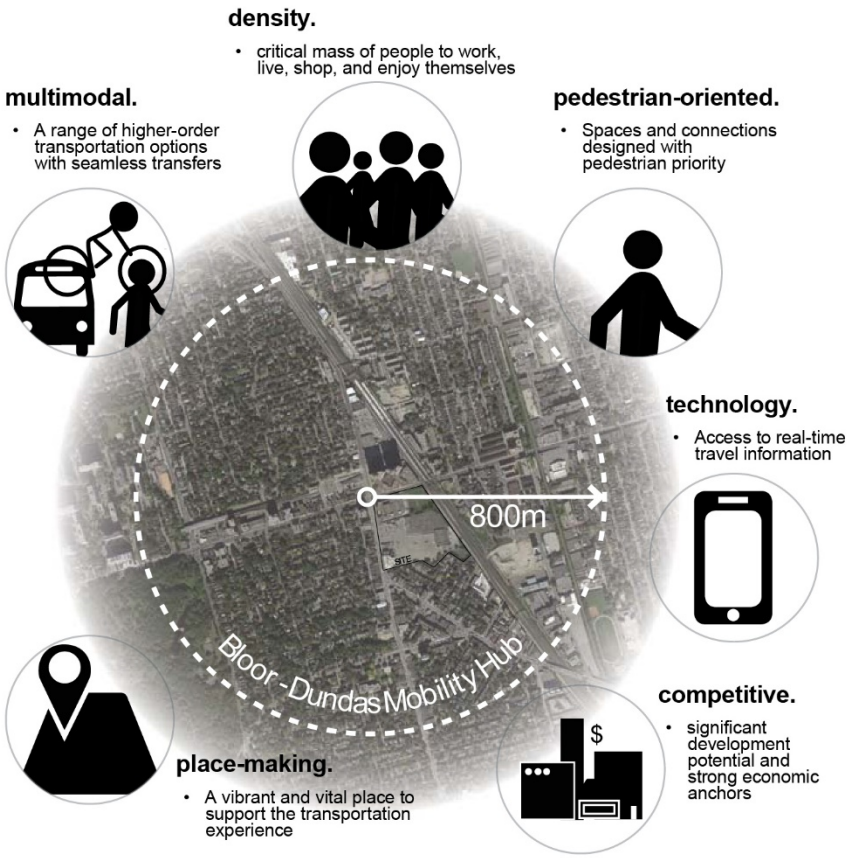


FIGURE 12 METROLINX MOBILITY HUB ELEMENTS

Generally, key characteristics of mobility hubs include the following:

- areas that serve a critical function in the regional transportation system with high transit origin, destination, and transfer activity;
- major transit station areas with two or more existing or planned regional transit lines, as identified in the 2018 RTP;
- places that integrate different transportation modes to provide seamless multi- modal connectivity;
- places with high development potential creating an intensive concentration of employment, living, shopping and recreation; and,
- places that not only support major transit activity but have potential to become vibrant places of activity and destinations in themselves.

The majority of Mobility Hubs are classified as Gateway Hubs, which are defined as key nodes in the regional transportation system with access to two or more regional rapid transit lines. However, several are categorized as Anchor Hubs due to their status as primary international gateways in the regional transportation system and their potential ability to transform regional urban structure. Anchor hubs include major transit stations and surrounding areas in urban growth centers.

The project Site is located at the center of the “Dundas West - Bloor Mobility Hub” and it is currently categorized as a Gateway Hub. However, taking into consideration the existence of two higher order transit stations (TTC Dundas West and Bloor GO/ UPX) and the planned infrastructure investments that will introduce a third transit station (Bloor-Lansdowne GO), as well as significant service improvements (RER/SmartTrack) and integration opportunities, it is conceivable that the Mobility Hub will be re-designated as an Anchor Hub. As the Dundas West-Bloor Mobility Hub becomes a more prominent and integrated transit district, such a designation will be more representative given the definitions outlined above.

Enabled by the City of Toronto’s Official Plan, **The Bloor Dundas Avenue Study (2009)** established policy direction for the Bloor Street West and Dundas Street West “Avenues”; the redevelopment Site was included within the study area.

Key policy directives established within the study include the harmonious integration of the Site with the neighborhood to its south, a mix of land uses, a 30-meter setback along the eastern edge of the Site (along the Kitchener GO Rail corridor) reserved for circulation and/or green space purposes, a new traffic signal at Dundas Street West (south of Bloor Street West), new potential road configuration schemes for Bloor Street West, and finally, a preference for parking and loading operations to not interrupt street frontages.

Prior to the **Bloor Dundas Avenue Study, the Bloor-Lansdowne Avenue Study (2001)** was completed as a pilot study prior to the City of Toronto establishing the “Avenue” concept within the Official Plan. The study identified a deficiency in the connection between the TTC subway stations in the area (Dundas West and Lansdowne) and the GO Transit station (Bloor GO).

Vision Zero: Toronto’s Road Safety Plan (2017-2021) is focused upon reducing traffic-related fatalities and serious injuries on the streets of Toronto. Embedded with 50 proposed safety measures across six (6) emphasis areas are policy directives to introduce pedestrian safety corridors, accessibility improvements (including mid- block pedestrian crossings), signalized intersection improvements, intersection design improvements, and advancements in on-street cycling infrastructure.

3.2 PLANNED TRANSIT INFRASTRUCTURE IMPROVEMENTS

3.2.1 Kitchener GO Line

As part of the Metrolinx R.E.R. program, a number of improvements will be made to the Kitchener GO Line; all planned changes, which are listed below, will directly benefit service at Bloor GO Station.

- 15-minute, two-way service during all periods between Bramalea Station and Union Station will be introduced.
- 15-minute, peak hour, peak direction service between Mount Pleasant Station and Union Station will be introduced.
- 30-minute, peak hour, peak direction service between Kitchener-Waterloo and Union Station will be introduced.
- 60-minute, two-way, off-peak service between Kitchener-Waterloo and Union Station will be introduced.

3.2.2 SmartTrack

Local R.E.R. service, largely contained within the City of Toronto and known as SmartTrack, will be developed simultaneously with the Metrolinx regional R.E.R. program; the two services will be integrated. SmartTrack is planned to operate along the Kitchener and Stouffville GO Rail corridors between St. Clair-Old Weston station in the west and Finch-Kennedy station in the east, passing through downtown Toronto (Union Station). At this time, SmartTrack is planned to operate two-way 2 way, all day service every 15 minutes over the core segments of the GO Transit network.

SmartTrack will utilize seven existing GO Stations, one future GO Station (Mount Dennis), and 5 new SmartTrack stations including Finch-Kennedy, East Harbour, King-Liberty, St Clair-Old Weston and Bloor Lansdowne stations. Existing GO Stations will include Bloor (adjacent the Site), Union Station, Danforth, Scarborough, Kennedy, Agincourt, and Milliken.

3.2.3 Line 5 Eglinton (also known as the “Eglinton Crosstown LRT”)

Currently under construction, the Eglinton Crosstown light rail transit (LRT) line will operate along the Eglinton Avenue corridor between the future Mount Dennis GO/ SmartTrack station (at Weston Road) and Kennedy Station. 4-minute headways are expected and the route will have 25 stations. Intermodal stations will include Mount Dennis (GO Kitchener Line & UPX), Caledonia (GO Barrie Line), Cedarvale (formerly called Eglinton West on TTC Subway Line 1), Eglinton (TTC Subway Line 1), and Kennedy Station (TTC Subway Line 2, TTC Scarborough Line 3, & GO Stouffville Line).

A proposed western extension (known as the “Eglinton West LRT”) would extend west from Mount Dennis station to the existing Renforth Station of the Mississauga Transitway, including 7 additional stops. With an additional extension proposed to Pearson Airport from Renforth Drive.

3.2.4 Connection between TTC Dundas West and Bloor GO/UPX Stations

In 2015, Metrolinx announced it had reached an expropriation agreement with 2340 Dundas Street West ("The Crossways") to provide a long awaited passenger connection between Bloor GO / UPX Station and the TTC Dundas West subway station.

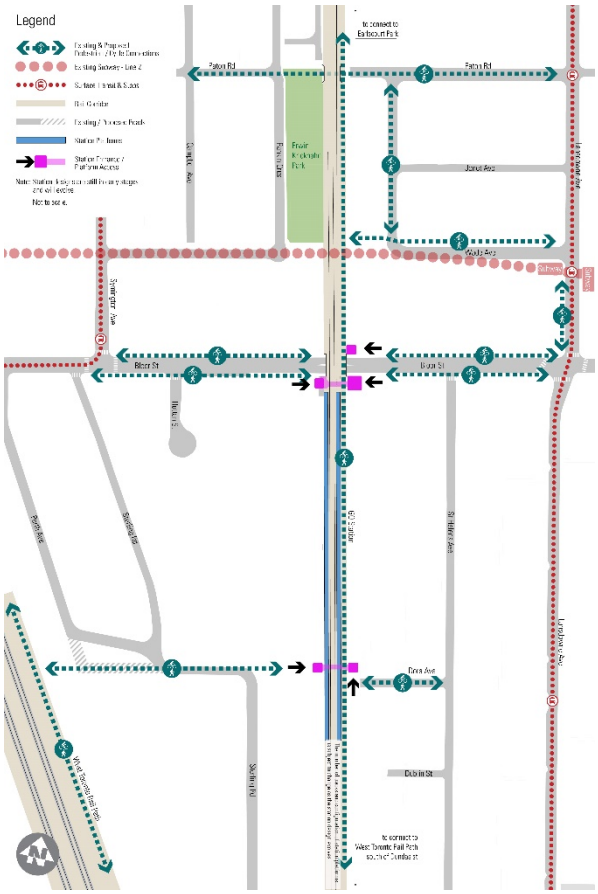
Timing of this process is not known at this time but it is assumed that an improved pedestrian connection between the TTC Dundas West Station and Bloor / UPX Station will be facilitated through this expropriation process enabling direct connections between Line 2 Subway services and the GO / UPX services.

3.2.5 Bloor-Lansdowne GO Station & GO Barrie Line

A new GO Station that has been approved as part of the Smart Track is planned to be located off of Bloor Street West, along the Barrie GO Rail corridor, and west of Lansdowne Avenue (as is illustrated in **Figure 13**). Two station entrances are planned (at the north and south ends of the station), and both will be accessible from the east and west sides via public realm and tunnel enhancements.

In addition, as part of the Metrolinx R.E.R. program, a number of improvements will be made to the Barrie GO Line; all planned changes, which are listed below, will directly benefit service at the planned Bloor-Lansdowne GO Station.

- 15-minute, two-way service during all periods between Aurora and Union Station will be introduced.
- 30-minute peak hour, peak direction service between Allandale Waterfront Station and Union Station will be introduced.
- 60-minute, two way, off-peak service between Allandale Waterfront Station and Union Station will be introduced.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Dufferin Jct
Dufferin Yard
Dufferin Yard Tracks
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3.2.6 Summary

As discussed above, a number of significant transportation network improvements are planned or underway in Toronto's west end that will create significant opportunity for area residents, employees and visitors to access municipal and regional higher- order transit services. Area residents are currently favorable to public transit as their primary means of travel during the weekday peak periods (transit modal share in the order of 40 percent), notwithstanding existing challenges in the area network. Infrastructure improvements and increased accessibility to high quality rapid transit services will facilitate a greater shift to predominately non-automobile based travel modes.

With transit improvements coming to West Toronto, notably concentrated within the Dundas West-Bloor Mobility Hub, transit reach to / from the Site will be improved particularly along the Kitchener and Barrie GO lines, to the downtown area, and along the Eglinton Avenue corridor.

The existing transit network already allows for a relatively extensive transit reach, which includes the majority of downtown Toronto and major employment nodes / activity centers. Within a typical 45-minute transit ride, one can access a wide area defined by the approximate Toronto west city boundary and Pearson International Airport employment lands in the west, Steeles Avenue in the north, and Kennedy Station in the east.

The confluence of various transit services within the Dundas West-Bloor emerging transit district, particularly the introduction of GO RER and station infrastructure improvements, will increase the transit reach to / from the site. Enhanced two-way all- day RER services and access to the Barrie GO Line via the planned Bloor-Lansdowne GO Station, will provide new opportunity to access areas of the GTHA primarily north and west of the site along the Barrie / Kitchener GO line routes.

Additionally, the presence of various higher-order transit services in Dundas West- Bloor transit district may further shape existing area bus routes, as the "gravity" of higher order transit will encourage surface transit to route through the area.

3.3 PLANNED CYCLING INFRASTRUCTURE IMPROVEMENTS

The City of Toronto Cycling Network Plan has a rolling three year near term implementation program. It has been most recently updated in 2021 to establish near term project (i.e. 2022-2024 timeline) and a longer plan, based on the previous 2019 update from the 2016 Ten Year Cycling Network Plan.

The Cycling Network Plan will build on the City's existing network of cycling routes by identifying potential cycling network projects based on current cycling demand, potential future cycling demand, connecting the gaps in the City's existing cycling network and identify routes that help people get across barriers such as highways, rivers and railways; and routes that facilitate people travelling to and from transit stations.

The Cycling Network Plan update identifies routes for the 2022-2024 horizon that have undergone a feasibility analysis and can be implemented in the near term. Routes include a variety of different bikeway infrastructure including on-street bicycle lanes or cycle tracks, sidewalk-level boulevard trails and cycling routes. In the longer term (i.e. 2024 onward) the City of Toronto will undertake studies and consultations for cycling routes identified on the Ten Year Cycling Network Plan map not included in the near term update.

A considerable number of cycling infrastructure improvements are planned in the Site vicinity and across the west end of Toronto, including:

- proposed on-street bicycle lanes along Bloor Street West between Lansdowne Ave and Dundas Street West adjacent to the site;
- proposed on-street bicycle lanes along Lansdowne Avenue between Rideau Avenue and Queen Street West;
- proposed on-street bicycle lanes to replace shared roadways (sharrows) along Rideau Avenue, Macdonell Avenue, and Wabash Avenue between Sorauren Avenue and Lansdowne Avenue;
- proposed extension to the West Toronto Railpath south from Dundas Street West to Sudbury Street; and;
- proposed quiet street route along Wallace Avenue between Lansdowne Avenue and the West Toronto Railpath.

In summary, the area cycling network will be enhanced to connect existing and planned routes, which would improve cycling conditions for existing and future residents of the proposed redevelopment Site and the general area.

The future cycling network in the general Site vicinity is illustrated in **Figure 14**.

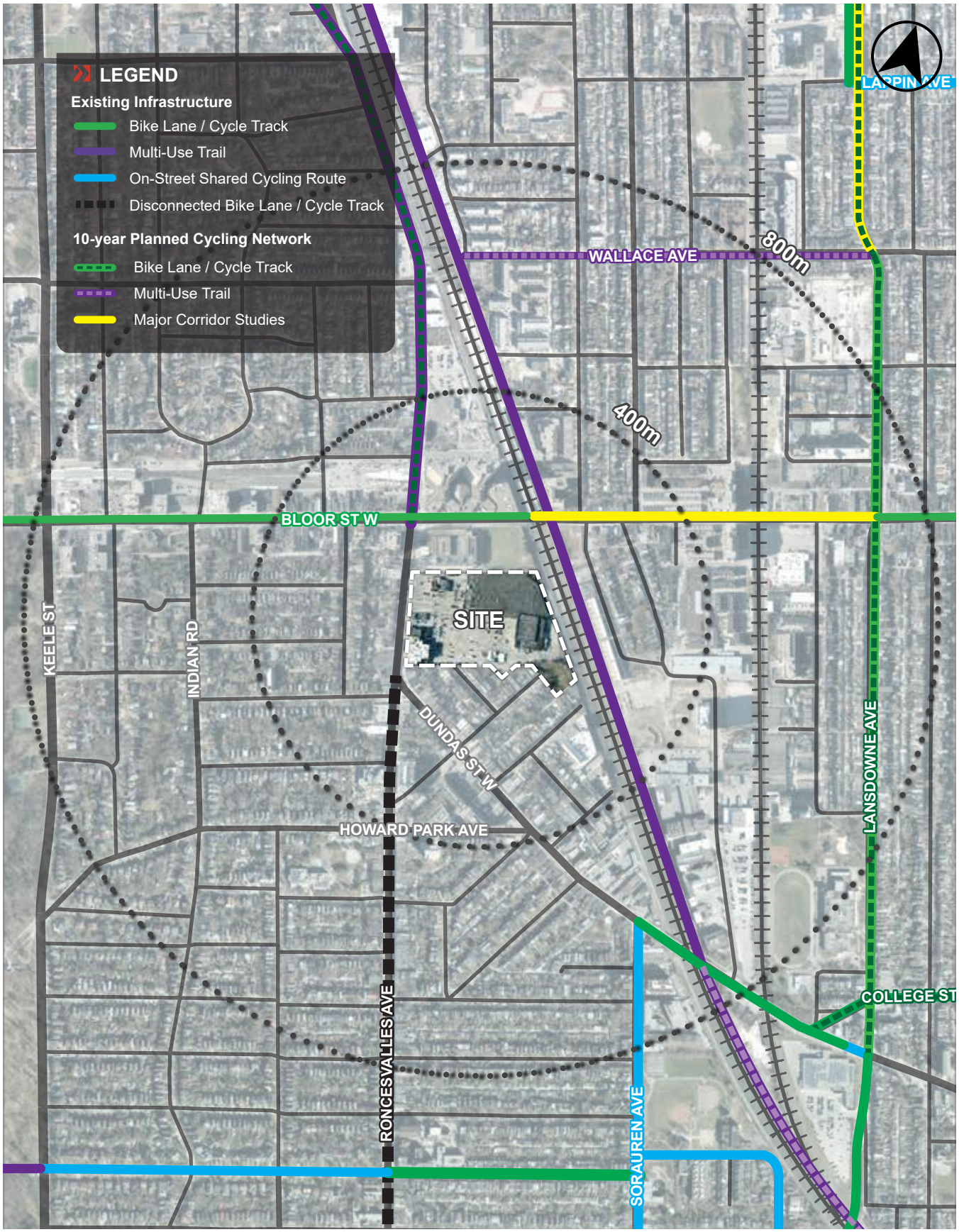

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FIGURE 14 FUTURE CYCLING NETWORK

4.0 THE SITE TODAY

4.1 EXISTING SITE USES

The Site today, is occupied by four (4) buildings, including:

- Three (3) one-storey buildings comprised of approximately 12,830 sq. metres of retail gross floor (leasable) area. These retail buildings are organized in a suburban “strip mall” style, surrounded by supporting surface parking. Its addressed include 2280, 2288, and 2290 Dundas Street West;

- Existing retail tenants include Loblaws, LCBO, Kal Tire and Coffee Time, Pizza Nova; and,

- A three-storey office building with approximately 4,168 sq. metres of office gross floor area and ground floor retail gross floor (leasable) area is provided on the southern portion of the Site municipally known as, 2238 Dundas Street West.

Approximately 450 parking spaces are located within the surface parking lot today. This parking supply supports the retail and office buildings listed above, and occupies approximately 60 percent of the total site area reflecting the auto-focused nature of the existing Site. An illustrative existing block plan is illustrated in **Figure 15**. The existing Site condition reflects a suburban built form that is predominantly automobile-oriented with few considerations for alternative modes of transportation.

4.2 EXISTING ACCESS ARRANGEMENTS

4.2.1 Vehicular Site Access Arrangements

Today, there are a total of three (3) side street STOP controlled driveways off of Dundas Street West that service the Site today.

The **Northern Dundas Street West driveway** is a paired driveway that is located approximately 100 metres south of the Bloor Street West / Dundas Street West intersection and provides vehicular access to the 2288 Dundas Street West property. It is noteworthy, that vehicular access to the 2280 – 2290 Dundas Street West property can also be accessed from this driveway.

The **Central Dundas Street West driveway** is located directly south of the northern Dundas Street West driveway. This driveway provides two-way vehicular access to the 2280 – 2290 Dundas Street West property. This driveway is approximately 23 metres wide which accommodates two inbound and two outbound travel lanes. It is noteworthy, that given that this driveway is located adjacent to the northern Dundas Street West driveway, the existing curb-cut is effectively 60 metres wide.

The **Southern Dundas Street West driveway** is located between the 2264 Dundas Street West and 2238 Dundas Street West properties and provides access to the parking and loading facilities related to the 2238 Dundas Street West property. This driveway is located approximately 185 metres south of the Bloor Street West / Dundas Street West intersection. This driveway also operates as a two-way STOP controlled driveway.

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FIGURE 15 EXISTING SITE KEY PLAN

4.2.2 Pedestrian Site Access Arrangements

Pedestrian access to and through the existing Site is primarily undertaken via the surface parking lot and a short pedestrian walkway located at the Dundas Street West vehicular driveway to the Site's retail plaza. The retail buildings are of auto- centric built form - set back in the Site, accessed through the surface parking lot.

It is noteworthy, that today the Site is located within a 5-minute walk to the TTC Dundas West and GO Bloor West Stations.

4.3 EXISTING PARKING FACILITIES

Approximately 450 parking spaces are located within the surface parking lot located on the Site today. Access to these parking spaces is provided from the three (3) existing driveways.

There are limited pedestrian walkways / connections through the surface parking facility.

4.4 EXISTING LOADING FACILITIES

With the exception of the loading facilities provided at 2280 – 2290 Dundas Street West (i.e. Loblaws and LCBO tenants), no formal loading facilities are provided on the Site today. Loading activity currently takes place within the surface parking lot and along the area street system on an informal basis for the other existing buildings.

The existing Loblaws loading facility is located at the southeast corner of the property and provides three (3) loading bays. The loading area is also accessed through the surface parking lot via the Dundas West Site driveways. **Figure 16** and **Figure 17** illustrates the existing parking and loading configuration.

4.5 SUMMARY OF EXISTING SITE FEATURES

Key features of the existing Site, from a transportation perspective, include:

- Low-density, "strip-mall format" retail;
- retail uses that are setback from the street (behind surface parking lots);
- 'inward' facing retail stores that face onto and are accessed via the surface parking lots;
- approximately 60 percent of the Site currently occupied by surface parking;
- surface loading facilities and informal loading facilities occurring along the surrounding street system and within the parking lots;
- lack of pedestrian amenities on and adjacent to the Site, and a lack of porosity for pedestrian travel though the Site and to / from adjacent lands;
- lack of a direct connection to the nearby transit stations without using the parking facilities; and,
- no direct connections are provided with the West Toronto Rail path and other nearby cycling facilities.

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FIGURE 16 EXISTING LOADING CONDITIONS

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FIGURE 17 EXISTING LOADING CONDITIONS (CONT.)

5.0 THE MASTER PLAN

The following sections provide an overview of the proposed development programme. Reduced scale architectural plans are provided in **Appendix A**.

5.1 DEVELOPMENT PROGRAM

The proposed project envisions a multi-building, mixed-use development which includes residential (a combination of purpose built rental and condominium uses), retail and office uses provided on the Site. These uses are organized around a new publicly accessible street system, and a system of pedestrian and cycling connections, parking and public park.

The current Master Plan accommodates the following:

- 5,849 sq. metres of retail gross floor area;
- 3,176 sq. metres of grocery gross floor area;
- 7,596 sq. metres of office gross floor area;
- 1,923 residential units; and,
- 4,400 sq. metres of new park space.

With the mix of uses proposed to be provided on the Site, will encourage patrons to live, work and play on the Site or in close proximity to the Site.

Residential Uses
Residential uses are provided in all seven (7) of the buildings, a total of 1,923 residential units are provided within the proposed development. It is currently proposed to provide a combination of purpose-built rental units and condominium units on the proposed development lands. Further details regarding the purpose built rental and condominium units will be provided at a later date. A detailed unit breakdown provided in each building is provided in **Table 6**.

TABLE 6 PROPOSED RESIDENTIAL UNIT BREAKDOWN BY BLOCK

	No. of Units					
	Townhouse	Studio	1 Bed	2 Bed	3+ Bed	Total
Building 1	0	0	295	209	53	557
Building 2	7	0	281	51	71	410
Building 3	0	2	120	40	58	220
Building 4	4	42	178	44	70	338
Building 5	0	31	77	52	17	177
Building 6	8	0	53	10	9	80
Building 7	11	0	81	38	11	141
Total	**30**	**75**	**1,085**	**444**	**289**	**1,923**

Note:
1. Site plan statistics provided by Hariri Pontarini Architects, dated June 30, 2022.

Office Uses
The office uses are located within Building 3, providing a total of 7,596 sq. metres of office gross floor area.

Retail Uses
Retail uses are provided at the base of all proposed buildings fronting onto Dundas Street West (i.e. Buildings 1, 3, and 5) and within the second floor of Building 3. A total retail gross floor area of 9,025 sq. metres is proposed as part of the development proposal. The retail uses include 3,176 sq. metres of grocery and 5,849 sq. metres of general retail / commercial uses.

Park Uses
A park is located within the central area of the Site. This park will have a connection to the neighboring community to the south and the new street system.

A summary of the proposed development programme is provided in **Table 7** and the proposed master plan is provided in **Figure 18**.

TABLE 7 PROPOSED DEVELOPMENT PROGRAMME

	Building No.	No. of Residential Units	Retail GFA (m^2)	Office GFA (m^2)
Existing Uses		--	127,460	45,285
Proposed Development	Building 1	557	1,948	--
	Building 2	410	--	--
	Building 3	220	5,814 *(incl. 3,176 Grocery)*	7,596
	Building 4	338	--	--
	Building 5	177	1,263	--
	Building 6	80	--	--
	Building 7	141	--	--
	Total	1,923	136,485	52,881
Net New (Proposed minus Existing Uses)		***1,923***	***9,025***	***7,596***

Note:
1. Site plan statistics provided by Hariri Pontarini Architects, dated June 30, 2022.

