

152-164 BATHURST ST & 621-627 RICHMOND ST W MIXED-USE DEVELOPMENT

Urban Transportation Considerations
ZBA & SPA Applications, City of Toronto



Prepared For: Originate Developments Inc.

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BA Group

AUTHORSHIP

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1.0 INTRODUCTION

BA Group is retained by Originate (Bathurst & Richmond) Inc. to provide transportation advisory services in support of the Zoning By-law Amendment (“ZBA”) and Site Plan Approval (“SPA”) applications for the proposed mixed-use development (the “Project”) located at 152-164 Bathurst Street and 621-627 Richmond Street West (the “site”) in the City of Toronto.

The initial OPA and ZBA applications were submitted to the City in June 2021. As part of the applications, BA Group prepared an urban transportation considerations report titled *“623 Richmond Street West, Urban Transportation Considerations – Zoning By-law Amendment Application, City of Toronto”*, dated June 2021 (“June 2021 Transportation Study”).

The SPA application was submitted to the City in May 2022. As part of the application, BA Group prepared a transportation assessment letter titled *“152-164 Bathurst Street and 621-627 Richmond St West – Updated Transportation Impact Study / Response to City of Toronto Comments”*, dated April 27, 2022 (“April 2022 Transportation Letter”) that also responds to the City comments received at the time of the application.

An OPA, ZBA and SPA resubmission was submitted to the City in October 2022. As part of the resubmission, BA Group prepared an updated transportation considerations memorandum titled *“152-164 Bathurst Street and 621-627 Richmond Street West, Updated Urban Transportation Considerations / Response to City Comments”*, dated October 7, 2022 (“October 2022 Transportation Memorandum”) that also responds to City comments received at the time of the application.

A second resubmission of the OPA, ZBA and SPA applications was submitted to the City in April 2023 to address comments received from the City’s Development Engineering Division via a memorandum, dated February 21, 2023.

Applications for a new ZBA and a SPA resubmission (referred to herein as the September 2024 ZBA and SPA development proposal) are now being made that reflects an updated site plan including an additional pick-up and drop-off (“PUDO”) space at grade, a reduced visitor parking strategy and a revised small car review further detailed in this memorandum.

The September 2024 ZBA and SPA development proposal also responds to a density increase from 18-storeys to 33-storeys, which results in an increase of 204 residential dwelling units (i.e. from 216 units to 420 units) and 17 m² of retail GFA (i.e. from 593 m² to 610 m²) compared to the April 2023 ZBA and SPA resubmission. The purpose of this report (“September 2024 TIS”) is to provide an update regarding the transportation-related aspects of the September 2024 ZBA and SPA development proposal.

1.1 The Site

The site is generally located in the southwest quadrant of the Bathurst Street & Richmond Street West intersection. The site is bounded by Richmond Street West to the north, Bathurst Street to the east, an existing condominium building to the south, and semi-detached houses to the west. Vehicular access is facilitated by a driveway off of Richmond Street West. The site plan is illustrated in **Figure 1**.