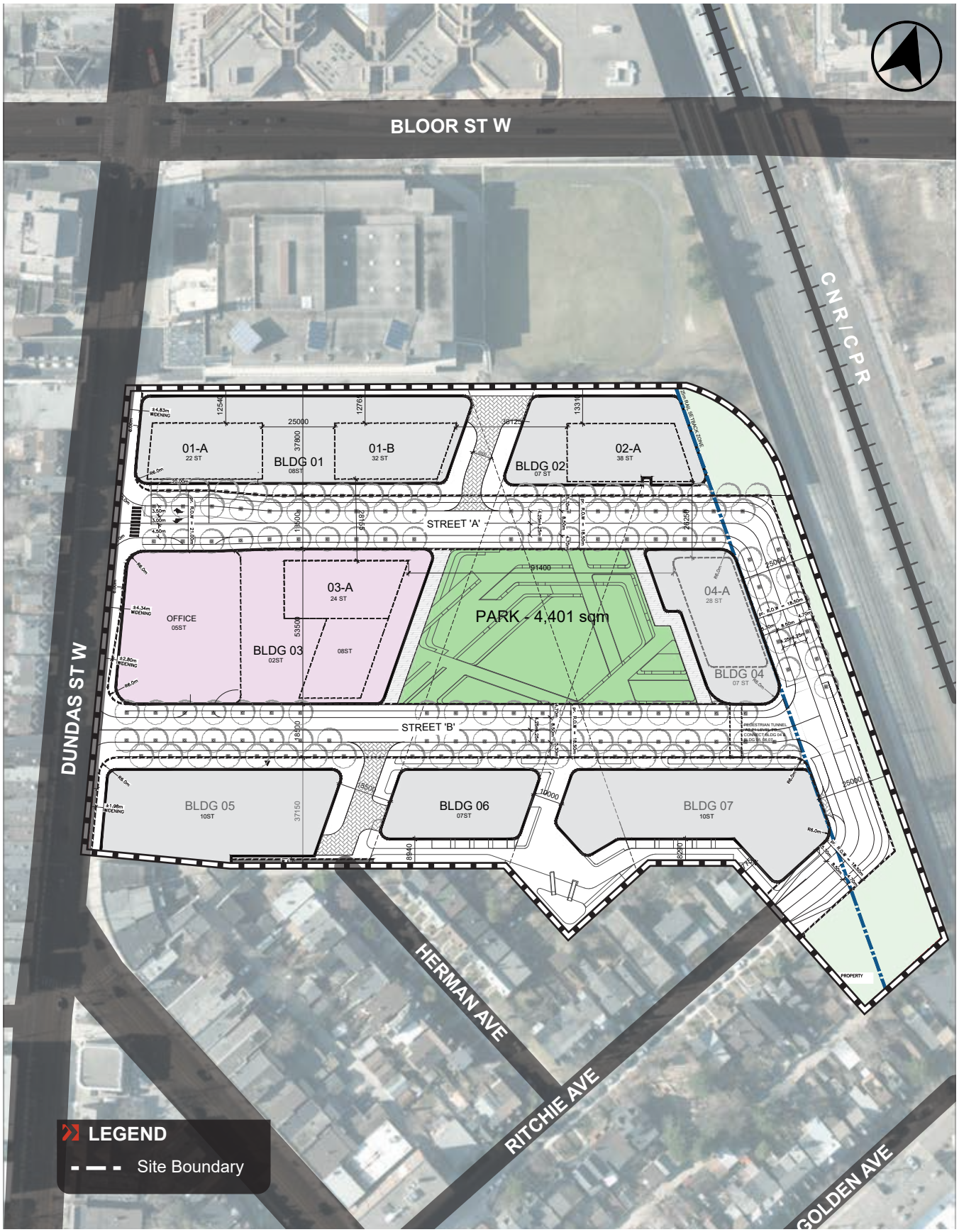

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FIGURE 18 MASTER PLAN

5.2 PROPOSED AREA ROAD MODIFICATIONS

The proposed development will introduce a new public U-shaped road that will intersect with Dundas Avenue West. In addition, a new public road connection will be provided between Richie Avenue and the new U-shaped road. Together these new linkages will improve connectivity through and around the Site for all users (including cyclists, pedestrians and vehicles), and provide primary access to the Site. Modifications to Dundas Street West are also proposed as part of the development plan.

The new street system proposes, one (1) new signalized intersection at the northern leg of the U shaped road and Dundas Street West. In addition, a southbound left turn lane is also provided at this intersection to better accommodate turning traffic activity and improve the existing surface transit operations at this location. This signalized intersection will provide additional options for pedestrians to cross Dundas Street West and will improve the public realm along these roadways, improve traffic and transit operations along Dundas Street West.

Pedestrian facilities are provided along the new street system and public park enhancing pedestrian connectivity throughout the Site and to the existing pedestrian network along Dundas Street West and Ritchie Avenue. The new pedestrian network will support the development of a complete and connected community.

A functional road plan is provided in **Figure 19**. A larger scale drawing of the functional road plan is also provided within **Appendix B.**

5.2.1 New U Shaped Public Road

The new U-Shaped public road, herein referred to as Street ‘A’, is proposed to extend from the north portion of the site and connect at the south to Ritchie Avenue. The publicly accessible street is located approximately 140 metres south of the Bloor Street West / Dundas Street West intersection or 150 metres north of the Dundas Street West / Roncesvalles Avenue intersection.

Street ‘A’ will have a basic two-lane cross-section with parking provided on one side. The total pavement width and right-of way is 8.5 and 20.0 metres, respectively.

Multi-Modal Considerations
Street ‘A’ is designed to have 2.1-metre sidewalks along both sides of the street connecting to the Dundas Street West and the broader area network.

Intersections
A new traffic signal is proposed at the intersection of Street ‘A’, approximately 140 metres south of the Bloor Street West / Dundas Street West intersection or 150 metres north of the Dundas Street West / Roncesvalles Avenue intersection. A total pavement width of 11.0 metres and right-of-way width of 29.0 metres is proposed on Street ‘A’ to accommodate two outbound lanes and one receiving lane at Dundas Street West.

Street ‘A’ is proposed to extend approximately 290 metres from the proposed signalized intersection at Dundas Street West and around the northeast perimeter of the site where it will intersect with Street ‘B’ at a three-way STOP controlled intersection.

5.2.2 New East-West Public Road

Street ‘B’ is a new east-west oriented publicly accessible street located approximately 205 metres south of the Bloor Street West / Dundas Street West intersection or 80 metres north from the Dundas Street West / Roncesvalles Avenue intersection.

Street ‘B’ is proposed to extend approximately 260 metres east from a STOP control at Dundas Street West where the street will intersection with Street ‘A’ at another STOP control intersection.

Street ‘B’ will have a basic two-lane cross-section with parking provided on one side. The total pavement width and right-of way is 8.5 and 20.0 metres, respectively.

Multi-Modal Considerations
Street ‘B’ is designed to have 2.1-metre sidewalks along both sides of the street connecting to the Dundas Street West and the broader area network.

5.3 SURFACE TRANSIT IMPROVEMENTS

Two key modifications to the right-of-way configuration will improve transit operations related to the area streetcar services in the vicinity of the Site.

Improvement #1
The reconfiguration of the streetcar tracks along Dundas Street West such that the tracks are split around the southbound left turn lane located at the signalized intersection of Dundas Street West / Street ‘A’. This will likely improve the streetcar operation in comparison to the existing configuration, given that southbound left turn movements are permitted to the Site today, these movements occur from the shared streetcar / traffic lane (no dedicated left turn lanes are provided).

Improvement #2
The second improvement includes reconfiguring the north south legs of the Dundas Street West / Bloor Street West intersection to provide a dedicated northbound transit lane along Dundas Street West between TTC Dundas West Station and Street A.

The proposed improvements are illustrated in the functional road plan provided in **Figure 19.**

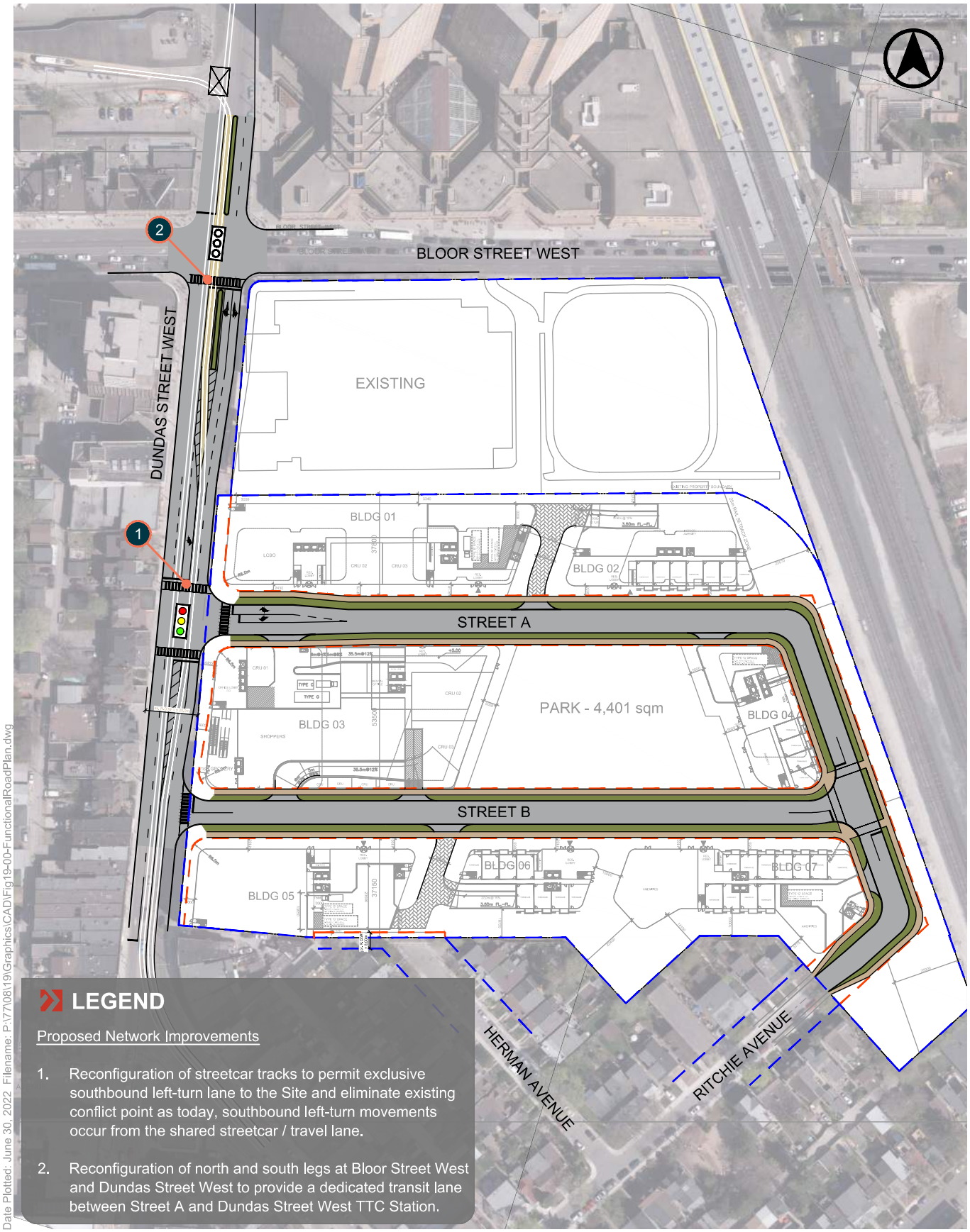

FIGURE 19 FUNCTIONAL ROAD PLAN

5.4 TRANSPORTATION SITE PLAN ELEMENTS

5.4.1 Site Access Arrangements

Vehicular Access
A total of seven (7) vehicular driveways are proposed to access the loading and parking facilities related to the development from the proposed public street network.

The parking accesses include the following:

- Four (4) driveways off of Street 'A'

    1. Driveway to service Buildings 1 and 2 loading area and parking ramp
    2. Driveway to service Building 3 residential loading area and inbound ramp to above-grade
    3. Driveway to service Building 4 loading area
    4. Driveway to service Building 7 loading area

- Three (3) driveways off of Street 'B'

    1. Two driveways to service Building 3 outbound non-residential loading area ramp and underground parking ramp
    2. Driveway to service Buildings 5 and 6 loading area

Pedestrian Access
Pedestrian access to the proposed buildings is provided along Bloor Street West, Dundas Street West, the new street system and the new pedestrian walkways that have been created as part of the proposed road plan.

Bicycle Access
At-grade bicycle parking facilities can be accessed directly from the existing and new street system. Access arrangements including, dedicated bicycle elevators at buildings 3, 4, and 7, underground bike paths, and stairwells are proposed as part of the development.

5.4.2 Pick-up / Drop-off Facilities

Pick-up / drop-off activity is proposed to occur informally within the public street network.

5.4.3 Parking Supply

Parking will be provided within three (3) underground parking facilities beneath the site. The proposed parking will facilitate demands related to residential and non-residential (including residential visitors, retail, and office patrons) parking uses.

The three (3) underground parking facilities are proposed under the following areas:

- Buildings 1 and 2;
- Building 3; and,
- Buildings 5 to 7 (includes underground pedestrian connection to Building 4).

The non-residential parking spaces will be provided within a consolidated area and on the first levels of each facility. The residential parking area of each facility will be protected by parking control measures such as, overhead doors and be consolidate on the last level of each facility.

5.4.4 Bicycle Parking Facilities

The proposed bicycle parking supply will meet the Toronto Green Standard Version 4.0, Tier 1 standards and will be provided at-grade and one (1) level below-grade.

It shall be noted that although parking does not exist under Building 4, a two (2) level underground facility is provided to accommodate bicycle parking requirements and connects to the southerly parking garage under Buildings 5 to 7 via a pedestrian pathway.

5.4.5 Loading Supply

Loading areas are provided on the ground floor level of Buildings 1, 3, 4, 5, and 7. An additional loading area is provided above-grade within Building 3 to service the non-residential component of the building.

6.0 MOBILITY FRAMEWORK

6.1 MOBILITY CHOICE TRAVEL PLAN

The Mobility Choice Travel Plan is proposed to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This plan intends to support the development plan by outlining Transportation Demand Management (TDM) measures and the suite of strategies under consideration to promote the use of more active and sustainable transportation modes, respond to the mobility needs of residents, employees, and patrons to the Site, and reduce dependence on the private automobile. Four specific objectives define the policy framework for the Mobility Choice Travel Plan:

1. Encourage the use of alternate travel modes (transit, cycling, walking);
2. Increase vehicle occupancy;
3. Shift travel to off-peak periods; and,
4. Reduce vehicle kilometres traveled.

To ensure that the project sets a sustainable precedent in urban redevelopment and encourages the use of active and sustainable modes of transportation, a comprehensive framework has been developed that will serve as a guideline for the implementation of effective TDM strategies during the site design stage, as well as in its operations following the full redevelopment of the property.

6.2 ORGANIZATIONAL FRAMEWORK

Distilling the four broader objectives, applications of the Mobility Choice Travel Plan can be organized by the following categories:

- Vehicular Parking Supply and Management
- Facilitation of Reduced Car Ownership and Usage
- Enhance Pedestrian Access and Walkability
- Encourage and Facilitate Bicycle use
- Encourage Transit Use
- Land Use and Building Infrastructure
- Coordination, Communication, and Promotion

Within each of the seven categories, interventions considered for application may be further organized by the blocks of their implementation as the development progresses:

- Infrastructure (external links and facilities)
    - Measures to improve the active transportation realm along the boundaries of the site and to facilitate the integration of pedestrian, cycling, and transit infrastructure
- Facilities and features of the site plan and design
    - Physical aspects of the internal design of the development, including its buildings, open spaces, and circulation routings to promote alternative transportation modes
- Building operations / property management
    - User-focused programs and policies enacted once the site is operational to encourage alternative transportation modes
- Monitoring
    - Post-occupancy data collection programs used to assess travel patterns and gauge the effectiveness of TDM strategies and the Mobility Choice Travel Plan as a whole

6.3 MOBILITY PLAN STRATEGIES

The future site context provides for frequent, higher-order public transit services and pedestrian connectivity. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities, ensuring the success of the Mobility Plan strategies is important.

To this end, Mobility Plan strategies are presented with targeted "intents" (i.e. what it is trying to achieve and for whom), followed by discussions of the requirements and methods of implementation that should be considered. Potential strategies are then framed in the context of the development and strategies most appropriate for application are proposed.

6.3.1 Vehicular Parking Supply and Management

Intent

To manage and reduce the on-site parking supply to the extent practical as a means to:

- Reduce the attractiveness of car use for residents and office and retail employees / patrons;
- Reduce car ownership needs;
- Encourage higher vehicle occupancy; and,
- Encourage the use of other travel modes.

Possible Measures

- Building, Planning, and Design:
    - Establish appropriate minimum parking supply standards for the proposed land uses and buildings that may be reduced compared to City By-law provisions and accommodate essential site related needs in this context.
    - Adopt a sharing of all commercial / retail / visitor parking to maximize the efficient use of the provided parking resources and reduce overall supply needs.
    - Provide preferred high-occupancy vehicle / carpool parking.

- Operational / Management:
    - Operate the majority of the on-site parking supply as paid parking for visitors / office employees / retail employees and patrons.
    - Offer parking to building residents "unbundled" from unit purchase for a portion of the overall unit supply.
    - Adjust parking fee structure, operations and parking allocations to support non-automobile usage goals and to accommodate changing parking needs within the site.

Initial Master Plan Measures

- It is proposed to adopt maximum parking standards for the site – where reduced parking supply is provided below the Zoning By-law 569-2013 but its inline with the City of Toronto Council approved (but appealed) new parking standards as summarized in Zoning By-law 89-2022.
- Non-residential parking is provided within a consolidated parking supply so that parking can be shared with different uses provided on the blocks.
- Sell residential parking spaces separately from the sale of residential units.
- Provide electric vehicle charging spaces as per the City of Toronto Green Standards.

6.3.2 Facilitation of Reduced Car Ownership and Usage

Intent

To provide alternative models for automobile use that will serve to:

- Reduce the need for residents and employees to own a car for occasional/ discretionary travel; and
- Reduce the likelihood of privately-owned car use for general travel, particularly during peak periods.

Possible Measures

- Operational / Management:
    - Operate a car-share program on-site providing for the use of a vehicle, with membership, for residents, office employees and other visitors on an hourly basis.
    - Provide car rental services on-site (or make arrangements with off-site providers) in conjunction with potential incentive program.
    - Provide and manage a carpool / ride-matching and guaranteed ride home programme for residents, office employees and retail staff.
    - Coordination with building employers / retailers to offer flexible work hours and compressed work week opportunities for staff.
    - Provide information and communication items that outline the availability of the on-site services as well as broader taxi / Uber / other ride provider service networks.
    - Provide incentive programs designed to encourage the use of on-site services including corporate or private membership to car-share / car-pool services.

- Monitoring:
    - Monitor car-share program membership and usage, and adjust car deployment to respond to demands.
    - Monitor carpool and ride-matching programs and adjust / refine program to suit needs of residents, employees, and patrons.
    - Offer information and promotional initiatives to increase membership, enhance awareness, and increase car share program usage.

Initial Master Plan Measures

The provision of car-share spaces (i.e. ZipCar, Enterprise Car Share, etc.) allows those who need to run a midday errand or travel for meetings to have access to a vehicle for occasional uses while still commuting using alternative mode (number to be conferred at a later date).

These vehicles would be available to those who hold a membership with the car- sharing company and can range from employees, customers, residents, and guests. The exact location and parking supply of these vehicles will be refined as part of the Site Plan Application process and will be located within highly visible and / or well signed locations that are proximate to residents, with good access.

Carpooling is a means of increasing vehicle occupancy, effectively decreasing the number of vehicles arriving to / departing from the same location. Ride-matching is a service that can be offered as well for developments of this size. Electric vehicle rough-ins will also be considered at the Site Plan Application level for each building, to provide future adaptability for electric vehicles as they become more prominent.

6.3.3 Enhance Pedestrian Access and Walkability

Intent

To facilitate, as part of the proposal in cooperation with the City and other stakeholders, the development of a high-quality, accessible, and convenient network of pedestrian connections within and surrounding the Site. This will:

- Enhance the walkability of the site at grade and create a truly pedestrian-scaled neighborhood;
- assist in extending a high-quality, safe, accessible, and convenient network of pedestrian linkages that enhance local pedestrian connections to the site and progresses the area-wide pedestrian network;
- improve the quality of the public realm and pedestrian accessibility of the area to adjacent amenities, employment centers, transit stops, recreational facilities, retail and institutional centers located within the area; and
- enhance the ability for residents, employees and visitors to travel between the site and the surrounding neighborhoods and transit focal points without the use of a vehicle.

Possible Measures

- External Infrastructure:
    - Work with the City of Toronto towards realizing improvements to area pedestrian infrastructure, quality of the public realm and the convenience of pedestrian linkages / road crossings along the site boundaries and in the site area.
- Building, Planning and Design:
    - Provide high-quality, safe pedestrian-scale connections from the Site property to the surrounding public street network.
    - Facilitate convenient building access and connectivity.
    - Provide accessible and universal connectivity throughout the Site, meeting appropriate accessibility codes and guidelines.
- Operational / Management:
    - Maintain on-site pedestrian facilities to enable year-round pedestrian access and usage.

Initial Master Plan Measures

Enhanced pedestrian facilities, including new sidewalks, within Site boundaries along the proposed new street network to increase pedestrian permeability and safety throughout the Site.

Pedestrian only connections are also provided to augment the proposed new street network. These facilities provide access to the residential lobbies, office lobby, retail units, and bicycle parking / retail elevators.

6.3.4 Encourage and Facilitate Bicycle Use

Intent

To encourage and enable bicycle use as a convenient and viable travel alternative to the personal automobile through:

- The provision of physical and operational infrastructure on-site and within buildings
- Cooperation with the City and other stakeholders, to enhance bicycle connectivity within the area to the broader cycling network.

Possible Measures

- External Infrastructure:
    - Work with the City of Toronto towards realizing improvements to area bicycle infrastructure, quality of the bicycle facilities and connections in the site area.
- Building, Planning and Design:
    - Provide secure long-term bicycle parking in conveniently-located and accessible facilities supporting each building within the Site.
    - Provide short-term bicycle parking distributed across the Site in conveniently-situated and readily accessible locations relative to key building entrances, open spaces and destinations.
    - Provide long-term and short-term bicycle parking supply in accordance with (or exceeding) the minimum requirements of Zoning By-law 569-2013 and the Toronto Green Standards.
- Provide bicycle parking facility access systems designed to enable the clear, safe and convenient passage of cyclists to / from parking areas within the building, particularly within shared underground vehicular areas, including consideration of shared or specific bicycle parking elevators and bicycle ramp facilities.
- Provide showers and related change facilities within office and retail buildings available for staff and visitor use in accordance with the requirements of Zoning By-law 569-2013 and the Toronto Green Standards.
- Operational / Management:
    - Consider bicycle share stations within the Site at convenient and logical locations – bike share stations could, logically, be part of the City's Bike Share Toronto programme extending its reaches into the western portions of Toronto
    - Encourage an on-site bicycle repair / maintenance center
    - Provide a one-time purchase of an annual membership for either car-share or bike-share services for residents whom do not own / rent a parking space.

Initial Master Plan Measures

- Bicycle parking is being provided for residents, employees, guests and customers at rates matching the Zoning By-law requirements & Toronto Green Standards. Future provision for bicycle parking beyond these requirements will be considered at a future development stage.
- Provide bicycle repair stations within the long-term bicycle facilities for each block
- Long-term bicycle parking, for residents and employees, will be located within secure and weather-protected areas within the parking structures, either at grade or the first level above or below.
- Short-term bicycle parking will be distributed throughout the site and located near the primary and major entrances and exits, to promote the use of non-auto means. These spaces are anticipated to serve the retail and residential portions of the development.

- Elevators and bicycle ramps are provided to access the bicycle parking for each block for ease of access. The provision of such infrastructure is designed to increase the attractiveness of cycling as an option.

6.3.5 Encourage Transit Use

Intent

To support and promote the use of area transit services for short- and long-distance travel purposes by residents, employees, and visitors. This will serve to:

- Increase the awareness, utility, practicality and viability of transit travel options for commuter and recreational travel purposes to / from a range of locations across the City and further afield;
- capitalize on the improving, level of local and regional transit accessibility afforded to the Dundas West-Bloor Mobility Hub; and
- enable the universal use of transit.

Possible Measures

- Building, Planning and Design:
    - Provide convenient, high-quality, and accessible pedestrian connections within the development, orientated towards adjacent transit stop facilities.
    - Establish transit stops nearby the building and key building entrances.
    - Provide facilities that support transit passenger travel including weather protection and amenities along key travel paths within the Site.
    - Facilitation of Wheel-trans and other accessible transit services.
- Operational / Management:
    - Encourage on-site MetroPass / Presto Card sales.
    - Provide transit service information (i.e. route mapping, service times, next bus) for users of the building.
    - Offer transit promotion programmes (i.e. events, advertising).
    - Consider, as required, providing shuttle service to key destinations – if required.
    - Work with the City, transit operators and other stakeholders to provide a high level of local transit service to the Site environs.
    - Provide a one-year free monthly PRESTO card for residents whom do not own a vehicle.

Initial Master Plan Measures

The Site's proximity to Dundas West Station (Line 2 on the Bloor- Danforth subway line) and the Bloor GO Station allows for residents, employees and guests to utilize transit as a primary mode of travel. These transit services provide connections across the City and into the downtown core.

Convenient, high-quality and accessible pedestrian connections will be provided, oriented towards higher order transit corridors and adjacent transit stop facilities. Density and key building entrances will also be located proximate to transit stops.

Transit service information (i.e. route mapping, service times, schedules, etc.) will also be provided to users and guests of buildings. The development of each block will focus on the provision of a high level of transit accessibility to support the overall transit travel objectives of the site.

6.3.6 Land Use and Building Infrastructure

Intent

To provide a mix of land uses as part of the proposed plan and supporting building infrastructure that will serve to:

- Offer a range of mutually-supportive residential, employment, retail, recreational, and amenity (i.e. medical, day-care, retail, community services) spaces on-site;
- reduce the need for residents, employees and visitors to travel off-site to address daily needs;
- shorten travel distances for residents, employees and visitors; and
- provide the necessary infrastructure that will support telecommuting and home office use

Possible Measures

- Building, Planning and Design:
    - Provide for a range of employment, retail and residential uses within the proposed buildings including, potentially, food / grocery store uses.
    - Provide for support services and amenities within the Site, with potential for a day-care, community amenity areas, and a post office.
    - Provide technology and communications supportive infrastructure and facilities within the residential buildings that support telecommuting and other work from home practices.

Initial Master Plan Measures

A mixed-use development that proposes and supports a variety of uses will reduce the number of vehicle trips through the provision of land uses that are compatible with each other.

This facilitates a complimentary range of mutually-supportive residential, employment, retail and recreational opportunities and services on the site. The provision of these land uses reduces the overall need for residents, employees and visitors to travel off-site to address typical daily needs.

6.3.7 Coordination, Communication, and Promotion

Intent

To coordinate on-site travel demand strategies and the effective dissemination / promotion of program and service information to:

- Inform and raise awareness of non-automobile travel options for the Site;
- actively promote non-automobile travel options and services;
- introduce, develop and coordinate TDM programs / initiatives with the employment / retail tenants within the context of the broader strategies in place for the development as a whole; and,
- enable the successful management of events and special circumstances as they may arise.

Possible Measures

- Operational / Management:
    - Establish a Travel Demand Management Coordinator Office that supports activities and advances TDM strategies, programs and implementation protocols for the site.
    - Establish a consultative framework to liaise and empower building tenants, businesses, and residents to engage in dialogue with the City, transit providers, and other service providers to advance the needs of the development and surrounding area.
    - Use of wayfinding and multi-modal navigation tools to augment the TDM services provided on-site.
    - The active marketing, branding and promotion of non-automobile travel options (i.e. fairs, events and other incentive programs).
- Monitoring:
    - Monitor the success of programming by the TDM Coordinator Office
    - Measure the Site's modal split over time to examine the effectiveness of TDM interventions
    - Refine programming on an ongoing and coordinated basis.

Initial Master Plan Measures

Communication, promotion, and awareness of TDM measures is crucial to the success of the planned and implemented mobility framework. A good communication plan will:

- raise awareness of non-automobile options;
- actively promote non-automobile options and service;
- introduce, develop, and coordinate TDM programming and initiatives with tenants; and,
- successfully manage events and special circumstances as they may arise.

The coordination of on-site travel demand strategies and effective distribution and promotion of travel options and related programs / service information can be facilitated on an ongoing basis through a consolidated effort between the site's residential, commercial and retail management offices. Travel demand services located on-site can also be promoted through wayfinding and multi-modal navigation tools (i.e. signage, live information boards, smartphone apps, etc.). The monitoring and refinement / adjustment of programs should be reviewed on a regular basis to continuously adapt and improve the services offered.

7.0 MULTI-MODAL ANALYSIS

The site is located within the West Toronto area, near the TTC Dundas West Station and Bloor GO Station and within a transportation network that provides significant opportunities for non-automobile modes of travel (i.e. transit, walking and cycling). As part of this study, BA Group has established travel demand forecast for auto-based and non-auto based trips for the site. Further details are provided in the following sections.

7.1 FORECASTING APPROACH

Travel demand forecasts have been developed for the each of the different land uses proposed on the Site (i.e. residential, retail and office) using a person based trip generation approach based upon the following:

- **Gross Person Trip Forecasting** - Application of an adopted person trip rate derived based on a comparison of rates established from person traffic count data from various proxy sites and first principles based on 2016 TTS information; and,

- **Application of Mode Share Assumption** – Application of mode split and vehicle occupancy to the resultant net person trips for each land use to determine site travel demand by mode.

The following sections discuss the steps outlined above for each of the land uses proposed for the site.

7.2 MULTI-MODAL DEMAND ASSUMPTIONS

Table 8 provides a summary of the existing area travel characteristics reflect a high level of non-automotive travel mode usage. Based on existing multi-modal travel characteristics, the proposed development is anticipated to reflect a high level of non-automotive usage.

The existing residential and non-residential mode split for the site area was determined from a review of the 2016 Transportation Tomorrow Survey (TTS) data and is summarized in **Table 8.**

For the purpose of this analysis, travel demand to and from the Site has been developed by applying modal split and time of travel assumptions to base person-density parameters provided by the TTS for both the existing and future conditions.

TABLE 8 EXISTING & ADOPTED MODAL SPLIT

Mode	Percentage Splits		
	AM Peak	PM Peak	Weekend Peak
Residential[1]			
Auto-Driver	28%	27%	27%
Auto-Passenger	3%	5%	5%
Transit	47%	43%	43%
Walk	13%	18%	18%
Cycle	9%	7%	%
Total	**100%**	**100%**	**100%**
Office[2]			
Auto-Driver	57%	48%	48%
Auto-Passenger	5%	9%	9%
Transit	28%	25%	25%
Walk	8%	14%	14%
Cycle	2%	4%	4%
Total	**100%**	**100%**	**100%**
Retail / Commercial[3]			
Auto-Driver	13%	12%	12%
Auto-Passenger	3%	5%	5%
Transit	62%	58%	58%
Walk	13%	18%	18%
Cycle	9%	7%	7%
Total	**100%**	**100%**	**100%**

Notes:

1. Based on 2016 TTS data for home-based trips to/from 2006 TTS Zones 106,107,114,115,116 and during the typical weekday morning and afternoon peak hour periods.
2. Based on 2016 TTS data for office-based trips to/from 2006 TTS Zones 106,107,114,115,116 and d during the typical weekday morning and afternoon peak hour periods.
3. Based on 2016 TTS data for market and work-based trips to/from 2006 TTS Zones 106,107,114,115,116 and during the typical weekday morning and afternoon peak hour periods.
4. Weekend peak mode splits assumed to be equal to PM peak mode splits.

Key technical assumptions used in establishing travel demand forecasts for the Site are outlined in the following sections.

7.3 PERSON BASED TRIP FORECASTING

7.3.1 Residential Travel Demands

Residential travel demand to / from the Site has been developed based upon the review of the first principles person-based trip generation approach using 2016 Transportation Tomorrow Survey (TTS) information and, a review of trip generation information collected at a number of proxy sites that have similar travel characteristics as proposed Site.

The calculated residential multi-model travel demand forecasts for the Site using by first principles 2016 TTS data is summarized in **Table 9.** In addition, the detailed derivation for this first principles forecasts is provided in **Appendix C**.

Based upon the above, the forecasted vehicular residential site traffic generation using the first principles person based trip methodology results in the order of 285, 275, and 125 two-way trips in the weekday morning, weekday afternoon, and weekend peak hours, respectively. Furthermore, the effective the two-way vehicular trip generation rate results is in the order of 0.15, 0.14 and 0.07 vehicles per unit during the weekday morning, afternoon and weekend peak hours, respectively.

BA Group conducted vehicular trip generation studies a five (5) residential prosperities having a similar transportation context as the proposed development during the weekday morning and afternoon peak hour periods and are summarized in **Table 10.** A review of these studies suggests that the average residential trip rates for these sites are in the order of 0.14 and 0.13 vehicles per unit during the morning and afternoon peak hour periods, respectively. When these trip generation rates are compared to the rates developed by the first principles person trip generation methodology, it is noteworthy, that the rates are comparable.

Therefore, it is proposed to adopt the first principles person-based trip generation methodology for the residential component and is in our opinion considered to represent the travel characteristics for the area. The proposed residential use is anticipated to generate approximately 285, 275, and 125 two-way vehicle trips during the weekday morning and afternoon, and weekend peak hours, respectively.

TABLE 9 RESIDENTIAL PERSON BASED TRIP GENERATION

	Base Population Assumptions								
Total Residential Units	Proposed Development Dwelling Units 1,923								
	Street Peak Hour Travel Characteristics								
	Morning Peak Hour			**Afternoon Peak Hour**			**Weekend Peak Hour[3]**		
	Area Travel Characteristics								
	In	**Out**	**2-way**	**In**	**Out**	**2-way**	**In**	**Out**	**2-way**
Adopted Person Trip Rates	0.08	0.45	0.53	0.35	0.18	0.53	0.26	0.27	0.53
Rounded Person Trips	**160**	**860**	**1020**	**665**	**345**	**1010**	**500**	**520**	**1020**
Existing Travel Mode Splits (% by Peak Directional)	**Assume 1 Person = 1 Trip**								
Auto (Driver)	28%	28%	-	27%	27%	-	12%	12%	-
Auto (Passenger)	3%	3%	-	5%	5%	-	27%	27%	-
Transit	47%	47%	-	43%	43%	-	5%	5%	-
Walk	13%	13%	-	18%	18%	-	43%	43%	-
Cycle	9%	9%	-	7%	7%	-	18%	18%	-
	Multi-Modal Trips								
Travel Mode									
Auto (Driver)	45	240	285	180	95	275	60	65	125
Auto (Passenger)	5	25	30	30	15	45	25	25	50
Transit	75	405	480	290	150	440	290	305	595
Walk	20	110	130	120	60	180	90	90	180
Cycle	15	80	95	45	25	70	35	35	70
Total	**160**	**860**	**1020**	**665**	**345**	**1010**	**500**	**520**	**1020**
Effective Vehicle Trip Rate	**0.02**	**0.12**	**0.15**	**0.09**	**0.05**	**0.14**	**0.03**	**0.03**	**0.07**
Total Auto (Driver) - Rounded	**45**	**240**	**285**	**180**	**95**	**275**	**60**	**65**	**125**
Total Rounded Non-Auto Trips	**110**	**595**	**705**	**455**	**235**	**690**	**415**	**430**	**845**

Notes:
Notes:
1. Trips rounded to the nearest 5 vehicles.
2. Based on 2016 TTS data for home-based trips to/from 2006 TTS Zones 106,107,114,115,116, and during the typical weekday morning and afternoon peak hour periods.
3. Weekend rates applied by equating the two-way afternoon peak rates to the weekend peak hour rate, with a 50/50 split for inbound and outbound rates.

TABLE 10 RESIDENTIAL VEHICULAR PROXY SITE TRIP GENERATION

Location	No. of units	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Residential Condominium Apartment							
Minto High Park	421	0.02	0.1	0.12	0.1	0.12	0.15
35 High Park Avenue	564	0.03	0.19	0.22	0.08	0.22	0.13
51 Quebec Avenue	254	0.02	0.07	0.09	0.07	0.09	0.11
60 Heintzman Street	216	0.02	0.14	0.16	0.09	0.16	0.15
1375 Dupont Street	195	0.02	0.11	0.13	0.07	0.13	0.09
Average Trip Rates		**0.02**	**0.12**	**0.14**	**0.09**	**0.04**	**0.13**
Overall Residential Site Trips (1,923 units)		**40**	**225**	**265**	**175**	**75**	**250**

Notes:
1. Trips rounded to the nearest 5 vehicles.
2. Weekend rates applied by equating the two way afternoon peak rate to the weekend peak hour rate, with a 50/50 split for inbound and outbound rates.

7.3.2 Office Travel Demands

Office person trip rates were established based on person site surveys (door counts) and ITE Trip Generation Manual 11th Edition person trip generation rates, and detailed trip generation calculations are provided within **Appendix C.**

Given the fact that the proposed Site includes a total of 7,596 m^2 of office GFA which is proposed to replace the existing office uses provided on the Site today (i.e. 4,168 m^2 of office GFA). For the purposes of this analysis, it is proposed to maintain the existing person trips recorded on the property today, while, forecasting new person based volumes for the in net new office area to be added to the Site in the future (i.e. increase of 3,428 m^2 of office GFA).

Office mode splits derived from the Transportation Tomorrow Survey (TTS) as presented in **Table 11** were compared to mode splits calculated from the existing site surveys.

Based on the foregoing, the added office component of the site is anticipated to have effective vehicle trip rates in the order of 1.17, 1.02, and 0.29 two-way person trips per 100 m2 of GFA during the weekday morning, weekday afternoon, and weekend peak hours, respectively.

Application of these rates to the added retail component of the proposed development results in the order of 60, 65, and 10 two-way person trips during the weekday morning, weekend afternoon, and weekend peak hours, respectively.

TABLE 11 OFFICE PERSON BASED TRIP GENERATION

	Base Population Assumptions								
Proposed GFA	7,596 m^2								
Existing GFA	4,168 m^2								
Net-New Retail GFA	3,428 m^2								
	Street Peak Hour Travel Characteristics								
	Morning Peak Hour			**Afternoon Peak Hour**			**Weekend peak Hour[3]**		
	Area Travel Characteristics								
	In	**Out**	**2-way**	**In**	**Out**	**2-way**	**In**	**Out**	**2-way**
Adopted Person Trip Rates	1.73	0.21	1.75	0.33	1.79	1.82	0.11	0.12	0.23
Rounded Person Trips	**60**	**10**	**70**	**5**	**60**	**65**	**5**	**5**	**10**
Existing Travel Mode Splits (Peak Directional)	**Assume 1 Person = 1 Trip**								
Auto (Driver)	57%	57%	-	48%	48%	-	48%	48%	-
Auto (Passenger)	5%	5%	-	9%	9%	-	9%	9%	-
Transit	28%	28%	-	25%	25%	-	25%	25%	-
Walk	8%	8%	-	14%	14%	-	14%	14%	-
Cycle	2%	2%	-	4%	4%	-	4%	4%	-
Total	100%	100%	-	100%	100%	-	100%	100%	-
	Multi-Modal Trips								
Travel Mode									
Auto (Driver)	35	5	40	5	30	35	5	5	10
Auto (Passenger)	5	0	5	0	5	5	0	0	0
Transit	15	0	15	0	15	15	0	0	0
Walk	5	5	10	0	10	10	0	0	0
Cycle	0	0	0	0	0	0	0	0	0
Total	**60**	**10**	**70**	**5**	**60**	**65**	**5**	**5**	**10**
New Vehicle Trip Rate	**1.02**	**0.15**	**1.17**	**0.15**	**0.88**	**1.02**	**0.15**	**0.15**	**0.29**
Total Auto (Driver) - Rounded	**35**	**5**	**40**	**5**	**30**	**35**	**5**	**5**	**10**
Total Rounded Non-Auto Trips	**20**	**5**	**25**	**0**	**25**	**25**	**0**	**0**	**0**

Notes:
1. Trips rounded to the nearest 5 vehicles.
2. Weekend rates applied by equating the two way afternoon peak rate to the weekend peak hour rate, with a 50/50 split for inbound and outbound rates.

7.3.3 Retail Travel Demands

A total of 9,025 m^2 of retail / commercial GFA is proposed to replace the existing retail provided on the Site today (i.e. 12,830 m^2). This results in a net decrease 3,805 m^2 GFA. For the purposes of this analysis, it is proposed to maintain the existing trip volumes surveyed at the site accesses and surrounding network are assumed to be maintained under future total conditions. It is noteworthy, that this is a conservative approach even though the retail GFA is proposed to decrease by 3,805 m^2.

7.4 INTERACTIONS AND PASS-BY ASSUMPTIONS

Retail pass-by trips – are already captured in the existing traffic volumes to be maintained for the retail and office uses on the site.

Interaction trips – it is proposed to adopt a conservative approach for this analysis in terms of interaction trips between the different uses provided on the Site. No additional reductions have been assumed for the analysis accounting for the interactions between retail, residential and office uses provided on the Site. Albeit, we acknowledge there will be interactions between all the Sites uses and will likely reduce the forecasted traffic activity for the Site.

7.5 SUMMARY OF TRIP GENERATION

7.5.1 Summary of Net New Site Related Person Trips

The total net new site related person trips forecast for the site considering all proposed new land uses is summarized in **Table 12**. The site is forecast to generate in the order of 1,090, 1,075 and 1,030 net new person trips during the weekday morning, weekday afternoon, and weekend peak hour, respectively. A summary of the net new vehicular trips is summarized in **Table 13.**

TABLE 12 NET NEW SITE RELATED PERSON TRIPS

	AM Peak Hour			PM Peak Hour			Sat. Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Net New Residential Trips	160	860	1,020	664	345	1,010	500	520	1,020
Net New Office Trips	60	10	70	5	60	65	5	5	10
Net New Retail Trips	Captured in the Existing to Remain Uses								
Net New People Trips	**220**	**870**	**1,090**	**669**	**285**	**1,075**	**505**	**525**	**1,030**

TABLE 13 NET NEW SITE RELATED VEHICULAR TRIPS

	AM Peak Hour			PM Peak Hour			Sat. Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Net New Residential Trips	45	240	285	180	95	275	60	65	125
Net New Office Trips	35	5	40	5	30	35	5	5	10
Net New Retail Trips	Captured in the Existing to Remain Uses								
Net New Vehicle Trips	**80**	**245**	**325**	**185**	**125**	**310**	**65**	**70**	**135**

7.6 TGS SINGLE OCCUPANCY VEHICLE TRIP REDUCTION

The Toronto Green Standard (TGS) is Toronto's sustainable design requirements for new developments that aim to promote sustainable Site and building design across five areas.

The standard within the updated TGS Version 4 AQ1.1 requires all development proposals to reduce single occupancy auto vehicle trips generated by the proposed development by 25% through the adopted TDM measures and multimodal infrastructure strategies for the site. As such, the impacts of the adopted TDM measures and Site context on the proposed site trip generation must be quantified.

As mentioned in **Section 6.0** the proposed parking arrangements for the site are a TDM measure through constraining the vehicular parking supply for non-residential land uses. This will inherently limit personal vehicle use for travel to / from the residential, office and retail land uses.

Limiting the site parking supply is assumed to constrain both the residential and non-residential auto trip generation of the site. The residual baseline auto demand will be accommodated by area parking facilities or with encourage the use of non-auto mode shares (i.e. transit, walking and cycling). The overall site single occupant vehicle trip reduction with the combined effect of the adopted TDM measures and multimodal infrastructure strategies were assessed based on a comparison to default trip generation derived from the ITE Trip Generation Manual 10th Edition for an urban locational context is summarized in **Table 14**.

TABLE 14 SINGLE OCCUPANT VEHICLE TRIP REDUCTION

	Residential	Office	Retail [2]	Total Site
Forecast Site Vehicle Trips				
Adopted Auto Driver Two-Way Trip Generation	285 (275) [125]	40 (35) [10]	*See note 2*	325 (310) [135]
Constrained Site Vehicle Trips				
ITE Auto Driver Two-Way Trip Generation	405 (365) [330]	70 (75) [45]	*See note 2*	475 (440) [375]
Peak Hour Trip Reduction	**-120 (-90) [-205]**	**-30 (-40) [-35]**	**--**	**-150 (-130) [-240]**
% Site Trip Reduction	**29% (24%) [62%]**	**42% (53%) [77%]**	**--**	**31% (29%) [64%]**

Notes:
1. XX (XX) [XX] – AM (PM) [SAT]
2. Retail trips are captured in existing to remain uses site trips resulting in net zero.

The reduction in vehicle trips from what would be typically be forecast for the site and the trip generation given the limited parking supply is equivalent to an approximate 31%, 29%, and 64% reduction in the weekday morning, afternoon, and weekend peak hours, respectively. Thus, the proposed trip reduction meets and exceeds the TGS Version 4.0 requirements for reducing single occupancy auto vehicle trips.

The above can be considered as the baseline auto trip reduction that is achieved through the proposed development site plan and parking arrangements. Again, other TDM measures will contribute, over time, to additional reductions in site-related single occupant vehicle trips.

8.0 TRANSIT TRAVEL ASSESSMENT

8.1 TRANSIT CONTEXT

8.1.1 Existing Context

The Site is ideally located close to excellent transit options, in particular the TTC Line 2 Bloor-Danforth subway and the Kitchener GO Rail corridor. The existing transit accessibility of the Site, as illustrated in **Figure 20** demonstrates the reach of area transit by highlighting the distance residents can travel from the Site in 45 minutes by transit.

Transit ridership volumes and distribution under existing conditions were reviewed to evaluate existing transit operations. The transit travel assessment considers the following routes:

- Bloor-Danforth Subway Line (High Park Station to St. George Station)
- Bus route 40 Junction
- Bus route 47 Lansdowne
- Bus route 80 Queensway
- Bus route 168 Symington
- Streetcar route 504 King
- Streetcar route 505 Dundas
- Streetcar route 506 Carlton
- Kitchener GO Rail Line (at Bloor GO Station)

8.1.2 Future Context

The site is one of the key mobility hubs identified within the 2018 RTP that provides a key interchange between several major routes along the regional transit network, including the Kitchener GO Rail, TTC Subway, and the UP Express in Toronto's West End. The Site has major development potential to harness the high person traffic flow resulting from connectivity between these various services.

The area's potential has attracted additional transit plans for the area on both a citywide level and the local level. Furthermore, the site's prime location provides additional opportunities for improvement of active transportation within the area. As discussed in **Section 3.2**, these citywide plans and opportunities include the following:

- Regional Express Rail (RER)
- Smart Track
- Bloor-Lansdowne GO Station
- Eglinton Crosstown LRT
- Connection between the Bloor GO Station and Dundas West TTC Station

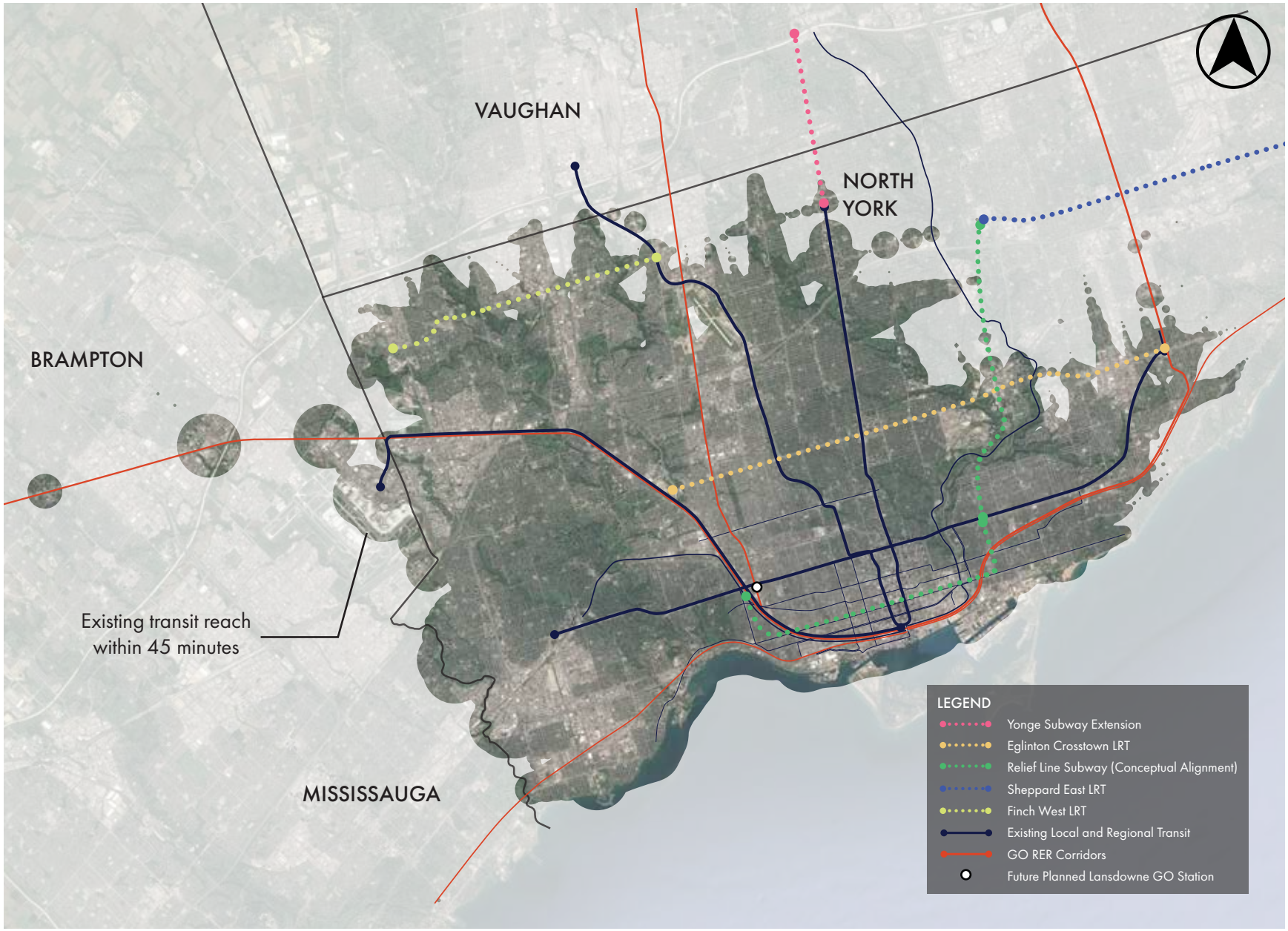

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FIGURE 20 EXISTING AND EVOLVING TRANSIT REACH

8.2 PROJECTED TRANSIT VOLUMES

As discussed in **Section 7.0**, the site is projected to generate in the order of 495, 455, and 595 transit trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively. A summary of trips is provided in **Table 15.**

TABLE 15 NET NEW TRANSIT TRIP SUMMARY

	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Residential Transit Trips	75	405	480	290	150	440	290	305	595
Office Transit Trips	15	0	15	0	15	15	0	0	0
Retail / Commercial Transit Trips	Included in the existing to remain volumes								
Total	**90**	**405**	**495**	**290**	**165**	**455**	**290**	**305**	**595**

Notes:
1. Trips rounded to the nearest 5 vehicles.