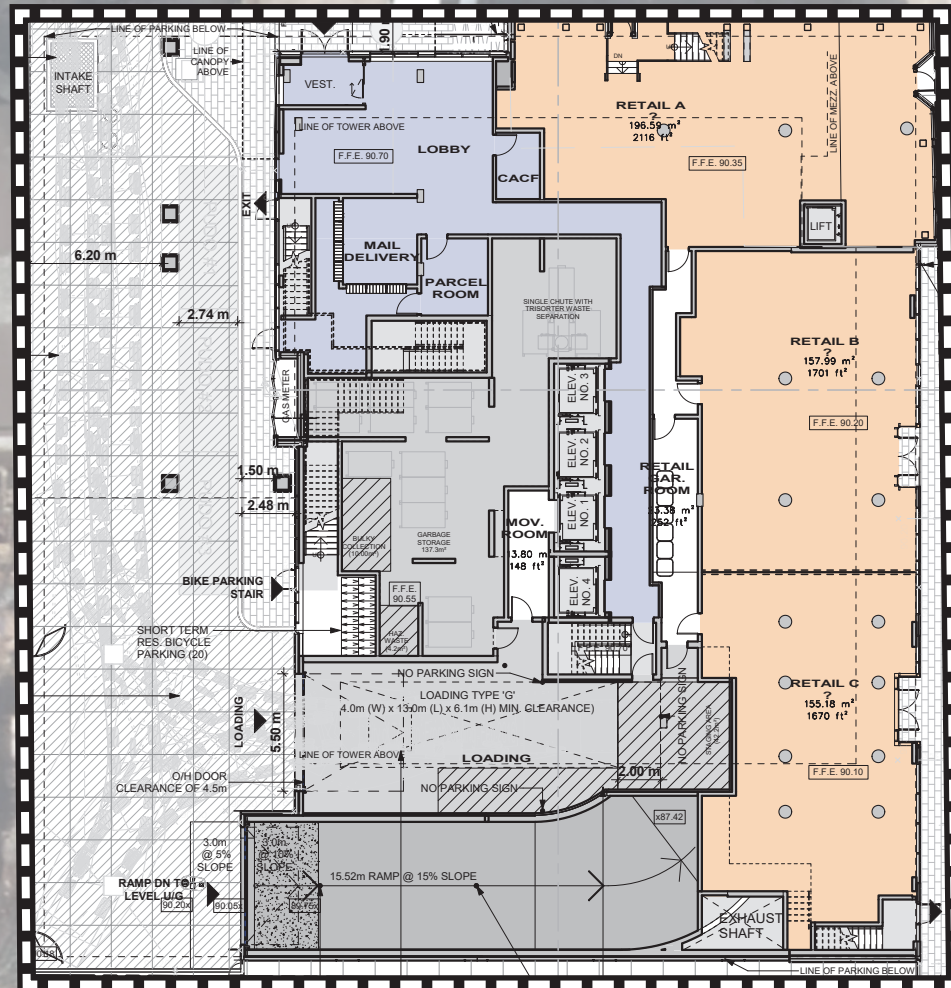
1.2 Scope of Review

Key aspects reviewed as a part of this study include the following:

- A review of the proposed development programme and site plan;
- A review of the area transportation context in the site vicinity;
- A review of transit service in the site vicinity;
- Development of new site-related traffic forecasts reflecting the current site development plan; and,
- A review of the vehicular parking, bicycle parking, and loading supply and arrangements proposed for the site.



RICHMOND ST W



LEGEND
 - - - Site Boundary

BATHURST ST

FIGURE 1 SITE PLAN

2.0 PROPOSED DEVELOPMENT

The current proposal contemplates the construction of a 33-storey, mixed-use building comprising 420 residential units and 610 m² of at-grade retail space. Vehicular access to the site will be provided via Richmond Street West. A summary of the current overall proposed development statistics is provided in **Table 1**.

Table 1 Program Development Summary

Use	Current September 2024 Proposal
Residential	420 units
Retail	610 m ² GFA
Loading	1 Type 'G' space
Parking Spaces	51 resident 7 non-resident
	58 total spaces
Bicycle Parking Spaces	378 long-term 42 short-term
	420 total spaces

Notes:

1. Based upon the architectural plans provided by Kirkor Architects and Planners, dated August 16, 2024.

Reduce-scaled architectural site plans are attached in **Appendix A**.

A single Type 'G' loading space is provided at grade. Detailed vehicle manoeuvring diagrams illustrating the manoeuvres of a City of Toronto refuse collection vehicle and a 'TAC Single-Unit' (SU) vehicle, entering and exiting the loading space, are provided in **Appendix B**.

The current architectural site plans and statistics indicate the provision of 58 vehicle parking spaces, including 51 resident spaces and 7 non-resident spaces.

The current architectural site plans and statistics indicate the provision of 420 bicycle parking spaces, including 378 long-term spaces and 42 short-term spaces. This supply meets the requirements of the Toronto Green Standards, Version 3 (Zone 1 – Tier 1) and Zoning By-law 569-2013, which is intended to be maintained for the September 2024 ZBA and SPA development proposal and is consistent with the bicycle parking rates accepted in the initial ZBA and SPA applications for this site.



3.0 AREA TRANSPORTATION CONTEXT

An overview of the transportation context in the vicinity of the site is provided in the following. The site is located in an area that is well served by transit, cycling routes and is within walking distances of local amenities and land uses compatible with the proposed development, such as employment, retail, entertainment, and recreation centres.

3.1 Area Road Network

The site is well located within the downtown area with numerous public streets connecting the site with key areas across Toronto.