The above noted net new transit trips will be distributed along the streetcar, bus, subway, GO / UPX transit services located within walking distance of the site.

8.3 ASSESSMENT CRITERIA

BA Group has undertaken a general review of the transit infrastructure located within the vicinity of the site. Existing and projected transit passenger volumes were accounted for in the assessment. The review considered the following assessment criteria:

Availability:
- Higher order transit service is highly available to the site, with stations located in close proximity; and
- Transit options facilitate City-wide transit accessibility with minimal or no transfer required between routes;

Access:
- Adjacent or nearby transit stations offer convenient and accessible entrance and exit, and do not encourage jaywalking activity;
- Access points are weather-protected; and
- Multiple access points are preferable.

Capacity:
- There is capacity for adjacent transit service to accommodate an increase in transit usage; and
- Where capacity is limited, plans are in place to alleviate capacity concerns via service expansion and/or the construction of new higher order transit route(s).

Operations:
- Bus stops have transit shelters;
- Surface transit routes are well integrated with general traffic network; and
- Preferably, the site is functionally integrated with adjacent higher order transit station, facilitating seamless access to stations.
- Platforms sufficient size.

8.4 EVALUATION RESULTS

Based on the foregoing, the site has tremendous potential for growth in transit usage with respect to the city wide transit initiatives and for the development of active transportation and improved road network operation through the identified local improvement opportunities. As such, the Dundas West-Bloor Mobility Hub is well equipped to accommodate future area growth for both intra-city and inter-city travel. A summary of the key findings of the pedestrian assessment are provided below.

Availability

- The site has excellent access to higher order transit, with the Line 2 Bloor-Danforth subway available at Dundas West Station, an approximate 250 metre walk from the Site, and also the
- 504 Street car along Bloor Street West
- GO regional transit Kitchener Line
- The above services provide substantial coverage of the City, with subway, streetcar and bus transfers available at stations where required; and
- A number of bus services also operate within the vicinity of the Site.

Capacity

- The site is projected to generate in the order of 495, 455, and 595 net new transit trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively.
- Given the amount of transit availability in the area the forecasted net new site volumes can be accommodated on the area transit network and is not expected to significantly affect the capacity of area transit services.
- With the introduction of the Bloor GO and Bloor – Lansdowne GO Stations will provide alterative access to the downtown core.
- In addition the Mt. Dennis GO Station provides an alterative connection to the Kitchener GO line, Eglinton Crosstown which also affords the Site flexibility in east-west travel across Toronto.

Access

- The nearest bus stops are located adjacent to the site at the Bloor Street W / Dundas Street W intersection and the Dundas Street W / Roncesvalles Avenue intersection, with convenient, signalized crossing opportunities available;
- Access to other nearby bus stops and stations is available via sidewalks, with signalized crossing opportunities available for the arterial roads at appropriate locations; and
- Dundas West Station entrances on Dundas Street West, and Dorval Road. Accessible station access is available at this station.
- It is planned to provide a connection between the TTC Dundas West and Bloor GO Station.

Operations

- Shifting the Dundas West streetcar entrance north, adjacent to Edna Avenue, will provide greater storage for potentially queued streetcar vehicles and would allow the new streetcars to be accommodated without blocking the Bloor Street West / Dundas Street West intersection.
- Signalization of Edna Avenue will provide a protected phase for turning streetcars reducing the potential for conflict between pedestrian and vehicle traffic with streetcar traffic.
- Direct underground connections between the Dundas West TTC Station, Bloor GO Station, and the UP Express platform will mitigate potential conflict between high levels of transit related pedestrian traffic with vehicular traffic at the above-grade intersection crosswalks.

9.1 EXISTING PEDESTRIAN CONTEXT

The Site's location encourages pedestrian activity due to its proximity to an abundance of public transit options and amenities. It is situated south of TTC Dundas West station and the Bloor West GO/UPX station.

While Bloor Street West and Dundas Street West have sidewalks, the nature of the Site is that it is dominated by a surface parking lot that is utilized by pedestrians attempting to connect to the neighborhood to the south, or to take a shortcut to connect to Dundas Street West, east of where it splits with Roncesvalles Avenue.

A grade separation is provided on Bloor Street West at the eastern portion of the Site to accommodate the underpass of the rail corridor. As a result of this grade separation, sidewalks are narrower and do not have a good relationship with the adjacent properties.

The immediate area has a number of key destinations including schools, retail, parks, places of worship, and community amenities. Many of these are located within an 800-meter radius (i.e. 10-minute walk) of the Site. Key pedestrian destinations and the general boundaries for 10- to 15-minute walking trips to and from the Site are illustrated in **Figure 21.**

9.2 EMERGING PEDESTRIAN CONTEXT

As noted in **Section 6.0**, the proposed development plan will build upon existing pedestrian network connections while enhancing and expanding the pedestrian network in the vicinity of the site. These enhancements include:

- a finer-grained street network (including sidewalks on all new streets);
- provide pedestrian connections to the area to the south though Richie Avenue and Herman Avenue, allowing for a future to connection to be provided to the to Bloor Street West following the a future redevelopment of the school property to the north;
- increased the pedestrian clearways along Dundas Street West to a minimum of 6.0 meters wide in the vicinity of the site;
- The planned connections are more comparable (in scale) to the surrounding area street network than to the existing site.

9.3 FORECAST PEDESTRIAN VOLUMES

As discussed in **Section 7.0**, the site is projected to generate in the order of 140, 190, and 180 direct pedestrian trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively. An additional 495, 455, and 595 pedestrian trips associated with trips to and from transit stops are also projected. A summary table is provided within **Table 16**.

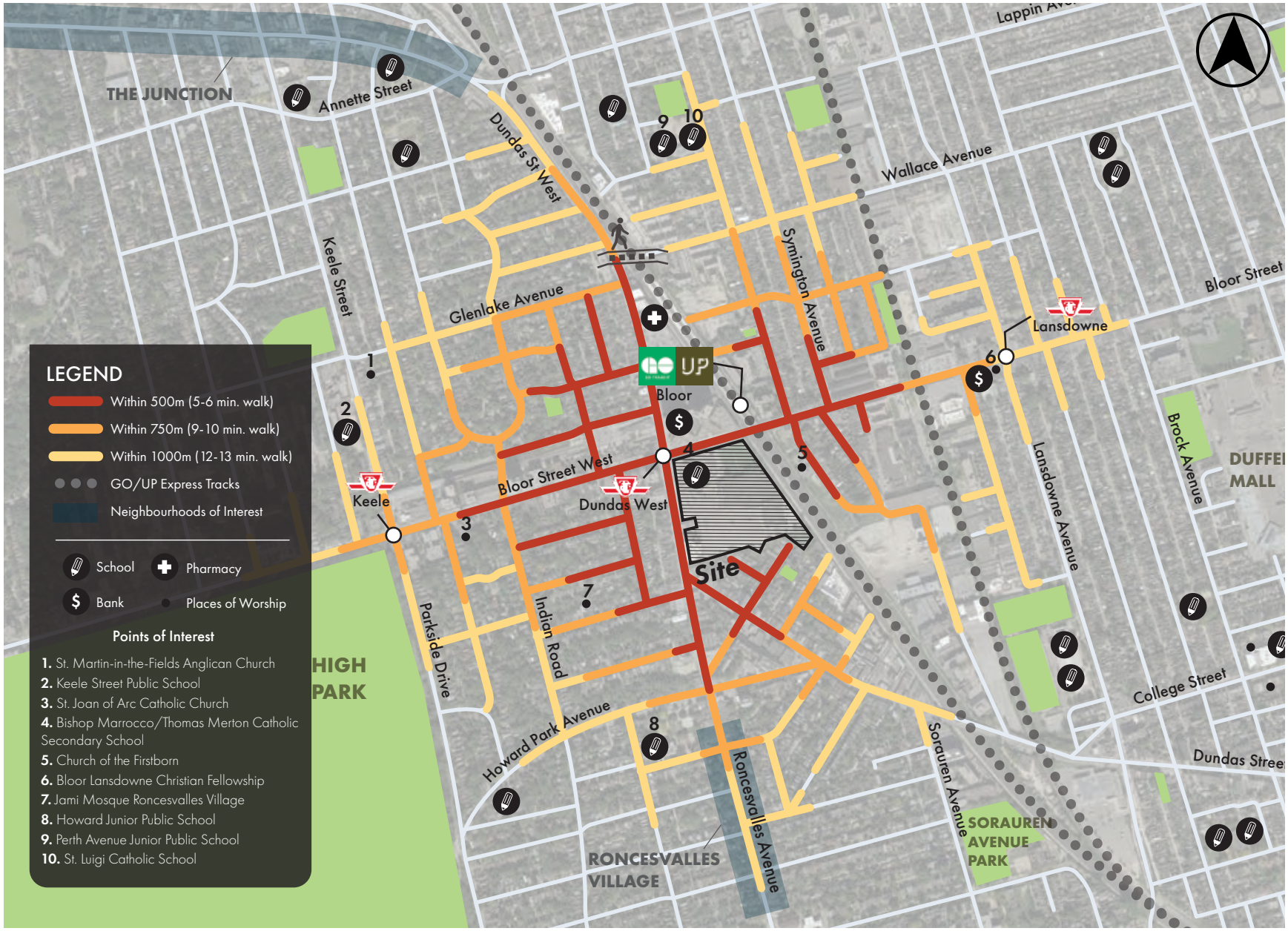

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FIGURE 21 KEY PEDESTRIAN DESTINATIONS & WALKABLE CONTEXT ANALYSIS

TABLE 16 PEDESTRIAN TRIP SUMMARY

	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Residential Pedestrian Trips	20	110	130	120	60	180	90	90	180
Office Pedestrian Trips	5	5	10	0	10	10	0	0	0
Total Direct Pedestrian Trips	**25**	**115**	**140**	**120**	**70**	**190**	**90**	**90**	**180**
Total Transit Trips	**90**	**405**	**495**	**290**	**165**	**455**	**290**	**305**	**595**
Total Transit and Pedestrian Trips	**115**	**520**	**635**	**410**	**235**	**645**	**380**	**395**	**775**

Notes:
1. Trips rounded to the nearest 5 vehicles.

9.4 ASSESSMENT CRITERIA

BA Group has undertaken a general review of the area pedestrian system and facilities under existing and future conditions. The review considered the following assessment criteria:

Walking:

- pedestrian facilities are wide enough to allow pedestrians to walk and pass comfortably under expected pedestrian volumes;
- walking paths have minimal interaction with vehicular crossings (i.e. driveways, laneways, etc.);
- adequate lighting is provided along pedestrian facilities; and
- width of sidewalks, walkways, stairs, ramps and other pedestrian facilities is maintained under winter/snow removal conditions.

Waiting:

- pedestrian waiting facilities provided at intersections should be designed to accommodate the volume of pedestrians expected to accumulate between crossing cycles and minimize pedestrians' exposure to hazards; and
- actuated / callable pedestrian signals are provided at signalized crossings.

Crossing:

- formal pedestrian crossings are provided at the intersections or desired locations of crossing;
- formal crossings in the area pedestrian network provide efficient routes for pedestrians to cross to reach desired destinations and discourage jay-walking or informal crossings; and
- crosswalks are wide enough to accommodate expected two-way crossings volumes.

Connecting:

- pedestrian facilities make up a well-connected network providing a high level of area coverage without "gaps" or disconnected links in the network; and
- pedestrian facilities provide efficient routes between key destinations.

Accessible:

- pedestrian facilities are available to all regardless of age or ability and are designed to be accessible, where possible, and practical.

9.5 EVALUATION RESULTS

BA Group has undertaken a review of the area pedestrian system based upon criteria such as: the adequacy of pedestrian facilities, to accommodate anticipated pedestrian volumes and provide a safe, comfortable environment that encourages pedestrian travel. In addition, the area pedestrian facilities were reviewed based on providing a well-connected and efficient pedestrian network with pedestrian crossing opportunities of the area street network; the adequacy of pedestrian storage (i.e. waiting areas) and crossing opportunities at area signalized intersections; and the overall accessibility of pedestrian facilities to accommodate pedestrians of all ages and abilities. A summary of the key findings of the pedestrian assessment are provided below.

Walking

- Sidewalks are provided along both sides of Dundas St West, Bloor St West, and Roncesvalles in the vicinity of the site;
- Sidewalks along Dundas Street West in the vicinity of the site are in excess of 2.1 metres, clear of obstructions;
- Along Bloor Street West and Dundas Street West, intermittent obstacles, such as bicycle racks, bollards, trees, and hydro and light poles result in reduced sidewalk widths of less than 2.1 metres, in some locations;
- Lighting is provided along Dundas St West and Bloor St West; and
- A signalized intersection is proposed at the intersection of Dundas Street West / proposed Street A, to facilitate safer pedestrian crossing.

Waiting / Crossing

- Signalized pedestrian crossings are available at the Bloor St West / Dundas St W, Bloor St West / Sterling Rd & Symington Ave, Dundas St West / Roncesvalles Ave intersections;
- The new signalized intersection at Street A / Dundas St. W will provide a new opportunity to cross Dundas St. W between Bloor St. W. and Roncesvalles Ave.
- Crosswalks in the vicinity of the site are generally in the order of 3-4 metres wide; and
- Distance between signalized pedestrian crossings in the vicinity of the site is generally between 100-300 metres.

Connecting

- Introduction of a fine grain local street network – providing connections to Dundas St. W., Richie Ave., Herman Ave. and protecting for a future connection to be provided to Bloor St. W. if the school property is to be redeveloped;
- The area pedestrian network has good connectivity, with sidewalks generally provided on both sides of streets in the vicinity of the site; and
- Good connections are available to key destinations, such as Dundas West Station, Bloor GO station and retail uses in the vicinity of the site.

Accessible

- Provision of accessible accesses to the buildings and retail units provided on the Site;
- Depressed curbs and tactile walking surface indicators are generally provided at intersections in the vicinity of the Site. Any new intersections and driveways will be designed to meet the current accessibility guidelines.

10.0 CYCLING TRAVEL ASSESSMENT

10.1 EXISTING CYCLING CONTEXT

The Site is located adjacent to a number of bicycle connections in the vicinity of the Site including the West Toronto Railpath. This significant multi-use trail in the western portion of Toronto currently extends from Dupont Street to the north and Dundas Street West in the south. Access to the Bloor West GO/UPX station is also provided from the West Toronto Railpath.

There are bicycle lanes on both sides of Roncesvalles Avenue for a short segment between Dundas Street West and Hewitt Avenue and along Bloor Street West between Dawes Road to Lansdowne Avenue and from just east of Dundas Street West (under the rail corridor) to Runnymede Road.

Notwithstanding the above, much of the existing on-street cycling infrastructure currently exists for short portions of streets and often, does not provide connections o other cycling facilities in the vicinity of the Site. There are a number of bicycle sharing locations within the vicinity of the Site and in close proximity to the two existing transit stations.

10.2 FUTURE CYCLING CONTEXT

As noted in **Section 3.0**, there are a number of enhancements that are incorporated as part of the Master Plan and the surrounding area. These key enhancements include:

- proposed on-street bicycle lanes along Bloor St. W. between Lansdowne Ave and Dundas St. W. adjacent to the Site;
- proposed on-street bicycle lanes along Lansdowne Ave. between Rideau Ave. and Queen St. W.;
- proposed on-street bicycle lanes to replace shared roadways (sharrows) along Rideau Avenue,
- proposed extension to the West Toronto Railpath south from Dundas Street West to Sudbury Street;
- proposed quiet street route along Wallace Avenue between Lansdowne Avenue and the West Toronto Railpath.

10.3 FORECAST CYCLING VOLUMES

As discussed in **Section 7.0**, the Site is projected to generate in the order of 95, 70, and 70 bicycle trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively. A summary table is provided within **Table 17.**

TABLE 17 CYCLING TRIP SUMMARY

	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Residential Cycling Trips	15	80	95	45	25	70	35	35	70
Office Cycling Trips	0	0	0	0	0	0	0	0	0
Total	**15**	**80**	**95**	**45**	**25**	**70**	**35**	**35**	**70**

Notes:
1. Trips rounded to the nearest 5 vehicles.

10.4 ASSESSMENT CRITERIA

BA Group has undertaken a general review of the cycling infrastructure provided on the development site and within its vicinity. The review considered the following assessment criteria:

Bicycle Parking:

- The site must have an adequate bicycle parking supply, inclusive of short-term bicycle parking that is located in highly visible and publicly accessible locations.

Sharing:

- Bike Share Toronto facilities can be conveniently located on-site or in close proximity; it is preferable if bike sharing stations are located adjacent higher-order transit stations.

Connecting:

- It is beneficial if the site is well-connected as part of the City of Toronto's cycling network via infrastructure that is safe, convenient, and has high capacity.

Support:

- Bicycle repair stations provided on-site are an amenity that adds convenience to local cycling.

10.5 EVALUATION RESULTS

An assessment of the existing cycling network was conducted based upon the criteria established in the previous section and based upon the assessment, specific improvements have been identified. A summary of the key findings of the cycling assessment is provided below:

Parking

- The proposed bicycle parking provision satisfies the Zoning By-law bicycle parking requirements;
- Good access to the bicycle parking facilities will be provided, utilizing dedicated bicycle parking elevators to access above- and below-grade parking spaces.

Sharing

- A number of existing bike share stations are located in the vicinity of the site, within a 500 m radius from the site there are six Toronto bike Share locations that have approximately 69 bicycles.
- It is proposed to provide a contribution to additional bicycle share facilities as part of the proposed Site.

Support

- Bicycle repair stations will be provided on-site. Details regarding repair station specifications and the location of the repair stations within the site plan will be provided at the Site Plan Control application (SPA) stage of the development.

Connecting

- New fine-grade street network also contains on-street cycling facilities that adds to the cycling network
- The City should consider extending the West Toronto Railpath to the north and south to increase the connectivity in in the west end of the City.
- The site is well connected to the City of Toronto's cycling network, most notably via the on-street protected bicycle lanes recently installed as part of the Bloor Street West bike lane extension north of the Site.
- Other bicycle infrastructure in the vicinity of the site includes a cycle track along the West Toronto Railpath, north east of the Site, which provides north-south connections.

11.1 EXISTING TRAFFIC VOLUMES

Existing vehicular traffic volumes at the area intersections are based on traffic count information collected by or on behalf of BA Group as summarized in **Table 18**. Peak hour traffic volumes have been adopted at each area intersection and traffic volumes on the area street network have been balanced to maintain consistency through the network. Traffic counts are attached in **Appendix D.**

It is noteworthy, that due to the ongoing streetcar track reconstruction work occurring at the Dundas West Station between April 11th, 2022 – June 17th 2022, the Bloor Street West / Dundas Street West intersection traffic counts southbound and northbound surveyed at the time of study, in our opinion these counts do not accurately represent existing baseline conditions. As such, BA Group adopted earlier count information obtained in November 2017 and June 2021 to ensure the traffic analysis represents typical traffic activity levels. Northbound, southbound, and westbound right volumes from the June 2021 City of Toronto data were conservatively applied at the Bloor Street West / Dundas Street West intersection, and volumes were carried through along the corridor using November 2017 data.

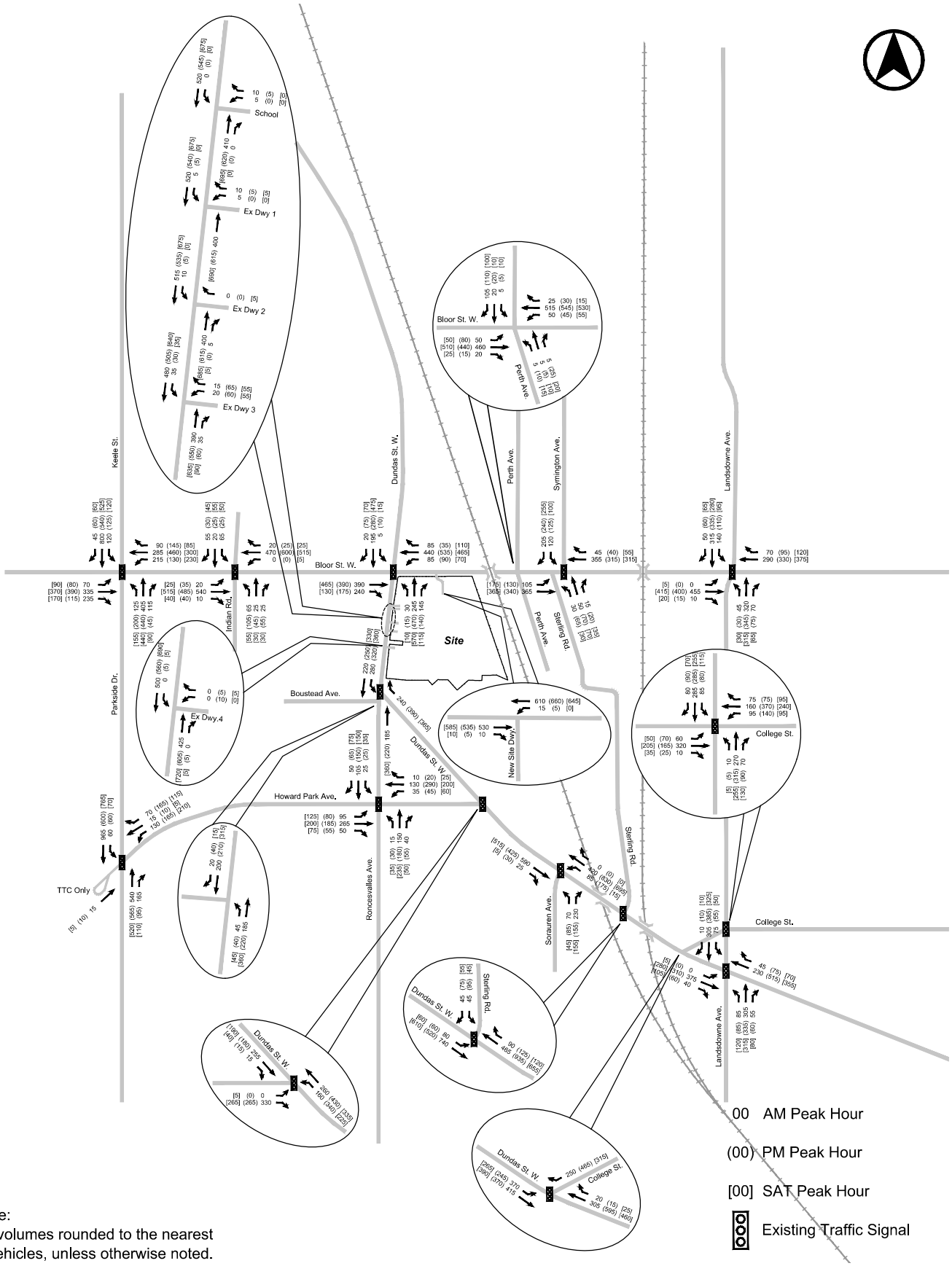
Existing traffic volumes during the weekday morning, weekday afternoon, and Saturday peak hours, adopted for the analyses at the study area intersections, are illustrated in **Figure 22**.

TABLE 18 DATA COLLECTION SUMMARY

Intersection	Peak Hour	Source	Date
Bloor Street West / Bishop Marrocco – Thomas Merton Catholic School Access (1515 Bloor Street West)	08:30 – 09:30 (16:45 – 17:45) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Bloor Street West / Indian Road	08:15 – 09:15 (16:30 – 17:30) [12:15 – 13:15]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Bloor Street West / Keele Street - Parkside Drive	08:15 – 09:15 (17:00 – 18:00) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Bloor Street West / Lansdowne Avenue	08:00 – 09:00 (16:00 – 17:00) [13:30 – 14:30]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Bloor Street West / Perth Avenue	08:30 – 09:30 (17:00 – 18:00) [12:00 – 13:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Bloor Street West / Symington Avenue – Sterling Road	08:30 – 09:30 (17:00 – 18:00) [12:00 – 13:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
College Street / Lansdowne Avenue	08:00 – 09:00 (16:00 – 17:00) [13:15 – 14:15]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / 2252 Dundas Street West (Parking Access)	08:00 – 09:00 (16:45 – 17:45) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Bishop Marrocco – Thomas Merton Catholic School Access	08:15 – 09:15 (16:30 – 17:30) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Continue to Next Page			
Dundas Street West / Bloor Street West	08:15 – 09:15 (16:45 – 17:45) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022

Intersection	Peak Hour	Source	Date
Dundas Street West / College Street – St. Helens Avenue	08:00 – 09:00 (16:45 – 17:45) [13:15 – 14:15]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Howard Park Avenue – Lynd Avenue	08:00 – 09:00 (16:00 – 17:00) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Kal Tire Entrance (2288 Dundas Street West)	08:15 – 09:15 (16:00 – 17:00) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Kal Tire Exit (2288 Dundas Street West)	08:15- 09:15 (16:30 – 17:30) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Lansdowne Avenue	08:00 – 09:00 (17:00 – 18:00) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Loblaws Plaza Access	08:15- 09:15 (16:30 – 17:30) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Roncesvalles Avenue	08:00 – 09:00 (16:00 – 17:00) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Sorauren Avenue	08:00 – 09:00 (16:45 – 17:45) [13:00 – 14:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Dundas Street West / Sterling Road	08:00 – 09:00 (16:45 – 17:45) [13:15 – 14:15]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Parkside Drive / Hoard Park Avenue	08:15 - 09:15 (16:45 – 17:45) [13:15 – 14:15]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Roncesvalles Avenue / Boustead Avenue	08:30 – 09:30 (17:00 – 18:00) [12:00 – 13:00]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022
Roncesvalles Avenue / Howard Park Avenue	08:30 – 09:30 (17:00 – 18:00) [12:45 – 13:45]	Spectrum	Tuesday, June 14, 2022 Saturday, June 11, 2022

Notes:
1. xx (xx) [xx] – AM (PM) [SAT]



Note:
All volumes rounded to the nearest 5 vehicles, unless otherwise noted.

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FIGURE 22 EXISTING VEHICULAR TRAFFIC VOLUMES

11.2 BACKGROUND TRAFFIC VOLUMES

Traffic growth in the Site vicinity has been considered based upon an evaluation of traffic volume changes related to:

- Specific area development traffic (i.e. background development traffic); and,
- General corridor growth on the area arterial roads (i.e. Bloor Street West, Dundas Street West, Lansdowne Avenue, and Keele Street / Parkside Avenue).

11.2.1 General Corridor Growth

Weekday and weekend (Saturday) street peak hour traffic volume trends at the intersections of Bloor Street West / Keele Street / Parkside Avenue, Bloor Street West / Dundas Street West, and Bloor Street West / Lansdowne Avenue have been reviewed using historic traffic count information obtained between 2012 and 2017 to provide information regarding:

- How traffic volumes along these corridors have changed on a sustained basis over recent years during the weekday and Saturday street peak hours; and,
- Appropriate allowances for future general corridor growth along these streets.

The review of the historical intersection traffic data indicates that there has been some sustained growth in traffic levels along these corridors – in the order of 2 to 3 percent per annum along Bloor Street West westbound and 5 percent and 0.5 percent per annum along Dundas Street West during the morning and afternoon peak hours, respectively. Given that the site specific background development growth allowance is equivalent or greater than this per annum growth, the corridor growth is reflected within the background development traffic allowance. During the weekday morning peak hour, however, the projected corridor growth is higher than the traffic allowance and the balance was applied as corridor growth.

Given the reduction of lanes on Bloor Street West, no corridor growth factor was applied to volumes along that corridor. Background development traffic was still applied. Additionally, given the uncertainty in traffic patterns through and after the pandemic, it was assumed that growth from 2022 volumes would follow a similar pattern as pre-pandemic levels.

Corridor growth analysis details are attached in **Appendix E.**

11.2.2 Site Specific Background Developments

A comprehensive series of traffic allowances have been made within the analysis to account for traffic generated by new area developments that are anticipated to be completed prior to, or at the same time as, the proposed mixed-use development. Specific allowances (if applicable) were made for traffic generated by seventeen (17) other developments in the area that have either been approved and are not, as of yet, occupied or are being actively reviewed by the City.

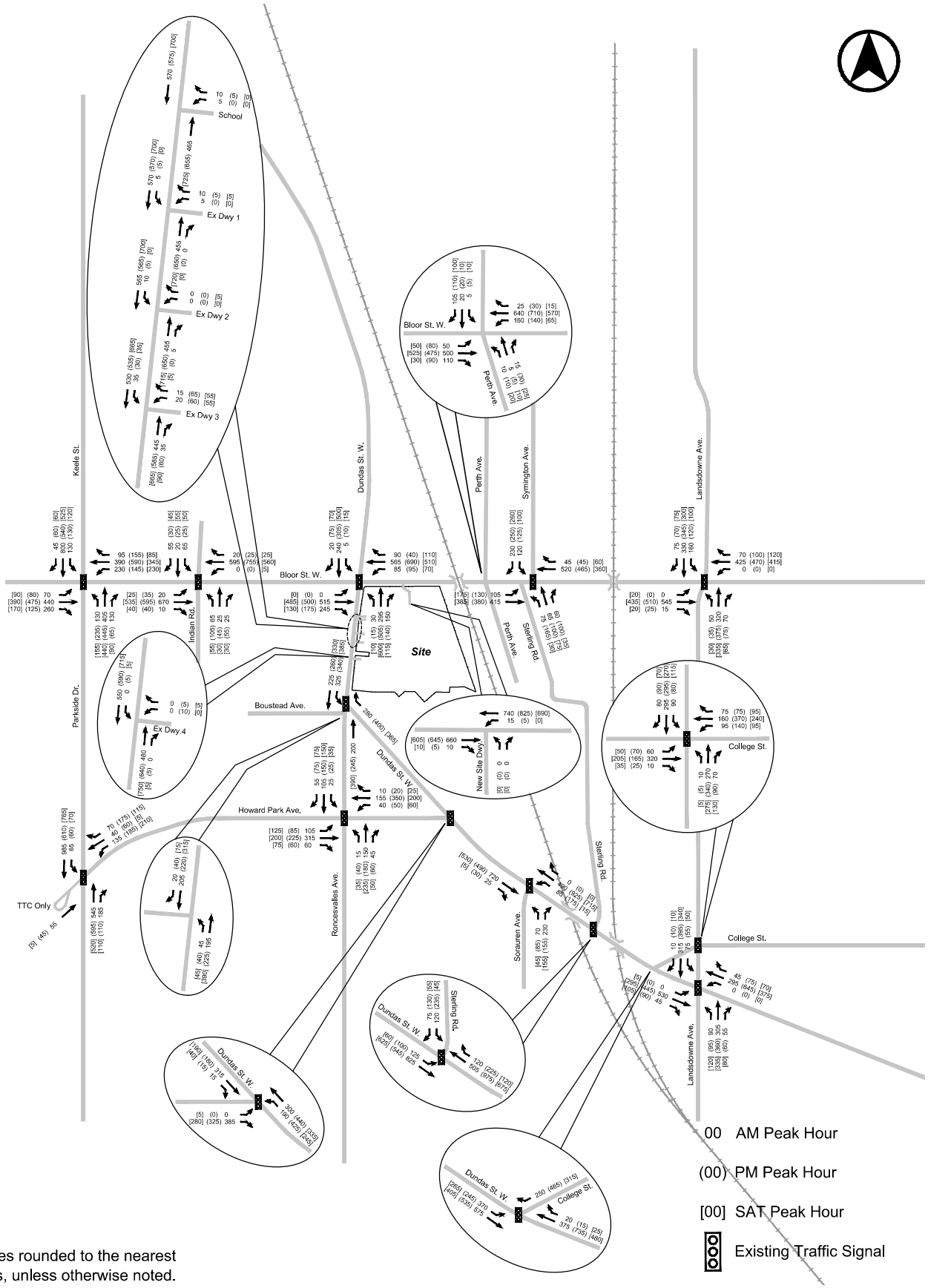
Adopted site-specific background development vehicular traffic allowances for these developments (reflecting in the order of 7,112 new residential units and 78,546 m^2 GFA of non-residential uses) are summarized in **Table 19.**

TABLE 19 AREA BACKGROUND DEVELOPMENTS

Development Location	Development Statistics	Source
1439 Bloor St W	169 res units	GHD, August 2018
2115-2117 Bloor St W	43 res units, 1747 m^2 retail	BA Group, February 2015
2265 - 2279 Bloor St W	83 res units, 1299 m^2 retail	BA Group, November 2013
2376 Dundas St W	393 res units, 566 m^2 retail	Same assumptions of this report is used
2639 Dundas St W	110 res units	LEA, November 2017
2706-2730 Dundas St W	173 res units	LEA, July 2017
1245 Dupont St	3416 res units, 29,910m^2 retail, 6350m^2 office	BA Group, September 2016
248 High park Ave	77 res units	LEA, February 2015
640 Landsdowne Ave	215 res units, 1,281m^2 retail	BA Group, August 2012
422 RoncesvallesAve	93 res units, 540m^2 retail	Cole, May 2017
158 Sterling Rd	169 res units, 23,399m^2 retail, 709m^2 daycare	Poulos Chung, April 2017
386-934 Symington Ave	372 res units	NexTrans. September 2015
55-77 Wade Ave	222m^2 retail, 11400m^2 office	LEA, December 2017
High Park Village	1031 res units, 1345m^2 retail	BA Group, December 2016
Minto High Park	768 res units	BA Group, February 2017
Total New Residential Units	**7,112 units**	
Total New Non-Residential Use GFA	**78,546 m^2**	

11.2.3 Future Background Traffic Volumes

Future background traffic volumes have been established for the weekday morning, weekday afternoon and weekend (Saturday) peak hours as the sum of existing traffic volumes, general corridor growth allowances and specific area development traffic allowances. The future background traffic volumes are illustrated in **Figure 23**.



Note:
All volumes rounded to the nearest 5 vehicles, unless otherwise noted.

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FIGURE 23 FUTURE BACKGROUND TRAFFIC VOLUMES

11.3 SITE TRAFFIC VOLUMES

11.3.1 Existing Site Volumes

The Site is currently occupied by retail and office uses, and includes: Coffee Time, Pizza Nova, LCBO, Loblaw's, auto shop, office building, and a number of street level convenience retail and services stores. The retail and commercial uses are serviced by four (4) all-movement unsignalized STOP controlled Site driveways connecting onto Dundas Street West.

Based on traffic counts conducted by BA Group in June 2022, the existing Site generates in the order of 140, 265 and 265 two-way vehicle trips during the weekday morning, weekday afternoon and Saturday peak hours as summarized in **Table 20**.

TABLE 20 EXISTING SITE TRAFFIC

	Inbound	Outbound	Two-Way
Existing Site	90 (110) [140]	50 (145) [125]	140 (265) [265]

Notes:
1. xx (xx) [xx] – AM (PM) [SAT]
2. Vehicle trips rounded to the nearest 5 trips

11.3.2 Proposed Site Traffic

Multi-modal travel forecast for the proposed Site are summarized in **Section 7.0**. The resultant net new vehicular Site traffic is summarized by land use in **Table 21**. As noted in **Section 7.0**, given the fact that the retail GFA is generally consistent with the existing retail uses provided on the site it is proposed that no additional traffic volumes are forecasted for these uses.

TABLE 21 PROPOSED SITE NET NEW VEHICLE TRAFFIC VOLUMES

Uses	Inbound	Outbound	Two-Way
Residential	45 (180) [60]	240 (95) [65]	285 (275) [125]
Office	35 (5) [5]	5 (30) [5]	40 (35) [10]
Retail	Allowances captured in the Existing Traffic Counts to be retained		
Total	**80 (185) [65]**	**245 (125) [70]**	**325 (310) [135]**

Notes:
1. xx (xx) [xx] – AM (PM) [SAT]

11.3.3 Trip Distribution & Assignment

Residential Uses

The residential travel patterns for the site generated traffic have been developed based upon a review of the weekday peak period vehicular traffic patterns derived using 2016 TTS data for the 2006 Traffic Zones 106, 107, 114-116 (the area generally bounded by Dupont Street in the north, the Barrie rail corridor and Brock Avenue in the east, College Street and High Park Boulevard in the south, and Keele Street / Parkside Avenue in the west). Detailed TTS queries are attached in **Appendix F**.

The distribution of the inbound and outbound residential site traffic adopted for this analysis is summarized in **Table 22**. New residential site traffic have been assigned to the area street network based on the above distribution and is illustrated in **Figure 24**.

Office Uses

The office travel patterns for the site generated traffic have been developed based upon a review of the weekday peak period vehicular traffic patterns derived using 2016 TTS data for the 2006 Traffic Zones 106, 107, 114-116 (the area generally bounded by Dupont Street in the north, the Barrie rail corridor and Brock Avenue in the east, College Street and High Park Boulevard in the south, and Keele Street / Parkside Avenue in the west). Detailed TTS queries are attached in **Appendix F.**

The distribution of the inbound and outbound office site traffic adopted for this analysis is summarized in **Table 23**. Net new office site traffic have been assigned to the area street network based on the above distribution and is illustrated in **Figure 25.**

11.3.4 Net New Site Traffic

Net new site traffic volumes have been established based on the new residential and office site traffic minus the existing site traffic and are illustrated in **Figure 26.**

11.4 FUTURE TOTAL TRAFFIC VOLUMES

Future total traffic volumes represent the sum of the future total background traffic volumes and the net new site traffic volumes which are represented in **Figure 27**.

TABLE 22 RESIDENTIAL SITE TRAFFIC DISTRIBUTION

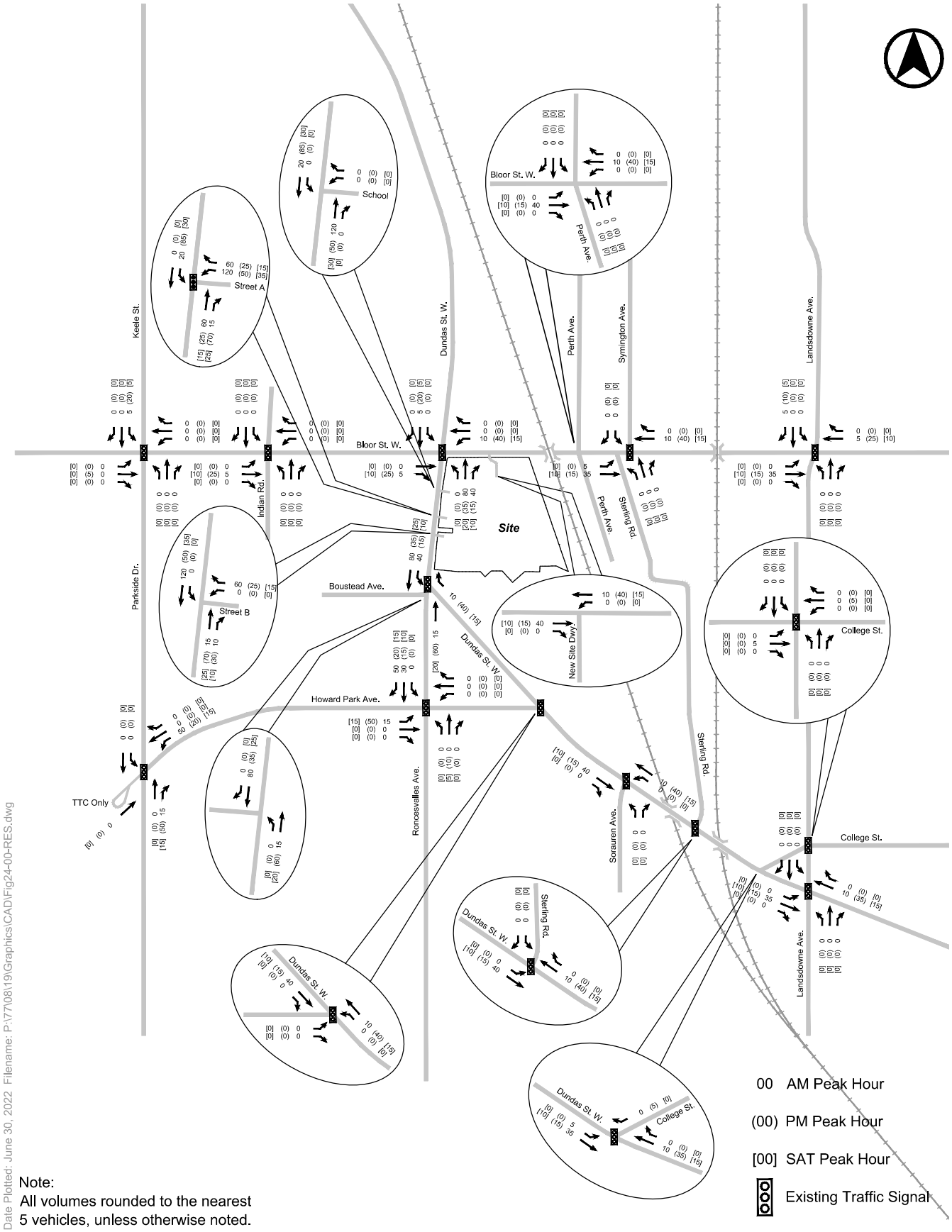
Route	Inbound	Outbound
To / From North on Keele Street	10%	0%
To / From South on Parkside Drive	28%	24%
To / From South on Roncesvalles Avenue	4%	12%
To / From North on Symmington Avenue	0%	2%
To / From North on Dundas Street West	11%	32%
To / From East on Dundas Street West	18%	13%
To / From East on College Street	4%	2%
To / From West on Bloor Street West	4%	0%
To / From East on Bloor Street West	15%	15%
To / From North on Lansdowne Avenue	6%	1%
To / From South on Lansdowne Avenue	0%	1%

Notes:
1. Based on afternoon peak period residential inbound trips
2. Based on morning peak period residential outbound trips
3. 2006 GTA Traffic Zones 106, 107, 114-116

TABLE 23 OFFICE SITE TRAFFIC DISTRIBUTION

Route	Inbound	Outbound
To / From North on Keele Street	24%	3%
To / From South on Keele Street	24%	26%
To / From South on Roncesvalles Avenue	0%	12%
To / From North on Dundas Street West	17%	36%
To / From East on Dundas Street West	8%	6%
To / From East on College Street	0%	1%
To / From West on Bloor Street West	9%	0%
To / From East on Bloor Street West	7%	4%
To / From North on Lansdowne Avenue	11%	12%
To / From South on Lansdowne Avenue	0%	0%

Notes:
1. Based on afternoon peak period residential inbound trips
2. Based on morning peak period residential outbound trips
3. 2006 GTA Traffic Zones 106, 107, 114-116



Note:
All volumes rounded to the nearest 5 vehicles, unless otherwise noted.

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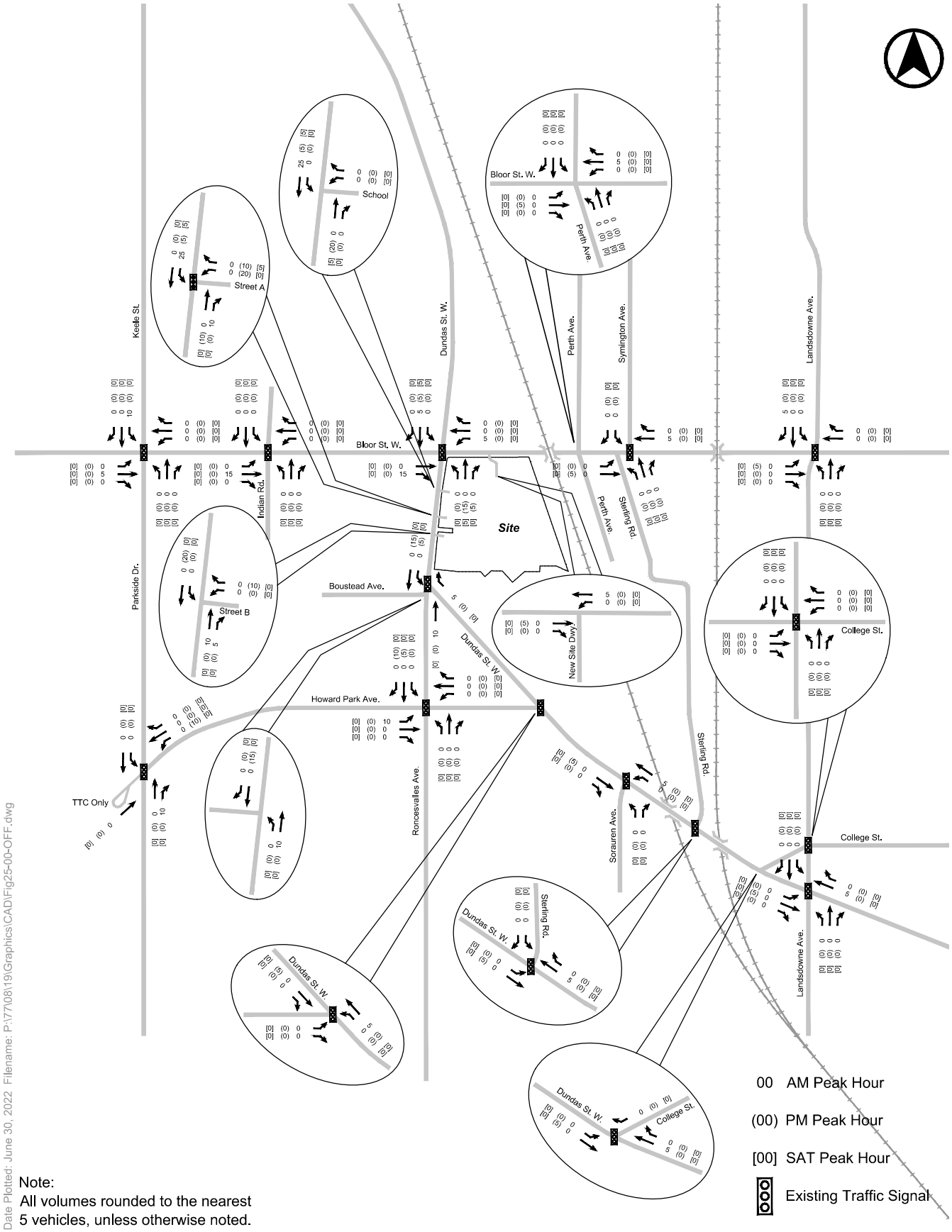
FIGURE 24 RESIDENTIAL SITE TRAFFIC VOLUMES



Note:
All volumes rounded to the nearest 5 vehicles, unless otherwise noted.

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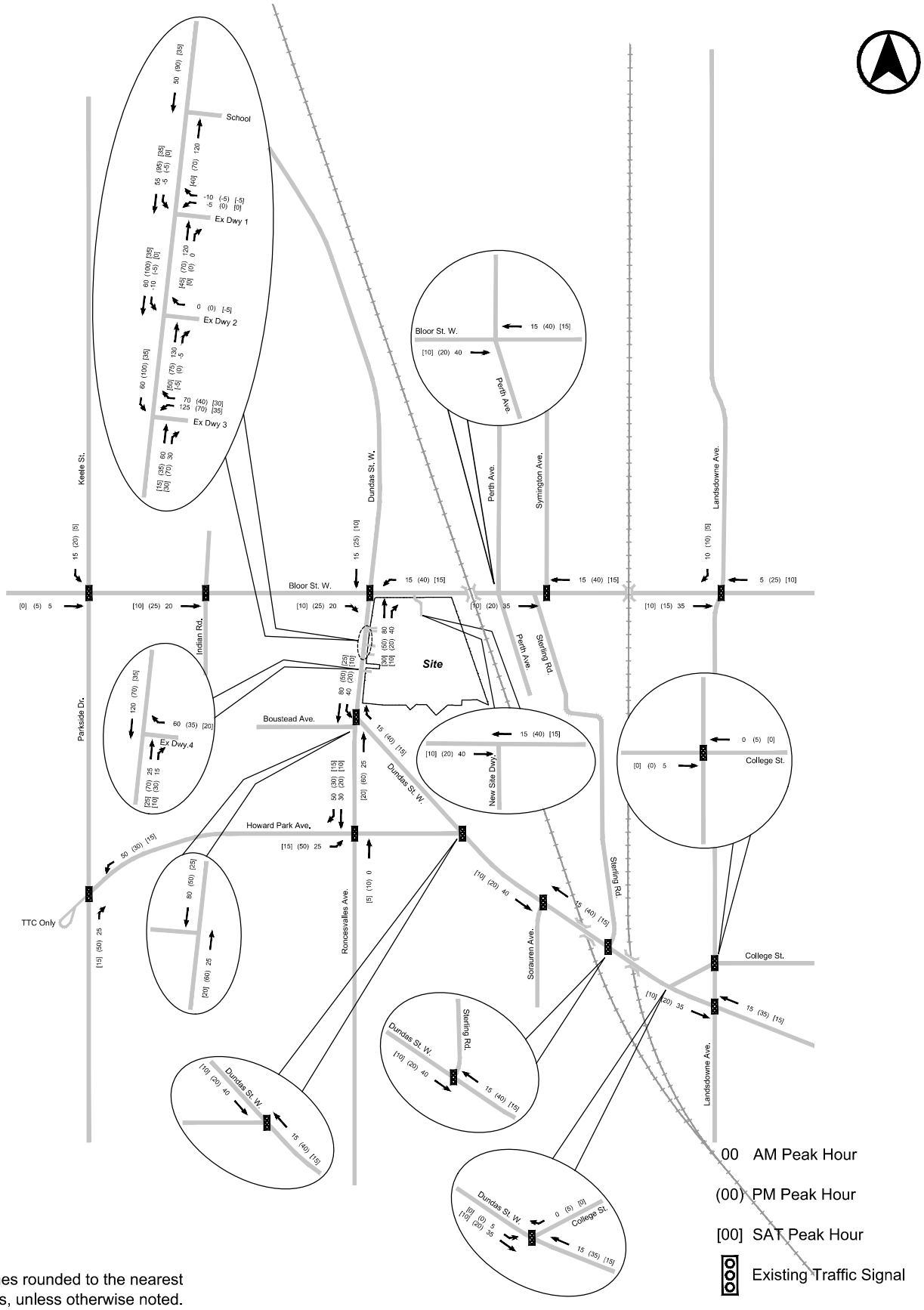
FIGURE 25 OFFICE SITE TRAFFIC VOLUMES



Note:
All volumes rounded to the nearest 5 vehicles, unless otherwise noted.