A description of the existing road network surrounding the site is provided below.

Richmond Street West is a one-way road which has two main sections divided by Bathurst Street. The first section is a major arterial and runs east to west from Yonge Street to Bathurst Street. The second section of Richmond Street West is a local road which runs west to east from its terminus at Strachan Avenue to Bathurst Street. The site abuts the second section on the local road which has a 1-lane cross section with room on the south side of the road for paid on-street parking. The section of Richmond Street to the west of Bathurst Street is also designated as contra-flow bike lane, and the section to the East of Bathurst Street is designated as a cycle track.

Bathurst Street is a major north-south arterial road extending from South Road in the north to Queens Quay West in the south. In the vicinity of the site Bathurst Street has a 4-lane cross section with 2 lanes in each direction and streetcar tracks incorporated into the middle lanes. A bike lane runs along the west side of the road between Richmond Street and Adelaide Street.

Queen Street West is a major east-west arterial road extending from Yonge Street in the east to The Queensway in the west. The site is located just south of Queen Street. In the vicinity of the site Queen Street has a 4-lane cross section with 2 lanes in each direction and streetcar tracks incorporated into the middle lanes. Paid parking is permitted on both sides of the road.

Palmerston Avenue / Tecumseth Street is a north-south collector road starting as Palmerston Avenue from Hammond Place in the north and running until to Queen Street West where it becomes Tecumseth Street and continues until its terminus at the rail tracks just south of Niagara Street. In the vicinity of the site Tecumseth Street has a 2-lane cross section with 1 lane in each direction. 1 hour parking is permitted on the west side of the road.

Adelaide Street West is an east-west major arterial road that runs from Yonge Street in the east to Bathurst Street where it becomes a collector road and continues until Shaw Road in the west. In the vicinity of the site to the east of Bathurst Street, Adelaide Street has a 3-lane cross section with one lane in each direction, and one lane of paid parking on the north side. There is also a dedicated cycle track on the south side of the road. To the west of Bathurst Street, Adelaide Street has a 1-lane cross section with one way traffic flow from west to east and room for 1 hour on-street parking on the north side.

Portugal Square is an east-west local road which extends from Bathurst Street in the east to Adelaide Street West in the west. Portugal Square has a 2-lane cross section, with 1 lane in each direction.

3.2 Area Transit Network

3.2.1 Existing Transit Network

The site is very well located relative to public transit. Several Toronto Transit Commission (TTC) streetcar routes operate within 500 metres of the proposed development site. The surface transit routes servicing the site are described below and site are illustrated in **Figure 2**.



The **501 Queen Streetcar** route operates between Long Branch GO Station in the west (near the Toronto-Mississauga border) and Neville Park in the east. The route travels in an east-west direction along Queen Street with stop locations approximately 150 metres from the proposed development location. The route offers surface transit connections to the Yonge-University-Spadina Subway line at Osgoode and Queen Stations. The route is part of the 10 Minute Network and operates 10 minutes or better, all day, everyday. The 501 streetcar route operates at 4-8 minute headways during the peak periods.

The **504 King Streetcar** route operates between Dundas West and Broadview Stations on the Bloor-Danforth Subway line. The route travels generally in an east-west direction along King Street approximately 400 metres south of the proposed development location. The route offers surface transit connections to the Yonge-University-Spadina Subway line at St. Andrew and King Stations. The route is part of the 10 Minute Network and operates 10 minutes or better, all day, everyday. The 504 streetcar route operates at 3-6 minute headways during the peak hours.

The **505 Dundas Streetcar** route operates between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth, generally in the east-west direction. It also serves the St. Patrick and Dundas Stations on the Yonge-University-Spadina Subway Line. The 505 branch operates at all times, seven days a week. The route is part of the 10 Minute Network, operating 10 minutes or better, all day, everyday.

The **510 Spadina Streetcar** route operates between Spadina Station (Line 1 Yonge-University and Line 2 Bloor-Danforth) and Union Station (Line 1 Yonge-University) via Spadina Avenue and Queens Quay West, generally in a north-south direction. This route offers 3 services including the 510A branch between Spadina Station and Union Station, the 510B branch between Spadina Station and Queens Quay/Spadina, and the 510C branch between Spadina Station and King). The 510A branch operates at all times while the 510B and 510C branches provide additional service at various times of the week. The route is part of the 10 Minute Network and operates 10 minutes or better, all day, everyday. The 510 streetcar route operates at 3-7 minute headways during peak hours.