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FIGURE 26 SITE TRAFFIC VOLUMES

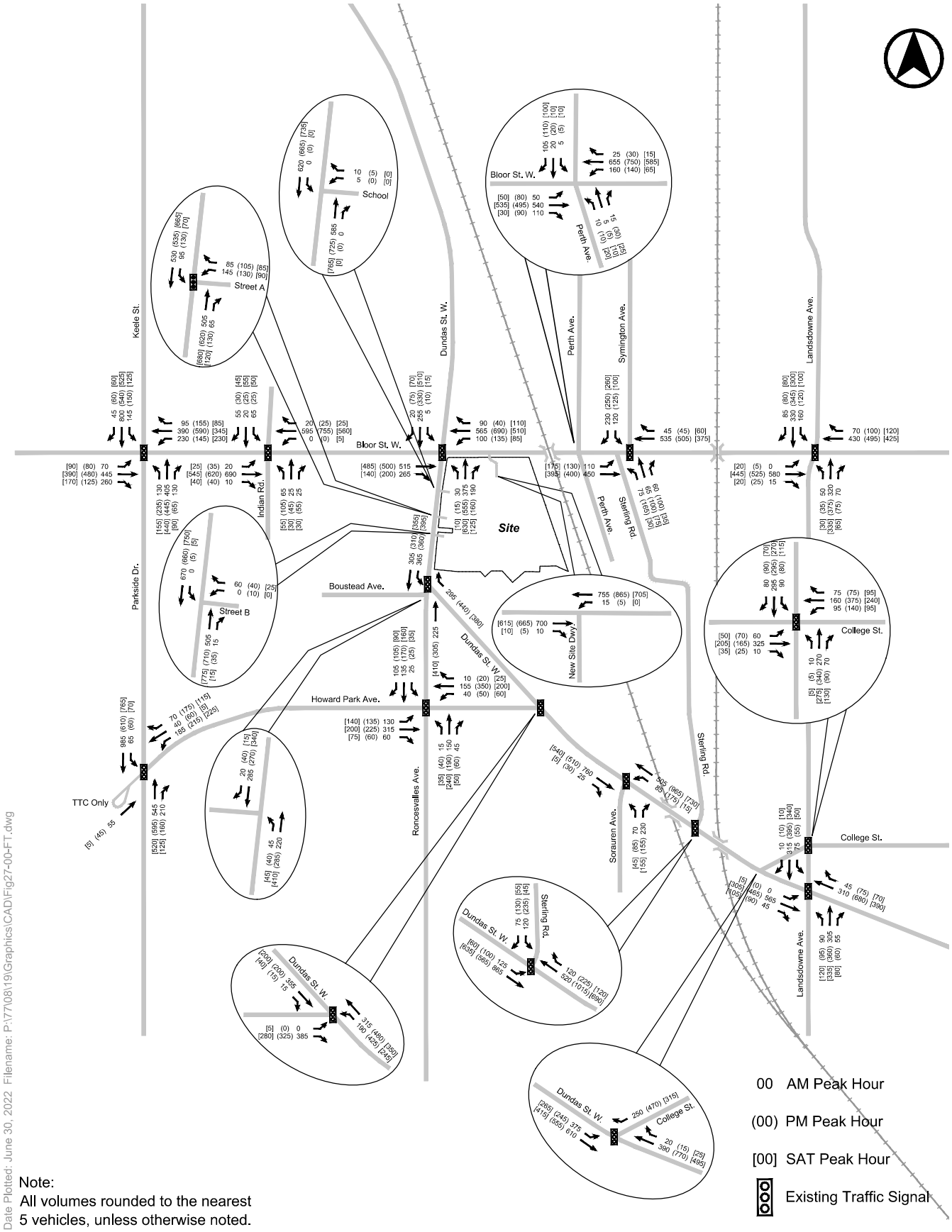

FIGURE 27 FUTURE TOTAL TRAFFIC VOLUMES

12.0 VEHICULAR TRAFFIC OPERATIONS ANALYSIS

The following section provides an assessment of existing and future traffic operation conditions on the area road system considering, for the future, the development of the proposed Site as planned. Analyses have been undertaken at the intersections within the study area and are based upon the existing and forecast future traffic volumes.

12.1 METHODOLOGY

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures as follows.

Signalized Intersection Methodology
Analyses undertaken at intersections operating under traffic signal control have been undertaken using the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000, and in accordance with the City's guidelines for analyses undertaken using the Synchro 9.0 software. The product of the signalized intersection evaluation is an intersection performance index (volume to capacity ratio or v/c), where a v/c index of 1.00 indicates 'at or near capacity' conditions.

Unsignalized Intersection Methodology
Unsignalized intersection analyses have been carried out using standard capacity procedures for intersections operating under "Two-way" and "All-Way" STOP control and in accordance with the methodologies outlined in the Highway Capacity Manual (HCM) 2000.

The product of these analyses is a level of service (LOS) designation, ranging from LOS of A to F; which provides a relative indication of the level of delay experienced by motorists completing a turning manoeuvre at an intersection. LOS A represents conditions under which motorists would experience little delay and LOS F reflects conditions where more extended delays can be expected.

12.2 NETWORK WIDE PARAMETERS

Existing signal timings, phasing plans, and cycle lengths were obtained from the City of Toronto. These parameters were maintained during the analysis of existing and future conditions. Existing signal timings adopted as the basis for the traffic operations analyses are provided in **Appendix G**.

Heavy Vehicle Assumptions
Heavy and medium truck percentages incorporated into the analysis were based upon information provided in the existing intersection turning movement counts.

Bicycle Conflicts
The number of conflicting bicycle volume during the peak hour on each approach was input into the analysis based upon information provided in the existing intersection turning movement counts. This parameter reduces the vehicular saturation flow of each approaches' respective right turn movements.

Saturation Flow Assumptions
The City of Toronto Guidelines for using Synchro 11 (including Simtraffic 11), dated January 15, 2021, specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for unsignalized intersections.

Based on observed existing queues and operating conditions at the area study intersections, the Intersection of Bloor/Dundas was treated as CBD (central business district) intersections within Synchro, which reduces the effective base saturation flow rate to approximately 1,700 pcphgp.

Lost Time Adjustments

The City of Toronto Guidelines for using Synchro 11 (including Simtraffic 11), dated January 15, 2021, specify a base lost time adjustment factor of -1.0 seconds (i.e. a total loss time per phase equal to the amber plus all-red time minus 1 second). This default value was adopted in the analysis.

Peak Hour Factor

The City of Toronto Guidelines for using Synchro 11 (including Simtraffic 11), January 15, 2021, specifies that default peak hour factors should be used except where site specific values can be calculated from existing traffic count information. These guidelines specify that a default peak hour factor of 0.90 should be used for through and left turn movements during the morning peak hour; and 0.95 for the through movements and 0.90 for the left turn movements during the afternoon peak hour.

For all intersections, peak hour factors were calculated based on the existing traffic volume data extracted from the traffic counts utilized in this study for the operations analysis. The adopted peak hour factors are summarized in **Table 24**.

TABLE 24 PEAK HOUR FACTOR SUMMARY

Intersection	Weekday AM	Weekday PM	Weekend (Sat)
Dundas St W / Bloor St W	0.94	0.94	0.98
Dundas St W / Roncesvalles Ave	0.99	0.92	0.92
Roncesvalles Ave / Boustead Ave	0.91	0.84	0.88
Roncesvalles Ave / Howard Park Ave	0.96	0.86	0.94
Dundas St W / Howard Park Ave / Lynd Ave	0.94	0.94	0.97
Dundas St W / Sorauren Ave	0.96	0.93	0.94
Dundas St W / Sterling Rd	0.97	0.96	0.95
Dundas St W / College St / St. Helens Ave	0.95	0.96	0.94
Dundas St W / Lansdowne Ave	0.91	0.91	0.96
Lansdowne Ave / College St	0.98	0.98	0.89
Lansdowne Ave / Bloor St W	0.97	0.95	0.96
Symington Ave / Bloor St W / Sterling Ave	0.95	0.96	0.94
Perth Ave / Bloor St W	0.96	0.95	0.93
Indian Rd / Bloor St W	0.92	0.94	0.95
Keele St / Bloor St W	0.97	0.98	0.99
Parkside Dr / Howard Park Ave	0.95	0.99	0.95
Bloor St W / New Site Dwy	0.90	0.90 lefts, 0.95 other	0.90 lefts, 0.95 other
Dundas St W / Ex Site Dwys	0.90	0.90 lefts, 0.95 other	0.90 lefts, 0.95 other

Road Network
The existing road network configuration was assumed for this analysis. Under future conditions, the analyses reflect the provision of exclusive TTC streetcar lanes along Dundas Street for the segment adjacent to the Site up to Dundas Subway Station in addition to two through lanes and an exclusive right turn lane for the northbound approach.

12.3 MODEL CALIBRATION

12.3.1 Saturation Flow Adjustment – Transit Blockage

TTC streetcars along the Dundas Street West, Roncesvalles Avenue, College Street, and Howard Park Avenue corridors operate within the center lanes and are generally mixed with regular traffic and require vehicles traveling along the adjacent lanes to yield to boarding and alighting passengers. Similarly, TTC bus operations along study area corridors serve passengers in the curb lane without a bus bay. This boarding and alighting process impede traffic flow in the curbside lanes during the portion of time when the traffic signal is in the green phase at the signalized intersections.

For the purposes of this analysis, saturation flow adjustments (reductions) have been calculated based on the methodologies outlined in the Canadian Capacity Guide (CCG) to account for blockages of through traffic during transit stops using ridership information provided by the TTC for the transit stops within the study area.

The adopted transit saturation flow reduction factors at the area signalized intersections by approach are summarized in **Table 25.** Application of the above reduction ratios to the base ideal saturation flow rate of 1,900 pcphgpl results in the adjusted base ideal saturation flow rates for each approach summarized in **Table 26.**

TABLE 25 TRANSIT SATURATION FLOW REDUCTION FACTORS

Intersection / Movements	Northbound	Southbound	Eastbound	Westbound
Dundas St W / Bloor St W	0.92 (0.90)	-	-	-
Dundas St W / Roncesvalles Ave	0.94 (0.92)	0.98 (0.97)	0.96 (0.97)	0.98 (0.97)
Dundas St W / Howard Park Ave	0.98 (0.98)	0.96 (0.96)	0.97 (0.98)	0.95 (0.92)
Dundas St W / Sorauren Ave	-	-	0.93 (0.96)	0.97 (0.95)
Dundas St W / Sterling Rd	-	-	0.96 (0.97)	0.98 (0.96)
Dundas St W / Lansdowne Ave	0.95 (0.95)	0.95 (0.95)	0.94 (0.96)	0.96 (0.93)
College St / Lansdowne Ave	0.93 (0.94)	0.92 (0.97)	0.92 (0.97)	0.94 (0.91)
Roncesvalles Ave / Howard Park Ave	0.95 (0.93)	0.96 (0.92)	0.94 (0.97)	0.97 (0.95)
Parkside Ave / Howard Park Ave	0.99 (0.98)	0.98 (0.98)	0.97 (0.99)	0.98 (0.98)
Dundas St W / Annette St	0.94 (0.94)	0.94 (0.96)	-	-
Bloor St W / Keele St	0.99 (0.99)	0.99 (0.99)	-	-
Bloor St W / Symington Ave	-	0.96 (0.96)	-	-
Bloor St W / Lansdowne Ave	0.94 (0.93)	0.96 (0.98)	-	-

Notes:
1. xx (xx) – AM Peak Hour (PM Peak Hour)

TABLE 26 TRANSIT ADJUSTED SATURATION FLOW RATES

Intersection / Movements	Northbound	Southbound	Eastbound	Westbound
Dundas St W / Bloor St W	1748 (1710) [1729]	-	-	-
Dundas St W / Roncesvalles Ave	1786 (1748) [1767]	1862 (1843) [1853]	1824 (1843) [1834]	1862 (1843) [1853]
Dundas St W / Howard Park Ave	1862 (1862) [1862]	1824 (1824) [1824]	1843 (1862) [1853]	1805 (1748) [1777]
Dundas St W / Sorauren Ave	-	-	1767 (1824) [1796]	1843 (1805) [1824]
Dundas St W / Sterling Rd	-	-	1824 (1843) [1834]	1862 (1824) [1843]
Dundas St W / Lansdowne Ave	1805 (1805) [1805]	1805 (1805) [1805]	1786 (1824) [1805]	1824 (1767) [1796]
College St / Lansdowne Ave	1767 (1786) [1777]	1748 (1843) [1796]	1748 (1843) [1796]	1786 (1729) [1756]
Roncesvalles Ave / Howard Park Ave	1805 (1767) [1786]	1824 (1748) [1786]	1786 (1843) [1796]	1843 (1805) [1824]
Parkside Ave / Howard Park Ave	1881 (1862) [1872]	1862 (1862) [1862]	1843 (1881) [1862]	1862 (1862) [1862]
Dundas St W / Annette St	1786 (1786) [1786]	1786 (1824) [1805]	-	-
Bloor St W / Keele St	1881 (1881) [1881]	1881 (1881) [1881]	-	-
Bloor St W / Symington Ave	-	1824 (1824) [1824]	-	-
Bloor St W / Lansdowne Ave	1786 (1767) [1777]	1824 (1862) [1843]	-	-

Notes:
1. xx (xx) – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]
2. SAT values are based on an average of AM and PM factors since boarding/alighting data was not available for weekends

It is noteworthy, that for the analysis, pre-pandemic transit volumes were used in order to best reflect transit ridership levels during post-pandemic conditions. This assessment was taken as a conservative approach to eliminate associated regulations and services during the pandemic along with, transit volumes being higher during pre-pandemic times compared to recent data.

12.3.2 Queue Studies

BA Group has conducted a queue study for the northbound approach at the Bloor Street West / Dundas Street West intersection on Thursday, November 9, 2017 and Saturday, November 11, 2017. The lane utilization parameter was adjusted to calibrate the resultant model 50th and 95th percentile queues to be in the range of the observed vehicle queue, assuming each vehicle plus gaps before and after the vehicle is approximately 7.0 meters. The observed and modeled queues and the resultant lane utilization calibration used in the Synchro analyses are summarized in **Table 27.** Queue study details are attached in **Appendix H**.

TABLE 27 BLOOR / DUNDAS NORTHBOUND QUEUE CALIBRATION

Lane	Observed		Model		Lane Utilization
	50th Percentile	95th	50th	95th	
Through (left)	21 (77) [35]	49 (112) [56]	47 (107) [49]	76 (153) [71]	0.70 (0.85) [0.67]
Through (center)	49 (147) [56]	98 (168) [112]			
Right (curb)	14 (14) [14]	43 (35) [28]	15 (3) [12]	37 (17) [25]	1.00 (1.00) [1.00]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]
2. All values in meters

It is noteworthy, that November 2017 queue studies were used for this analysis given the fact that construction was occurring at this intersection in June 2022 queue studies were not able to be conducted. Moreover, no queue studies were conducted for the June 2021 traffic data obtained from City of Toronto, as no video footage was available for this traffic count.

12.3.3 Vehicle Delay Calibration – Bloor Street West / Perth Avenue

BA Group has conducted a delay study for the northbound and southbound movements at Bloor Street West / Perth Avenue on Tuesday, June 14th, 2022 and Saturday, June 11, 2022. The critical gap and follow up time values in the Synchro analyses were adjusted to match the reported Synchro 11 delay to the observed average overall delay plus start up time (of 5 seconds). Overall delay observations and resultant calibration factors used in the Synchro analyses are summarized in **Table 28**. Delay study details are attached in **Appendix H**.

TABLE 28 BLOOR STREET WEST / PERTH AVENUE DELAY CALIBRATION

Movement	Observed Control Delay	Model Control Delay	Critical Gap (tC)	Follow Up Time (tF)
NBLR	31 (21) [22]	31.9 (26.1) [21.8]	4.5 (3.0) [5.1]	2.5 (2.0) [3.0]
SBLR	22 (74) [15]	22.9 (75.0) [15.2]	4.7 (5.0) [5.1]	2.8 (2.8) [3.0]

Notes:
1. xx (xx) – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]
2. Values in seconds. Includes an additional 5 seconds to reflect start up delay and to reflect control delay.

12.4 SIGNALIZED INTERSECTIONS ANALYSIS

Overall intersection traffic operations analysis results for the area signalized intersections under existing, future background and future total conditions are summarized in **Table 29**. Detailed capacity analysis reports for all intersections are provided in **Appendix I**.

TABLE 29 SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Intersection	Existing		Future Background		Future Total	
	V/C	Delay	V/C	Delay	V/C	Delay
Dundas St W / Bloor St W [2]	0.63 (0.73) [0.68]	32.4 (17.6) [20.6]	0.79 (0.87) [0.73]	35.3 (25.2) [21.8]	0.83 (0.90) [0.74]	39.4 (30.3) [22.2]
Dundas St W / Roncesvalles Ave	0.30 (0.34) [0.41]	14.7 (14.7) [18.8]	0.35 (0.37) [0.44]	14.7 (14.1) [18.7]	0.39 (0.41) [0.46]	15.0 (13.7) [18.9]
Keele St / Bloor St W	0.62 (0.66) [0.68]	30.9 (28.0) [29.2]	0.67 (0.78) [0.69]	31.2 (32.4) [29.5]	0.67 (0.79) [0.70]	31.3 (32.6) [29.5]
Indian Rd/Indian Cres / Bloor St W	0.46 (0.67) [0.63]	29.0 (38.4) [30.2]	0.52 (0.78) [0.66]	27.0 (36.6) [33.4]	0.52 (0.78) [0.66]	26.2 (35.7) [33.7]
Roncesvalles Ave / Howard Park Ave	0.34 (0.35) [0.45]	18.3 (16.0) [13.9]	0.38 (0.40) [0.45]	19.3 (16.7) [13.9]	0.40 (0.46) [0.46]	19.0 (17.4) [14.0]
Howard Park Ave & Dundas St W	0.32 (0.40) [0.30]	11.1 (9.0) [10.4]	0.44 (0.46) [0.28]	11.9 (9.6) [10.7]	0.47 (0.48) [0.29]	13.6 (9.2) [10.5]
Howard Park Ave & Keele St	0.56 (0.45) [0.73]	14.9 (14.3) [22.5]	0.63 (0.56) [0.73]	15.8 (16.9) [22.5]	0.68 (0.29) [0.73]	17.0 (11.8) [22.5]
Sterling Rd / Symington Ave / Bloor St W[2]	0.60 (0.64) [0.62]	28.2 (33.5) [31.0]	0.81 (0.88) [0.67]	44.7 (47.9) [32.3]	0.82 (0.91) [0.68]	46.2 (50.7) [32.4]
Lansdowne Ave & Bloor St W	0.61 (0.60) [0.45]	24.1 (23.9) [22.0]	0.72 (0.71) [0.49]	25.3 (26.2) [22.4]	0.75 (0.74) [0.50]	25.9 (26.7) [22.5]
Souraren Ave / Dundas St W	0.43 (0.66) [0.34]	16.5 (23.9) [19.6]	0.49 (0.71) [0.35]	17.1 (17.7) [19.7]	0.51 (0.74) [0.35]	15.5 (16.4) [19.8]
College St / Lansdowne Ave	0.46 (0.61) [0.49]	13.9 (17.2) [16.6]	0.47 (0.63) [0.50]	13.8 (16.4) [17.1]	0.47 (0.63) [0.50]	13.8 (15.3) [17.0]
Lansdowne Ave / Dundas St W	0.56 (0.65) [0.49]	22.7 (26.7) [21.8]	0.63 (0.71) [0.48]	22.1 (27.7) [21.7]	0.64 (0.73) [0.49]	22.1 (23.6) [21.7]
Dundas St W / Sterling Rd	0.39 (0.48) [0.32]	7.6 (16.6) [15.2]	0.56 (0.69) [0.33]	14.4 (24.1) [15.5]	0.58 (0.70) [0.33]	15.0 (17.2) [15.6]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]
2. Reflects exclusive streetcar ROW for northbound movement along Dundas Street West between the proposed site driveway to Edna Avenue.
3. 120s CL and EBL advance.

12.4.1 Bloor Street West / Dundas Street West

The capacity analysis results for Bloor Street West / Dundas Street West is summarized **Table 30.**

TABLE 30 INTERSECTION CAPACITY SUMMARY FOR DUNDAS ST W & BLOOR ST W

Movement	Existing		Future Background		Future Total	
	V/C	Delay	V/C	Delay	V/C	Delay
Overall	**0.63 (0.73) [0.68]**	**32.4 (17.6) [20.6]**	**0.79 (0.87) [0.73]**	**35.6 (25.2) [21.8]**	**0.83 (0.90) [0.74]**	**39.4 (30.3) [22.2]**
EBT	0.77 (0.77) [0.78]	51.6 (14.9) [29.3]	0.94 (0.92) [0.79]	67.2 (27.1) [29.3]	0.94 (0.92) [0.80]	66.8 (27.8) [29.7]
EBR	0.58 (0.44) [0.21]	67.6 (3.6) [17.9]	0.56 (0.42) [0.21]	63.3 (3.7) [17.5]	0.63 (0.50) [0.24]	63.3 (5.8) [17.8]
WBL	0.45 (0.58) [0.49]	33.8 (42.9) [22.4]	0.46 (0.66) [0.49]	37.3 (48.3) [22.1]	0.66 (0.88) [0.61]	47.5 (76.5) [27.9]
WBT	0.53 (0.73) [0.78]	18.2 (22.2) [29.3]	0.65 (0.91) [0.83]	15.1 (35.4) [32.3]	0.68 (0.90) [0.84]	17.2 (33.0) [32.8]
WBR	0.18 (0.05) [0.24]	15.8 (12.5) [18.3]	0.19 (0.07) [0.24]	9.7 (11.9) [17.8]	0.20 (0.07) [0.25]	10.8 (11.6) [18.1]
NBT	0.48 (0.67) [0.60]	12.1 (15.3) [16.4]	0.60 (0.75) [0.65]	20.7 (19.1) [18.0]	0.69 (0.83) [0.68]	28.3 (36.0) [18.6]
NBR	0.39 (0.28) [0.23]	29.1 (12.0) [12.0]	0.43 (0.28) [0.24]	26.3 (15.5) [12.6]	0.64 (0.32) [0.26]	56.2 (23.4) [12.9]
SBTR	0.25 (0.40) [0.42]	21.7 (20.1) [12.9]	0.32 (0.44) [0.44]	24.0 (21.6) [13.7]	0.31 (0.47) [0.45]	22.4 (22.5) [13.7]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]

Under existing conditions, the Bloor Street West / Dundas Street West intersection operates well with overall intersection v/c ratios of 0.63, 0.73, and 0.68 during the weekday morning and afternoon and Saturday peak hours, respectively. The intersection operates under busy conditions during the afternoon peak hour, primarily due to high northbound traffic and capacity reduction due to queued streetcars on the shared through lane. Under future conditions, with the addition of corridor growth and background development traffic allowances and net new site traffic, the intersection continues to operate acceptably with overall intersection v/c rations of 0.94, 0.92, and 0.74 during the morning, afternoon, and Saturday peak hours, respectively. The highest single v/c is the eastbound-through movement with a v/c of 0.94 in the AM peak hour, and 0.92 in the PM peak hour.

The busy traffic condition is primarily due to high southbound and eastbound traffic during the morning peak hour and high northbound and westbound traffic during the afternoon peak hour. High volumes of pedestrians accessing both the school and nearby transit also impacts traffic operations.

12.4.2 Dundas Street West / Roncesvalles Avenue

The capacity analysis results for Dundas Street West / Roncesvalles Avenue is summarized **Table 31.**

TABLE 31 INTERSECTION CAPACITY SUMMARY FOR RONCESVALLES & DUNDAS ST W

Movement	Existing		Future Background		Future Total	
	V/C	Delay	V/C	Delay	V/C	Delay
Overall	**0.30 (0.34) [0.41]**	**14.7 (14.7) [18.8]**	**0.35 (0.37) [0.44]**	**15.5 (14.1) [18.7]**	**0.39 (0.41) [0.46]**	**15.0 (13.7) [18.9]**
WBR	0.12 (0.24) [0.27]	29.1 (20.1) [35.3]	0.16 (0.26) [0.28]	27.1 (17.0) [35.1]	0.18 (0.30) [0.29]	23.7 (13.8) [35.0]
NBT	0.25 (0.31) [0.37]	28.1 (28.8) [25.1]	0.27 (0.35) [0.40]	28.4 (29.1) [25.6]	0.30 (0.43) [0.42]	28.8 (29.8) [25.8]
SBL	0.27 (0.31) [0.37]	2.4 (1.7) [2.2]	0.32 (0.33) [0.40]	2.3 (1.6) [2.2]	0.36 (0.35) [0.41]	2.1 (2.1) [2.3]
SBT	0.24 (0.27) [0.34]	3.3 (10.5) [11.9]	0.24 (0.28) [0.34]	8.8 (11.8) [11.9]	0.33 (0.34) [0.36]	11.8 (11.2) [12.2]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]

Under existing conditions, the Roncesvalles Avenue / Dundas Street West intersection operates well under capacity with overall intersection v/c ratios of 0.30, 0.34, and 0.41 during the weekday morning and afternoon and Saturday peak hours, respectively. Under future background conditions, with the addition of corridor growth and background development traffic allowance, the intersection will continue to operate acceptably with overall intersection v/c ratios of 0.35, 0.37, and 0.44 during the weekday morning and afternoon and Saturday peak hours, respectively. Under future total conditions, with the addition of net new site traffic, the intersection will continue to operate acceptably with overall intersection v/c ratios of 0.39, 0.41 and 0.46 during the morning, afternoon and Saturday peak hours, respectively.

Site traffic impact will have a moderate impact to the intersection relative to future background conditions with an increase to overall intersection v/c ratio in the order of 12 to 30 percent.

12.4.3 Bloor Street West / Sterling Road / Symington Avenue

The capacity analysis for Bloor Street West / Sterling Road / Symington Avenue is summarized in **Table 32.**

TABLE 32 INTERSECTION CAPACITY SUMMARY FOR BLOOR & STERLING/SYMINGTON

Movement	Existing		Future Background		Future Total	
	V/C	Delay	V/C	Delay	V/C	Delay
Overall	**0.60 (0.64) [0.62]**	**28.2 (33.5) [31.0]**	**0.81 (0.88) [0.67]**	**44.7 (47.9) [32.3]**	**0.82 (0.91) [0.68]**	**46.2 (50.7) [32.4]**
EBL	0.29 (0.36) [0.42]	12.4 (15.4) [15.6]	0.62 (0.53) [0.47]	29.3 (23.1) [16.6]	0.69 (0.60) [0.48]	35.4 (26.6) [16.9]
EBT	0.36 (0.37) [0.37]	13.0 (16.4) [16.1]	0.50 (0.45) [0.40]	22.3 (20.3) [16.6]	0.54 (0.47) [0.41]	23.3 (20.8) [16.8]
WBTR	0.53 (0.54) [0.53]	22.6 (27.3) [26.9]	0.91 (0.89) [0.60]	51.1 (51.5) [28.3]	0.92 (0.94) [0.62]	53.0 (57.8) [28.8]
NBL	0.25 (0.39) [0.16]	52.0 (50.0) [47.6]	0.28 (0.72) [0.15]	41.7 (56.7) [47.3]	0.28 (0.72) [0.15]	41.7 (56.7) [47.3]
NBTR	0.54 (0.53) [0.54]	56.6 (52.4) [52.2]	0.49 (0.93) [0.54]	44.4 (89.6) [52.2]	0.49 (0.93) [0.54]	44.4 (89.6) [52.2]
SBL	0.48 (0.49) [0.38]	46.6 (46.3) [45.3]	0.47 (0.50) [0.38]	46.3 (46.9) [45.3]	0.47 (0.50) [0.38]	46.3 (46.9) [45.3]
SBR	0.75 (0.84) [0.80]	51.0 (58.6) [52.6]	0.92 (0.83) [0.83]	76.9 (56.3) [57.3]	0.93 (0.87) [0.83]	81.7 (62.5) [57.7]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]

Under existing conditions, the Bloor / Sterling / Symington intersection operates well under capacity with overall intersection v/c ratios of 0.60, 0.64, and 0.62 during the weekday morning and afternoon and Saturday peak hours, respectively. Under future background conditions, with the addition of corridor growth and background development traffic allowance, the intersection will continue to operate acceptably with overall intersection v/c ratios of 0.81, 0.88, and 0.67 during the weekday morning and afternoon and Saturday peak hours, respectively. Site trips have minimum impact on the site as no new site traffic is applied to any turning movements at this intersection.

Under future total conditions the intersection will continue to operate acceptably with overall intersection v/c ratios of 0.82, 0.88 and 0.68 during the morning, afternoon and Saturday peak hours, respectively.

12.5 UNSIGNALIZED INTERSECTIONS ANALYSIS

Analysis results for the unsignalized intersections in the Site vicinity are summarized in **Table 33**. Detailed Synchro analysis sheets are attached in **Appendix I.**

TABLE 33 UNSIGNALIZED INTERSECTION DELAY ANALYSIS SUMMARY

Intersection / Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Perth Avenue & Bloor Street West						
EBTL	A (B) [A]	5 (13) [3]	A (C) [A]	6 (16) [4]	A (C) [A]	7 (23) [5]
WBTL	A (A) [A]	2 (1) [2]	A (A) [A]	5 (3) [3]	C (A) [A]	16 (5) [5]
NBTLR	D (D) [C]	32 (26) [22]	D (E) [D]	31 (35) [33]	F (E) [F]	62 (24) [51]
SBTLR	C (F) [C]	23 (75) [15]	E (E) [C]	44 (35) [21]	F (E) [D]	67 (42) [30]
Roncesvalles Avenue & Boustead Avenue						
NBTL	A (A) [A]	3.9 (3.3) [2.7]	A (A) [A]	3.8 (3.2) [2.6]	A (A) [A]	3.7 (2.9) [2.5]
NBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
SBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
SBTR	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
Bloor Street W & Thomas Merton CHS						
EBTR	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
WBTL	A (A) [A]	0.4 (0.1) [0.0]	A (A) [A]	0.5 (0.2) [0.0]	A (A) [A]	0.6 (0.2) [0.0]
Dundas Street W & Thomas Merton CHS						
WBLR	B (B) [A]	11.3 (10.5) [0.0]	B (B) [A]	11.7 (10.5) [0.0]	B (A) [A]	11.5 (9.9) [0.0]
NBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
SBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]

Study area unsignalized intersections operate acceptably under existing conditions with level of service LOS D or better during all peak hours. The Perth Avenue / Bloor Street West intersections operate more busily with LOS E or better. During the morning peak hour, however, Perth Avenue / Bloor Street West operates with LOS F for the northbound and southbound movement.

Under future traffic conditions, study area unsignalized intersections will continue to generally operate acceptably with level of service LOS E or better. In addition, the high level of delay at the Perth Avenue /.Bloor Street West intersection is due to the influx of new background development traffic located on either side of Bloor Street West at Symington Avenue and Sterling Road. It is anticipated that improvements will be made to this offset intersection as Lansdowne GO Station and the surrounding proposals gets developed.

12.6 SITE DRIVEWAY ANALYSIS

Analysis results for the unsignalized Site driveway intersections are summarized in **Table 34**. Analysis results for the signalized site driveway intersections are summarized in **Table 35**. Detailed Synchro analysis sheets are attached in **Appendix I**.

TABLE 34 UNSIGNALIZED SITE DRIVEWAY INTERSECTION DELAY ANALYSIS SUMMARY

Intersection / Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Dundas Street West & Loblaws Plaza Entrance						
WBL	C (D) [F]	21.2 (34.7) [50.2]	C (E) [E]	21.0 (38.0) [48.9]	-- (--) [--]	-- (--) [--]
WBR	B (B) [C]	12.3 (12.6) [18.1]	B (B) [C]	12.6 (14.5) [18.1]	-- (--) [--]	-- (--) [--]
NBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	-- (--) [--]	-- (--) [--]
NBTR	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	-- (--) [--]	-- (--) [--]
SBTL	A (A) [A]	2.0 (1.9) [2.4]	A (A) [A]	2.0 (1.9) [2.4]	-- (--) [--]	-- (--) [--]
SBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	-- (--) [--]	-- (--) [--]
Dundas Street West & 2252 Dundas (Street 'B')						
WBLR	A (C) [A]	0.0 (16.0) [9.6]	A (C) [A]	0.0 (16.7) [9.6]	A (B) [A]	9.7 (12.0) [9.8]
NBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
NBTR	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]
SBTL	A (A) [A]	0.0 (0.3) [0.2]	A (A) [A]	0.0 (0.3) [0.2]	A (A) [A]	0.0 (0.2) [0.2]
SBT	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]

TABLE 35 SIGNALIZED SITE DRIVEWAY INTERSECTION CAPACITY ANALYSIS SUMMARY – DUNDAS ST W / STREET A

Intersection / Movement	Future Total	
	V/C	Delay
Overall	**0.40 (0.45) [0.41]**	**8.1 (7.9) [5.4]**
WBL	0.54 (0.51) [0.31]	31.9 (32.6) [14.2]
WBR	0.06 (0.07) [0.27]	27.7 (29.0) [14.1]
NBT	0.26 (0.34) [0.40]	3.5 (3.6) [4.2]
SBTL	0.36 (0.43) [0.44]	4.1 (4.4) [4.5]

Notes:
1. xx (xx) [xx] – AM Peak Hour (PM Peak Hour) [SAT Peak Hour]

Under existing conditions, the unsignalized site access driveway intersections generally operate with level of service LOS C or better during all study peak hours. The main access driveway to the plaza operates with level of service LOS D and F during the afternoon and Saturday peak hours, respectively.

Under future conditions, the site will be served by one signalized and one unsignalized driveway. Future site driveway intersections will operate acceptably with overall intersection v/c ratios 0.51 or better during all peak hours. The unsignalized site driveway will operate acceptably with level of service LOS C or better.

Based on the foregoing, the proposed site access driveways can accommodate their respective forecast activity and will improve operating conditions relative to existing and future background conditions with respect to control delays for the driveway traffic.

13.0 VEHICULAR PARKING CONSIDERATIONS

13.1 PREVAILING ZONING BY-LAW REQUIREMENTS

The Site is currently subject to the "Policy Area 4 (PA4)" and "Rest of City" parking standards under the City of Toronto Zoning By-law 569-2013. Given the nature of the development and future context within the area, the parking requirements outlined as part of Policy Area 4 are considered appropriate for the entire development programme.

Zoning By-law 569-2013 also includes provisions that takes into account the potential sharing of parking spaces by different land uses throughout the day. The sharing provision has been accounted for in tabulation of Policy Area 4 minimum parking requirements.

The minimum required parking supply under Zoning By-law 569-2013 to the proposed development are summarized in **Table 36, Table 37**, and **Table 38**.

TABLE 36 BUILDINGS 1 AND 2 – MINIMUM ZBL 569-2013 PARKING REQUIREMENTS (PA 4)

Land Use		Units / GFA	Parking Rate	Required Parking (spaces)	Required Parking with Shared Occupancy (spaces)		
					AM	PM	EVE
Residential	Studio	0 units	0.70 sps per unit	0	837 *(100%)*	837 *(100%)*	837 *(100%)*
	1 Bedroom	576 units	0.8 sps per unit	460			
	2 Bedroom	260 units	0.9 sps per unit	234			
	3 Bedroom	124 units	1.1 sps per unit	136			
	Townhouse	7 units	1.0 sps per unit	7			
	Subtotal			*837*	*837*	*837*	***837***
Non-Residential	Residential Visitor	967 units	0.15 sps per unit	145	14 *(10%)*	50 *(35%)*	145 *(100%)*
	Retail	1,948 sq.m.	1.00 sps per 100m^2	19	3 *(20%)*	19 *(100%)*	19 *(100%)*
	Subtotal			*164*	*17*	*69*	***164***
Total Minimum Parking Requirements					**1,000 spaces**		

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 37 BUILDING 3 – MINIMUM ZONING BY-LAW 569-2013 PARKING REQUIREMENTS (POLICY AREA 4)

Land Use		Units / GFA	Parking Rate	Required Parking (spaces)	Required Parking with Shared Occupancy (spaces)		
					AM	PM	EVE
Residential	Studio	2 units	0.70 sps per unit	1	196 *(100%)*	196 *(100%)*	196 *(100%)*
	1 Bedroom	120 units	0.8 sps per unit	96			
	2 Bedroom	40 units	0.9 sps per unit	36			
	3 Bedroom	58 units	1.1 sps per unit	63			
	Townhouse	0 units	1.0 sps per unit	0			
	Subtotal			*196*	*196*	*196*	***196***
Non-Residential	Residential Visitor	220 units	0.15 sps per unit	33	3 *(10%)*	11 *(35%)*	33 *(100%)*
	Retail	2,638 sq.m.	1.00 sps per 100m^2	26	5 *(20%)*	26 *(100%)*	26 *(100%)*
	Grocery	3,176 sq.m		31	6 *(20%)*	31 *(100%)*	31 *(100%)*
	Office	7,596 sq.m		75	75 *(100%)*	45 *(60%)*	0 *(0%)*
	Subtotal			*165*	*89*	***113***	*90*
Total Minimum Parking Requirements					**309 spaces**		

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 38 BUILDINGS 4 TO 7 – MINIMUM ZBL 569-2013 PARKING REQUIREMENTS (POLICY AREA 4)

Land Use		Units / GFA	Parking Rate	Required Parking (spaces)	Required Parking with Shared Occupancy (spaces)		
					AM	PM	EVE
Residential	Studio	73 units	0.70 sps per unit	51	631 *(100%)*	631 *(100%)*	631 *(100%)*
	1 Bedroom	389 units	0.8 sps per unit	311			
	2 Bedroom	144 units	0.9 sps per unit	129			
	3 Bedroom	107 units	1.1 sps per unit	117			
	Townhouse	23 units	1.0 sps per unit	23			
	Subtotal			*631*	*631*	*631*	***631***
Non-Residential	Residential Visitor	736 units	0.15 sps per unit	110	11 *(10%)*	38 *(35%)*	110 *(100%)*
	Retail	1,263 sq.m.	1.00 sps per 100m^2	12	2 *(20%)*	12 *(100%)*	12 *(100%)*
	Subtotal			*122*	*13*	*50*	***122***
Total Minimum Parking Requirements					**753 spaces**		

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 39 OVERALL MINIMUM ZBL 569-2013 PARKING REQUIREMENTS (POLICY AREA 4)

Land Use	Units / GFA	Minimum Effective Parking Rate	ZBL 569-2013 Required Parking (spaces)
Residential			
Buildings 1 and 2	967 units	0.86 sps per unit	837
Building 3	220 units	0.89 sps per unit	196
Buildings 4 to 7	736 units	0.85 sps per unit	631
Subtotal			*1,664*
Non-Residential			
Buildings 1 and 2	967 units 1,948 sq.m.	0.15 sps per unit + 1.0 sps per 100m^2	164
Building 3	220 units 13,410 sq.m.		113
Buildings 4 to 7	736 units 1,263 sq.m.		122
Subtotal			*399*
Overall Minimum Parking Requirements			**2,063**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

Application of the City of Toronto Zoning By-law 569-2013 parking standards to the Site, requires an overall minimum parking supply of 2,063 spaces including, 1,664 residential and 399 non-residential (including . retail, office and residential visitor) parking spaces.

13.2 OTHER APPLICABLE STANDARDS

It is noteworthy that a draft Zoning By-law 89-2022 was prepared and presented to the Planning and Housing Committee on November 25, 2021, which included enlarging parking policy areas, eliminating minimum resident parking minimums City-wide, reducing minimum residential visitor parking rates, and the use of maximum parking limits across the City, among others.

The Zoning By-law 89-2022, supported by the Planning and Housing Committee, was adopted as amended on December 17, 2021, and enacted on February 3, 2022 by City Council (subject to current appeals) to amend Zoning By-law 569-2013 parking standards for automobiles. While the new City-wide parking standard (including the removal of parking minimums for most uses) has been appealed, the new standard represents the direction of council of lower parking throughout Toronto.

If the new Zoning By-law 89-2022 were applied, the site would be subject to “Parking Zone A”. A detailed summary of the minimum vehicular parking requirements under this By-law are summarized in **Table 40**, **Table 41**, and **Table 42**.

TABLE 40 BUILDINGS 1 AND 2 – ZONING BY-LAW 89-2022 PARKING REQUIREMENTS (ZONE A)

Land Use	Units / GFA	Min. Parking Rate	Max. Parking Rate	Min. Requirement	Max Permitted
Residential					
Studio	0 units	--	1.0 sps per unit	0 spaces	0 spaces
1 Bedroom	576 units	--	0.5 sps per unit	0 spaces	288 spaces
2 Bedroom	260 units	--	0.8 sps per unit	0 spaces	208 spaces
3 Bedroom	124 units	--	1.0 sps per unit	0 spaces	124 spaces
Townhouse	7 units	--	--	0 spaces	0 spaces
Subtotal				0 spaces	*620* spaces
Non-Residential					
Residential Visitor	967units	2 + 0.01 spaces / unit	5 + 0.1 spaces / unit in excess of 5 units	11 spaces	101 spaces
Retail	1,948 sq.m.	--	3.5 spaces per 100m^2	0 spaces	68 spaces
Subtotal				*11* spaces	*169* spaces
Total Parking Requirements				**11 spaces**	**789 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 41 BUILDING 3 –ZONING BY-LAW 89-2022 PARKING REQUIREMENTS (PARKING ZONE A)

Land Use	Units / GFA	Min. Parking Rate	Max. Parking Rate	Min. Requirement	Max Permitted
Residential					
Studio	2 units	--	1.0 sps per unit	0 spaces	2 spaces
1 Bedroom	120 units	--	0.5 sps per unit	0 spaces	60 spaces
2 Bedroom	40 units	--	0.8 sps per unit	0 spaces	32 spaces
3 Bedroom	58 units	--	1.0 sps per unit	0 spaces	58 spaces
Subtotal				0 spaces	*152 spaces*
Non-Residential					
Residential Visitor	220 units	2 + 0.01 spaces / unit	5 + 0.1 spaces / unit in excess of 5 units	4 spaces	27 spaces
Retail	2,638 sq.m.	--	3.5 spaces per 100m^2	0 spaces	92 spaces
Grocery	3,176 sq.m	--	3.5 spaces per 100m^2	0 spaces	111 spaces
Office	7,596 sq.m	--	0.8 spaces per 100m^2	0 spaces	60 spaces
Subtotal				*4* spaces	*290* spaces
Total Parking Requirements				**4 spaces**	**442 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 42 BUILDINGS 4 TO 7 – ZONING BY-LAW 89-2022 PARKING REQUIREMENTS (PARKING ZONE A)

Land Use	Units / GFA	Min. Parking Rate	Max. Parking Rate	Min. Requirement	Max Permitted
Residential					
Studio	73 units	--	1.0 sps per unit	0 spaces	73 spaces
1 Bedroom	389 units	--	0.5 sps per unit	0 spaces	194 spaces
2 Bedroom	144 units	--	0.8 sps per unit	0 spaces	115 spaces
3 Bedroom	107 units	--	1.0 sps per unit	0 spaces	107 spaces
Townhouse	23 units	--	--	0 spaces	0 spaces
Subtotal				0 spaces	*489* spaces
Non-Residential					
Residential Visitor	736 units	2 + 0.01 spaces / unit	5 + 0.1 spaces / unit in excess of 5 units	9 spaces	78 spaces
Retail	1,263 sq.m.	--	3.5 spaces per 100m^2	0 spaces	44 spaces
Subtotal				*9* spaces	*122* spaces
Total Parking Requirements				**9 spaces**	**611 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

TABLE 43 OVERALL ZONING BY-LAW 89-2022 PARKING REQUIREMENTS (PARKING ZONE A)

Land Use	Units / GFA	Minimum Required Parking	Maximum Permitted Parking
Residential			
Buildings 1 and 2	967 units	0 spaces	620 spaces
Building 3	220 units	0 spaces	152 spaces
Buildings 4 to 7	736 units	0 spaces	489 spaces
Subtotal		*0* spaces	*1,261* spaces
Non-Residential			
Buildings 1 and 2	967 units 1,948 sq.m.	11 spaces	169 spaces
Building 3	220 units 13,410 sq.m.	4 spaces	290 spaces
Buildings 4 to 7	736 units 1,263 sq.m.	9 spaces	122 spaces
Subtotal		*24* spaces	*581* spaces
Overall Parking Requirements		**24 spaces**	**1,842 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.
2. If the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

Based on the above, the maximum number of parking spaces permitted for the development is 1,842 parking spaces including 1,261 residential and 581 non-residential (i.e. retail, office and visitor) parking spaces.

13.3 PROPOSED PARKING SUPPLY

A total of 555 parking spaces including 238 residential spaces and 317 non-residential visitor spaces are proposed within three (3) underground parking facilities. The proposed parking supply is below the Zoning By-law 569-20103 requirements but meets the parking requirements outlined in the new City of Toronto Zoning By-law 89-2022. The residential visitor parking area is separated from the residential parking area by an overhead door.

A summary of the parking supply and effective parking ratios of the proposed development is provided in **Table 44**.

TABLE 44 PROPOSED PARKING SUPPLY AND EFFECTIVE RATIOS SUMMARY

Land Use	Units / GFA	Minimum Effective Ratio	Proposed Supply
Buildings 1 and 2			
Residential – Tenant	967 units	0.10 spaces / unit	106 spaces
Residential – Visitor	967 units	0.02 spaces / unit	66 spaces
Retail	1,948 m^2	2.4 spaces / 100 m^2	
Subtotal			172 spaces
Building 3			
Residential – Tenant	220 units	0.15 spaces / unit	35 spaces
Residential – Visitor	220 units	0.02 spaces / unit	85 spaces
Retail + Office	10,234 m^2	0.8 spaces / 100 m^2	
Grocery	3,176 m^2	2.6 spaces / 100 m^2	83 spaces
Subtotal			203 spaces
Buildings 4 to 7			
Residential – Tenant	736 units	0.13 spaces / unit	97 spaces
Residential – Visitor	736 units	0.02 spaces / unit	83 spaces
Retail	1,263 m^2	5.3 spaces / 100 m^2	
Subtotal			180 spaces
Total Residential			**238 spaces**
Total Non-Residential (incl. grocery, retail, office, and residential visitors)			**317 spaces**
Overall Parking Supply			**555 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.

13.3.1 Resident Parking Supply

The resident parking supply of 238 spaces is provided within the lower levels of the underground parking. The resident parking supply will be provided within a dedicated resident parking area.

13.3.2 Non-Residential Parking Supply

The non-residential parking supply of 317 spaces will be provided within the publicly accessible portions of the underground facilities. It is proposed to provide non-residential parking exclusively within the first parking level of the facilities under the north block (Buildings 1 and 2) and south block (Buildings 4 to 7) and within the first two (2) levels of parking under Building 3.

13.3.3 Accessible Parking Spaces

In recognition of Zoning By-law 89-2022, it is appropriate to consider the progressive accessible parking requirements outlined for the proposed development.

Application of the Zoning By-law 89-2022 (with an effective parking space requirement greater than 100 spaces) would require the provision of providing accessible parking spaces for 100 or more required parking spaces at a minimum of 5 parking spaces plus 1 parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces.

As outlined in Zoning By-law 579-2017, the accessible spaces must be adjacent to a 1.5-metre wide accessible barrier free aisle and can be shared between two accessible spaces. The accessible spaces are located in close proximity to the elevator cores and meet the dimensional by-law requirements.

The accessible parking requirements are summarized in **Table 45**.

TABLE 45 MINIMUM ZONING BY-LAW 89-2022 ACCESSIBLE PARKING REQUIREMENTS

Land Use	Buildings 1 and 2	Building 3	Buildings 4 to 7
Number of Effective Parking Spaces	784 spaces	435 spaces	622 spaces
Accessible Space Requirement	**19 spaces**	**12 spaces**	**16 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.

Based on the number of effective parking spaces for the development, 47 accessible spaces are required including 19 spaces for Buildings 1 and 2, 12 spaces for Building 3, and 16 for Buildings 4 to 7.

Based upon the above, the accessible parking supply meets the City of Toronto Zoning By-law 579-2017 and 89-2022 standards.

13.4 PROPOSED TORONTO GREEN STANDARDS (TGS) TIER 1 PARKING PROVISIONS

13.4.1 Toronto Green Standard Version 4.0 AQ1.1

The Toronto Green Standard (TGS) Version 4.0 Tier 1, Standard AQ1.1 states to reduce single-occupant auto vehicle trips generated by the proposed development by 25% through a variety of multimodal infrastructure strategies.

The proposed Transportation Demand Measures (TDM) set out as part of the development programme are discussed in **Section 6.0**. The proposed TDM strategy would assist in reducing the practical need for a vehicle and the associated vehicular parking.

13.4.2 Toronto Green Standard Version 4.0 AQ1.2

The Toronto Green Standard (TGS) Version 4.0, Tier 1, Standard AQ1.2 states that all residential parking spaces provided for dwelling units located in an apartment or mixed-use building, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and, 25% of the non-residential parking must include an energized outlet capable of providing Level 2 charging or higher.

As such, all proposed residential parking spaces (238 spaces) will support Level 2 EV chargers. In addition, of the 317 non-residential parking spaces, 80 spaces are proposed to have provisions for EV charging and 237 spaces are to allow for future electric routing. The proposed provisions meet the requirements of the Toronto Green Standards Version 4.0, Tier 1.

13.5 SITE ACCESS / CIRCULATION

As previously indicated, the parking supply is provided within a below-grade parking facility that will be shared across all site uses for all seven (7) buildings located on the site. The proposed parking floor plates extend, generally, the full boundary of each phase of the site in order to maximize efficiency of the below grade parking facility and to permit optimal sharing arrangements of the parking supply.

A total of three (3) parking facilities are proposed for the development. The parking facilities and access arrangements include:

- Buildings 1 and 2 – One access from Street A;
- Building 3 – One access from Street B; and
- Buildings 4 to 7 – One access from Street B.

Provisions for parking control have been provided on the ground floor to allow for a pooled non-residential parking supply that will be provided on a non-exclusive basis for accommodate the parking demands of residential visitor, office, and retail uses on the first parking levels.

Physical separations (i.e. overhead gate) are provided on the P1 level, typically before the ramp access to the P2 level, to separates the non-residential and residential parking spaces. Residents will have access to the residential parking area using a transponder system or similar security control.

13.6 PARKING SUMMARY

It is proposed to provide a total of 555 parking spaces for the proposed development as summarized in **Table 46**:

TABLE 46 PROPOSED PARKING SUMMARY

Development Block	Buildings 1 + 2	Building 3	Buildings 4 to 7	Total
Residential – Tenant	106 spaces *(967 units)*	35 spaces *(220 units)*	97 spaces *(736 units)*	238 spaces *(1,923 units)*
Residential – Visitor	66 spaces	85 spaces	83 spaces	234 spaces
Retail				
Office	--		--	
Grocery	--	83 spaces	--	83 spaces
Proposed Parking	**172 spaces**	**207 spaces**	**180 spaces**	**555 spaces**

Note:
1. Site statistics based upon plans prepared by Hariri Pontarini Architects dated, June 30, 2022.

The parking standards outlined in the City of Toronto Zoning By-law 569-2013 are considered to be conservatively high given the following:

- The Site location relative to existing and planned higher-order transit infrastructure,
- The main-street context of the Site and the array of recreational, amenities and institutional amenities that can be readily reached on-foot,
- The development proposal commitment to supporting non-automobile and non-single-occupancy travel; and,
- Recent municipal direction on parking standards and policies such as, the recently passed Zoning By-law 89-2022.

The proposed resident parking supply of **238 parking spaces** for the development is appropriate recognizing the site context, proposed TDM strategies, and is supportive of the recently passed Zoning By-law 89-2022. The proposed supply will enable the parking demands of the building to be met acceptably on site.

The proposed non-residential parking supply of **317 parking spaces** is considered appropriate and will meet the parking demand needs of the proposed commercial, retail and residential visitor uses recognizing a sharing of parking between these uses on the site (including grocery store use). The proposed non-residential parking is consistent with the City of Toronto's policy direction for parking near higher-order transit per the recent Zoning By-law 89-2022.

Based on the foregoing, the parking supply will meet the parking demands of the proposed development, given the mixed-use nature, proximity to higher order transit facilities, recent development approvals, and fits well within the range of the minimum and maximum parking standards recognized as per Zoning By-law 89-2022 and Zoning By-law 569-2013 (Policy Area 4), respectively.

14.0 BICYCLE PARKING CONSIDERATIONS

14.1 BICYCLE PARKING REQUIREMENTS

The site is currently subject to the City of Toronto Zoning By-law 569-2013 and Toronto Green Standards (TGS) are appropriate for the bicycle parking provisions of the site.

As such, the bicycle parking supply required for the site based on the Zoning By-law 569-2013 and Toronto Green Standards (TGS) Version 4.0 Tier 1 standards are outlined in **Table 47**.

TABLE 47 ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARD VERSION 4.0 TIER 1

Use		Units / GFA	Minimum Bicycle Parking Rate	Minimum Bicycle Parking Required
BUILDING 1				
Residential	Long-Term	557 units	0.90 spaces / unit	502 spaces
	Short-Term		0.10 spaces / unit	56 spaces
			Residential Subtotal	**558 spaces**
Non-Residential - Retail	Long-Term	1,948 sq.m.	0.20 spaces / 100 sq.m.	4 spaces
	Short-Term		3 + 0.30 spaces / 100 sq.m.	9 spaces
			Non-Residential Subtotal	**13 spaces**
Total Long-Term Bicycle Space Requirement				**506 spaces**
Total Short-Term Bicycle Space Requirement				**65 spaces**
BUILDING 2				
Residential	Long-Term	410 units	0.90 spaces / unit	**369 spaces**
	Short-Term		0.10 spaces / unit	**41 spaces**
			Total Bicycle Space Requirement	**410 spaces**
BUILDING 3				
Residential	Long-Term	220 units	0.90 spaces / unit	198 spaces
	Short-Term		0.10 spaces / unit	22 spaces
			Residential Subtotal	**220 spaces**
Non-Residential – Retail + Grocery	Long-Term	5,814 sq.m.	0.20 spaces / 100 sq.m.	13 spaces
	Short-Term		3 + 0.30 spaces / 100 sq.m.	24 spaces
			Non-Residential Retail + Grocery Subtotal	**37 spaces**
Non-Residential - Office	Long-Term	7,596 sq.m.	0.20 spaces / 100 sq.m.	16 spaces
	Short-Term		3 + 0.20 spaces / 100 sq.m.	19 spaces
			Non-Residential Office Subtotal	**35 spaces**
Non-Residential Shower and Change Facilities Required				**2**
Total Long-Term Bicycle Space Requirement				**227 spaces**
Total Short-Term Bicycle Space Requirement				**65 spaces**

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Use		Units / GFA	Minimum Bicycle Parking Rate	Minimum Bicycle Parking Required
BUILDING 4				
Residential	Long-Term	338 units	0.90 spaces / unit	**305 spaces**
	Short-Term		0.10 spaces / unit	**34 spaces**
			Total Bicycle Space Requirement	**339 spaces**
BUILDING 5				
Residential	Long-Term	177 units	0.90 spaces / unit	160 spaces
	Short-Term		0.10 spaces / unit	18 spaces
			Residential Subtotal	**178 spaces**
Non-Residential - Retail	Long-Term	1,263 sq.m.	0.20 spaces / 100 sq.m.	3 spaces
	Short-Term		3 + 0.30 spaces / 100 sq.m.	7 spaces
			Non-Residential Subtotal	**10 spaces**
Total Long-Term Bicycle Space Requirement				**163 spaces**
Total Short-Term Bicycle Space Requirement				**25 spaces**
BUILDING 6				
Residential	Long-Term	80 units	0.90 spaces / unit	**72 spaces**
	Short-Term		0.10 spaces / unit	**8 spaces**
			Total Bicycle Space Requirement	**80 spaces**
BUILDING 7				
Residential	Long-Term	141 units	0.90 spaces / unit	**127 spaces**
	Short-Term		0.10 spaces / unit	**15 spaces**
			Total Bicycle Space Requirement	**142 spaces**
			Overall Long-Term	**1,769 spaces**
			Overall Short-Term	**254 spaces**
			Grand Total	**2,023 spaces**

Note:
1. Food Store uses are included in the retail bicycle parking calculation.

Application of Zoning By-law 569-2013 and Toronto Green Standard Version 4.0, Tier 1, to the proposed development would require the provision of a total bicycle parking supply of 2,023 spaces comprising of 1,769 long term parking spaces and 254 short term parking spaces and two (2) shower and change facilities

14.2 PROPOSED BICYCLE PARKING SUPPLY

A total of 2,243 bicycle parking spaces (1,967 long-term spaces and 276 short-term spaces) are currently incorporated into the development proposal. These spaces are provided on the ground floor and first parking levels of the underground parking facilities. In addition, a two (2) level underground facility is provided under Building 4, to accommodate bicycle parking requirements and connects to the southerly parking garage under Buildings 5 to 7 via a pedestrian pathway.

A description of the bicycle parking allocation and bicycle access arrangements is provided in **Table 48** and is illustrated in the reduced scale architectural plans provided in **Appendix A**.

TABLE 48 PROPOSED BICYCLE PARKING FACILITIES

Development Block	Short-term	Long-term	Total
Buildings 1 and 2	106 spaces	875 spaces	981 spaces
Building 3	87 spaces	425 spaces	512 spaces
Buidling 4	34 spaces	301 spaces	335 spaces
Building 5	25 spaces	163 spaces	188 spaces
Building 6	9 spaces	76 spaces	85 spaces
Building 7	15 spaces	127 spaces	142 spaces
Total	**276 spaces**	**1,967 spaces**	**2,243 spaces**

14.2.1 Bicycle Parking Facilities

14.2.1.1 Building 1 Bicycle Parking Facilities

It is proposed to provide short-term bicycle parking spaces on the P1 level and long term bicycle parking spaces on the P2 level to support the bicycle parking demand for Building 01. Access to both the short-term and long-term bicycle storage facilities will be provided via a dedicated bicycle elevator adjacent to the resident lobby off Street B. The long-term bicycle storage facilities will be weather protected and secured.

14.2.1.2 Building 2 Bicycle Parking Facilities

It is proposed to provide short-term and long-term bicycle parking spaces on the P1 level to support the bicycle parking demand for Building 02. Access to both the short-term and long-term bicycle storage facilities will be provided via a dedicated bicycle elevator which can be accessed through the service corridor from Street C and the pedestrian mews. The long-term bicycle storage facilities will be weather protected and secured.

14.2.1.3 Building 3 Bicycle Parking Facilities

It is proposed to provide short-term and long-term bicycle parking spaces on the P1 level to support the bicycle parking demand for Building 03 and 04. Access to both the short-term and long-term bicycle storage facilities will be provided via a dedicated bicycle elevator adjacent to Building 04 resident lobby off Street A. The long-term bicycle storage facilities will be weather protected and secured.

14.2.1.4 Building 4 Bicycle Parking Facilities

It is proposed to provide short-term and long-term bicycle parking spaces on the ground floor and P1 level to support the bicycle parking demand for Building 04. Access to both the short-term and long-term bicycle storage facilities at grade will be provided via the lobby. Access to the long-term bicycle storage facilities will be provided via a dedicated bicycle elevator located within the ground floor to the first level within the underground facility. The long-term bicycle storage facilities will be weather protected and secured.

14.2.1.5 Building 5 to 7 Bicycle Parking Facilities

It is proposed to provide short-term and long-term bicycle parking spaces on the ground floor and P1 level to support the bicycle parking demand for Building 05 and 07. Access to both the short-term and long-term bicycle storage facilities at grade will be provided via the lobby. Access to the long-term bicycle storage facilities will be provided via a dedicated bicycle elevator located on the ground floor bicycle. The long-term bicycle storage facilities will be weather protected and secured.

14.2.2 Shower and Change Facilities

Application of the shower and change room facilities standards of the Toronto Green Standards for the non-residential bicycle parking supply is summarized in **Table 49.** A total of two (2) change rooms and shower facilities per gender are provided for the proposed development.

TABLE 49 SHOWER AND CHANGE ROOM FACILITIES

	Non-Residential Use	No. of Long Term Bicycle Parking Spaces Provided	No. of Shower & Change Room Facilities
Building 3	Retail, Grocery, and Office	29 spaces	2
Total		**29 spaces**	**2**

The above supply meets the requirements of the shower and change facilities outlined in the City of Toronto Zoning By-law 569-2013 and Toronto Green Standards Version 4.0 Tier 1.

14.3 SUMMARY

The proposed bicycle parking supply of 2,243 spaces meets and exceeds the Tier 1 bicycle parking supply requirements of the Toronto Green Standards Version 4 and the City of Toronto Zoning By-law 569-2013 requirements.

The proposed bicycle parking facilitates and supporting access arrangements are, upon the above, appropriate and will adequately support the proposed mixed-use development as planned.

15.0 LOADING CONSIDERATIONS

15.1 LOADING REQUIREMENTS

The Site is currently subject to the City of Toronto Zoning By-law 569-2013. Application of minimum loading supply requirements to the site are outlined in **Table 50**.

TABLE 50 REQUIRED LOADING BASED ON ZBL 569-2013

Land Use	Required Number of Loading Spaces				
	Type A	Type B	Type C	Type G	Total
BUILDINGS 1 + 2					
Residential (967 units)	0	0	1	1	2
Retail (1,948 sq.m.)	0	2	0	0	2
Total (before sharing)	**--**	**2**	**1**	**1**	**4**
Total with Sharing	**--**	**1**	**0**	**1**	**2**
BUILDING 3					
Residential (220 units)	0	0	0	1	1
Retail (2,638 sq.m.)	0	2	0	0	2
Grocery (3,176 sq.m.)	1	1	0	0	2
Office (7,596 sq.m.)	0	2	2	0	4
Total (before sharing)	**1**	**5**	**2**	**1**	**9**
Total with Sharing	**1**	**2**	**1**	**1**	**5**
BUILDING 4					
Residential (338 units)	0	0	0	1	1
Total	**--**	**--**	**--**	**1**	**1**
BUILDINGS 5 + 6					
Residential (257 units)	0	0	0	1	1
Retail (1,263 sq.m.)	0	1	0		1
Total	**--**	**1**	**--**	**1**	**2**
BUILDING 7					
Residential (141 units)	0	0	0	1	1
Total	**--**	**--**	**--**	**1**	**1**
Grand Total	**1**	**4**	**1**	**5**	**11**

Notes:
1. Sharing provisions based on Zoning By-law 569-2013 Sections 40.10.90 (1&2)

Based on Zoning By-law 569-2013 and the applicable sharing provisions of the by-law, the development programme requires 11 loading spaces as follows:

- Type A 1 loading space
- Type B 4 loading spaces
- Type C 1 loading space
- Type G 5 loading space

15.2 LOADING FACILITIES

15.2.1 Loading Supply

The current proposal incorporates a total of 16 loading spaces. These include 11 loading spaces (including 1 Type ‘A’, 4 Type ‘B’, 1 Type ‘C’, and 5 Type ‘G’ loading spaces) within five (5) loading facilities and six (6) Type ‘C’ spaces within the underground parking facilities near each elevator core per building.

Access to the proposed loading facilities (both above and at-grade) are proposed from one driveway off of the public road network. The loading facilities will service the waste and recycling collection, moving and delivery activities related to the residential, retail and office components of the proposed development. The proposed loading supply meets the Zoning By-law 569-2013 loading standards.

15.2.2 Servicing Arrangements

A shared residential / non- residential service corridor is provided on the first parking levels of the underground facilities that connect the loading area to the residential cores and the retail / office / grocery service elevators.

An additional, six (6) Type ‘C’ spaces (1 per building) are provided on the first parking level near each building core for the north and south parking facilities, only. The Type ‘C’ spaces are intended to provide additional servicing for residential deliveries and needs. The loading facility and servicing configuration is illustrated in **Appendix A**.

15.2.3 Residential Garbage and Recycling Facilities

Residential refuse / recycling collection for the residential component of the building will occur within the proposed Type ‘G’ loading space. Appropriate bin staging provisions are provided adjacent to the Type ‘G’ loading space in accordance with the design provisions outlined in the *City of Toronto Requirements for Garbage and Recycling Collection for New Developments and Redevelopments (May 2012).*

Provision for bin staging area has been provided adjacent to the Type ‘G’ loading spaces located within Building 1, 3, 4, 5, and 6. This staging area has been provided in accordance with the City policy requirements (i.e. size of bin staging area = 5 sq. metres for every 50 residential units provided in excess of the first 50 residential units). Garbage bins will be transferred within the site between the residential garbage rooms located within the underground parking facilities and the bin staging area via on site tractor.

15.2.4 Non- Residential Garbage and Recycling Facilities

Non- residential refuse / recycling facilities for the non-residential components of the site are typically shared with the residential loading areas. Building 3 provides two (2) loading facilities with the residential facility located at-grade and the non-residential facility located above grade to accommodate the loading demands related to the grocery store and office building located within Building 3.

15.2.5 Height Clearance

The loading area and access to the loading area has been designed such that a minimum of 4.5 metres clearance is maintained throughout the entire loading area and route leading up to the loading area (i.e. shared parking / loading ramp). A minimum height clearance of 6.1 metres is provided above the Type 'G' loading space and bin staging area to enable compacted bulk lift bin collection, meeting the City of Toronto Zoning By-law 438-86 and Zoning By-law 569-2013 standards.

15.2.6 Operations and Manoeuvring

Turning movement diagrams have been developed demonstrating the ability for service and delivery vehicles to manoeuvre appropriately within the site when entering / leaving the proposed loading space in a forward motion. The design vehicles used to access the proposed loading space are as follows:

- City of Toronto garbage truck;
- TAC Single unit design vehicle (TAC-SU);
- TAC Heavy single unit design vehicle (TAC-HSU); and,
- MTO WB-20.5.

Vehicular manoeuvring diagrams (**VMD-1** to **VMD-20**) are provided in **Appendix J** and illustrate the turning movements for the design vehicles entering and exiting the proposed loading spaces. These diagrams confirm that the proposed loading arrangements are appropriate and will facilitate the manoeuvring needs of the vehicles entering and exiting the site.

15.2.7 Access to the Loading Facility

All trucks servicing the proposed development (including the single unit vehicles and garbage / recycling vehicles) will utilize the proposed driveways to access the proposed loading facilities.

Building 03 – Non-Residential Loading Facility
An above-grade loading facility is proposed for the non-residential component of Building 3 and includes one (1) Type 'A' and two (2) Type 'B' spaces. The proposed ramp to the above-grade loading area has been designed with a maximum slope of 12 percent. Transition lengths at the top of the ramp (6 metres at 6 percent) and at the bottom of the ramp (6 metres at 6 percent) have been provided.

As defined in Zoning By-law 569-2013 and within the City's policy standards, the maximum ramp / access slope requirements for loading spaces, aside from a Type 'G' space, of 15%, is being met in the proposed site plan.

15.3 LOADING SUMMARY

The proposed loading supply of one (1) Type 'A', four (4) Type 'B', six (6) Type 'C', and five (5) Type 'G' loading spaces and loading facility arrangements meet and exceed the City of Toronto Zoning By-law 569-2013 requirements and City of Toronto refuse and recycling policies. Based on the above, the proposed loading facilities can accommodate the servicing needs following the redevelopment of the site as planned.

16.0 SUMMARY AND CONCLUSIONS

The following provides a summary of the study findings of our assessment of the transportation related aspects of the proposed development.

Background and Context

1. The site is located at 2280 Dundas Street West, in the City of Toronto. The site is situated on the southwest corner of the Bloor Street West / Dundas Street West intersection.

2. An Official Plan Amendment application was made in April 2018 to permit a mixed-use building comprised of a total of 2,606 residential apartment units, approximately 25,382 m^2 of retail gross floor area (GFA) and approximately 58,275 m^2 of office GFA. BA Group prepared a report entitled "*Bloor- Dundas Mixed-Use Development Urban Transportation Considerations Official Plan Amendment*" dated April 2018.

Current Proposal

3. A submission of the Zoning By-law Amendment application is currently being made to the City of Toronto to permit a mixed-used development. Since the April 2018 Official Plan Amendment application was submitted to the City of Toronto, a number of changes have resulted from the continuous design development process. These changes include the reduction to the development programme (i.e. reduction in the number of residential units and increase in non-residential GFA).

4. The current proposal is comprised of a total of 1,923 residential units, 3,176 m^2 of grocery store GFA, 5,849 m^2 of general retail GFA and 7,596 m^2 of office GFA.

5. A total of 555 vehicle parking spaces and 2,243 bicycle parking spaces are proposed to support the development as now planned.

6. A total of 17 loading spaces (1 Type 'A', 4 Type 'B', 7 Type 'C', and 5 Type 'G' loading spaces) are proposed to be provided, accordingly within Buildings 1, 3, 4, 5, and 7. Of the total loading spaces, six (6) Type 'C' spaces are provided within the north and south underground parking facilities near building elevator cores to service residential loading needs. This loading supply will accommodate the loading / unloading and refuge collection needs for all components of the development.

7. Vehicular access to the loading and parking facilities is provided via four (4) new accesses off of Street 'A' and one (1) new access off of Street 'B'.

Vehicular Parking

Residential Parking Supply

8. Zoning By-law 569-2013 requires the provision of 1,664 resident parking spaces for the proposed development. This equates to a minimum effective overall parking supply of 0.86 resident spaces per unit on average.

9. In our opinion, the resident parking standards outlined in the Zoning By-law 569-2013 overstate the parking needs by some margin based upon the following factors:

    - the site's proximity to significant transit services and bicycle route facilities that provide non-automobile dependent travel connections across the City;
    - the site's proximity to an array of commercial, retail, institution and service amenities within walking distance that will reduce the need for building residents to use / own a car for general trip making;
    - the mixed-use nature of the proposed development plan that helps to internalize trip making within the development itself;
    - the range of (reduced) parking supply standards being approved at new mixed-use developments within the City, and;
    - City policy direction and recent update to parking standards for automobiles through Zoning By-law 89-2022.

10. Application of the recent Zoning By-law 89-2022 parking standards to the site requires a minimum provision of zero resident parking spaces and a maximum provision of 1,261 resident parking spaces.

11. A total of 238 resident parking spaces are proposed on-site within the lower levels of the underground parking facilities to serve the parking needs of residents of the development. This supply is equivalent to, on average, an effective per unit parking supply standard of 0.12 spaces / unit. The proposed resident parking supply falls within the parking standards outlined in Zoning By-law 89-2022.

12. Approved reduced parking supply ratios for residential condominium and apartment buildings in similar, highly transit accessible transportation areas, centres and corridors extend, generally, from as low as 0.09 spaces per unit to 0.35 spaces per unit. The overall proposed supply ratio of 0.12 spaces per unit falls, as such, within the range of observed / recording parking demands at other condominiums in similar context areas.

13. The proposed residential supply will, based upon the above, appropriately meet the resident parking demands of the proposed development.

Non-residential parking supply

14. Zoning By-law 569-2013 requires the provision of 399 resident parking spaces for the proposed development.

15. The proposed number of non-residential parking spaces adopts a reduced parking supply for all non-residential and residential visitor uses in comparison to the prevailing By-law. In our opinion, the visitor parking standards outlined in Zoning By-law 569-2013 overstate the parking needs by some margin

based upon the sites proximity to several high-order transit services and non-auto facilities, and thus it is reasonable to expect a wide majority of visitors to arrive via public transit or alternative modes.

16. The provision of 317 visitor parking spaces (including 83 spaces for grocery use), falls within the range of the parking standards set out in the new Zoning By-law 89-2022.

17. The proposed non-residential parking supply is considered to be appropriate for the proposed development based upon a number of factors outlined herein and is consistent with the City of Toronto's policy direction for parking near higher-order transit per the recent Zoning By-law 89-2022.

Bicycle Parking Facilities

18. Application of bicycle parking requirements from Zoning By-law 569-2013 and Tier 1 of the Toronto Green Standards Version 4.0 to the proposed development programme requires a total of 2,023 spaces, including 1,769 long-term and 254 short-term spaces, for the development.

19. The proposed site plans incorporates a total of 2,243 bicycle parking spaces (1,967 long-term and 276 short-term). These spaces are located on the ground floor and the first parking level of the underground facilities. Access to the proposed bicycle parking spaces are located on the ground floor and first level of parking via bicycle elevators or dedicated bicycle paths.

20. This proposed bicycle parking supply meets and exceeds the City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards (Version 4.0 – Zone 1, Tier 1 Standards).

21. The proposed bicycle parking supply and design arrangements incorporated in the current proposal is considered to be appropriate and will support the bicycle parking demands of the proposed development.

Loading Facilities

22. Application of the Zoning By-law 569-2013 requires a total of 11 loading spaces (one (1) Type "A", four (4) Type "B", one (1) Type "C", and five (5) Type "G" loading spaces) be provided to service the site.

23. A total of 17 loading spaces are proposed for the site as follows:
    - Building 1 – 1 Type G and 1 Type B
    - Building 3 – 1 Type G and 1 Type C at ground floor and 1 Type A and 2 Type B above-grade
    - Building 4 – 1 Type G
    - Building 5 – 1 Type G and 1 Type B
    - Building 7 – 1 Type G
    - Underground (P1) – 6 Type C (3 spaces per underground garage excluding under Building 3)

24. The proposed loading supply meets and exceeds the minimum loading requirements outlined in the City of Toronto Zoning By-law 569-2013.

25. The proposed loading facilities have been designed to accommodate the manoeuvring needs of vehicles (including the City of Toronto garbage truck, articulated vehicles and single unit trucks) turning into and out of the loading spaces provided on-site.

26. The Type ‘G’ loading space and related access arrangements are designed in accordance with the provisions outlined in the *City of Toronto Requirements for Garbage and Recycling Collection for New Developments and Redevelopments* (May, 2012).

Trip Generation Forecasts

27. The proposed development is anticipated in the order of 140, 190, and 180 direct pedestrian trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively. An additional 495, 455, and 595 pedestrian trips associated with trips to and from transit stops are also projected.

28. It is anticipated that the site will generate in the order of 95, 70, and 70 bicycle trips during the weekday morning, weekday afternoon, and weekend peak hours, respectively.

29. The site is anticipated to generate approximately 325, 310, and 135 new two-way auto trips, during the weekday morning, weekday afternoon, and weekend peak hours, respectively.

Traffic Operations

30. Based on the analyses conducted herein, the proposed development plan can be reasonably accommodated on the local area road network from a traffic operations perspective. No mitigation measures or improvements are recommended at the signalized and unsignalized intersections within the study area.

Multi-Modal Assessment

31. The site has excellent access to transit, with the Line 2 Bloor-Danforth subway service available via Dundas West Station and the Bloor GO Station, an approximate 400-metre and 500-metre walk from the Site, respectively. A number of bus routes and streetcar service are also available in the site area, with the nearest bus stops located directly adjacent the site at the Bloor Street West and Dundas Street West intersection.

32. Good connections are available to key destinations, via Dundas West Station, the Bloor GO Station, and retail uses in the vicinity of the Site creating a connected community supportive of all modes of travel. Existing and proposed infrastructure within and around the development area includes, sidewalks on both side of the street network, cycling facilities along Bloor Street West, the provision of bicycle parking on-site, and pedestrian crossing at major intersections.

Summary

33. A total of 555 parking spaces are provided on-site as part of the development proposal. The proposed residential and non-residential / residential visitor parking supplies provided as part of the development plan are considered to accommodate the parking demands of the proposed development.

34. The proposed loading supply of 17 loading spaces is appropriate and will accommodate the loading demands generated by the proposed mixed-use development.

35. The proposed loading arrangements will accommodate the manoeuvring needs of the vehicles that will undertake deliveries to the property, as well as the municipal refuse and recycling collection at the property for the proposed uses. The loading arrangements also meet the City's policies and guidelines requirements with respect to garbage and recycling collection.

36. The proposed bicycle parking supply and arrangements (2,243 bicycle parking spaces) are appropriate and meet the City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards (Version 4.0 – Tier 1 requirements).

37. Site related traffic can acceptably be accommodated on the surrounding road network with relatively small changes on the operation of the area intersections.

38. The proposed access driveway, circulation, loading facility and parking arrangements are functional and will appropriately support the redevelopment of the site following the construction of the development proposal, as planned.