The **511 Bathurst Streetcar** route operates between Exhibition and Bathurst Station on the Bloor-Danforth Subway line. The route travels generally in a north-south direction along Bathurst Street with stops approximately 120 metres north of the proposed development location. The route offers surface transit connections to the Bloor-Danforth Subway line at Bathurst Station. The route is part of the 10 Minute Network and operates 10 minutes or better, all day, everyday. The 511 streetcar route operates at 6-8 minute headways during the peak hours.

The level of existing surface transit provides an alternative travel mode to single-occupant vehicles. The availability of transit reduces the need for a private automobile on a day-to-day basis and the need for residents to own a car, as has been experienced in many recent downtown Toronto residential developments.

The **121 Esplanade-River Bus** route operates between Union Station and the Hennick Bridgepoint Hospital via the St Lawrence Market and Distillery District neighbourhoods, generally in an east-west direction. This route offers bus service with local stops all day, everyday. The 121 bus route operates at 15-20 minute headways during peak hours.

3.2.2 Future Transit Network

There are several future transit enhancements planned that will further enhance transit accessibility in the area as is illustrated in **Figure 2** and described below in detail.

Regional Express Rail

Regional Express Rail (RER) is a planned frequency, network, and speed enhancement to the regional transit network. Comprised of GO Rail electrification, new stations, and more frequent, all-day services, RER buildout will provide regional transit users with faster, easily accessible, and consistent services, even beyond peak hours. As the site is well situated in relation to the regional transit network, RER will provide direct benefits for those frequenting the site through the



Lakeshore West, Kitchener, Barrie, Stouffville, and Lakeshore East GO lines. These lines will offer service in core areas every 15 minutes or better during all times of day, 7 days a week.

Spadina-Front GO Station

Located approximately 900 metres west of the site, Spadina-Front GO Station is planned station along the Barrie GO Line. It is planned to be located below the future Rail Deck Park; the primary station access will be the southwest corner of the Spadina Avenue / Front Street West intersection. It should be noted that Spadina-Front GO Station is not a proposed SmartTrack station; it will be a part of the Barrie GO line.

SmartTrack

SmartTrack is a proposed municipal transit plan that will be implemented with existing and planned GO transit infrastructure. The plan enhances GO rail corridors within Toronto by adding five (5) new stops to the Barrie, Kitchener, Stouffville, and Lakeshore East GO rail corridors to supplement the existing local transit system. The five new stops, St. Clair-Old Weston, King-Liberty, East Harbour, Bloor-Lansdowne, and Finch-Kennedy will provide more options to access various areas of the City.

Ontario Line

The Ontario Line is a planned rapid transit line announced in April 2019 that will provide an alternative route into the Toronto Downtown. The planned alignment of the route is from Exhibition Place (or Ontario Place) in the west to the Ontario Science Centre in the east and north where it will connect with the Eglinton Crosstown LRT. Details have not been finalized although the closest station within 500 metres of the site is the King-Bathurst Station followed by the Queen-Spadina Station located within 1,000 metres of the site as depicted in **Figure 2**. At this time, the route is planned to have headways of 90 seconds.

Waterfront Transit Network Plan

The Waterfront Transit Network Plan (known as “Waterfront Transit Reset”) was endorsed in principle by Toronto City Council in January 2018. The key components of the Plan are the following, as illustrated below:

- Waterfront West LRT: A dedicated light-rail-transit (LRT) route (i.e. streetcar in exclusive right-of-way; ROW) is identified between Park Lawn Road and Lake Shore Blvd to Union Station. A streetcar in exclusive ROW exists for part of the route; the project is to complete the gaps.
- Union Station-Queens Quay Link: In April 2019, City Council endorsed a modified below-ground (below Bay Street) streetcar loop expansion at Union Station as the preferred option for the Union Station-Queens Quay Link (over an “Automated People Mover” option).
- Waterfront East LRT: In April 2019, the surface section of LRT along Queens Quay to the vicinity of Parliament Street was confirmed, previously approved through the 2010 East Bayfront Transit Environmental Assessment (EA) is already in an advanced phase of design (>30%).



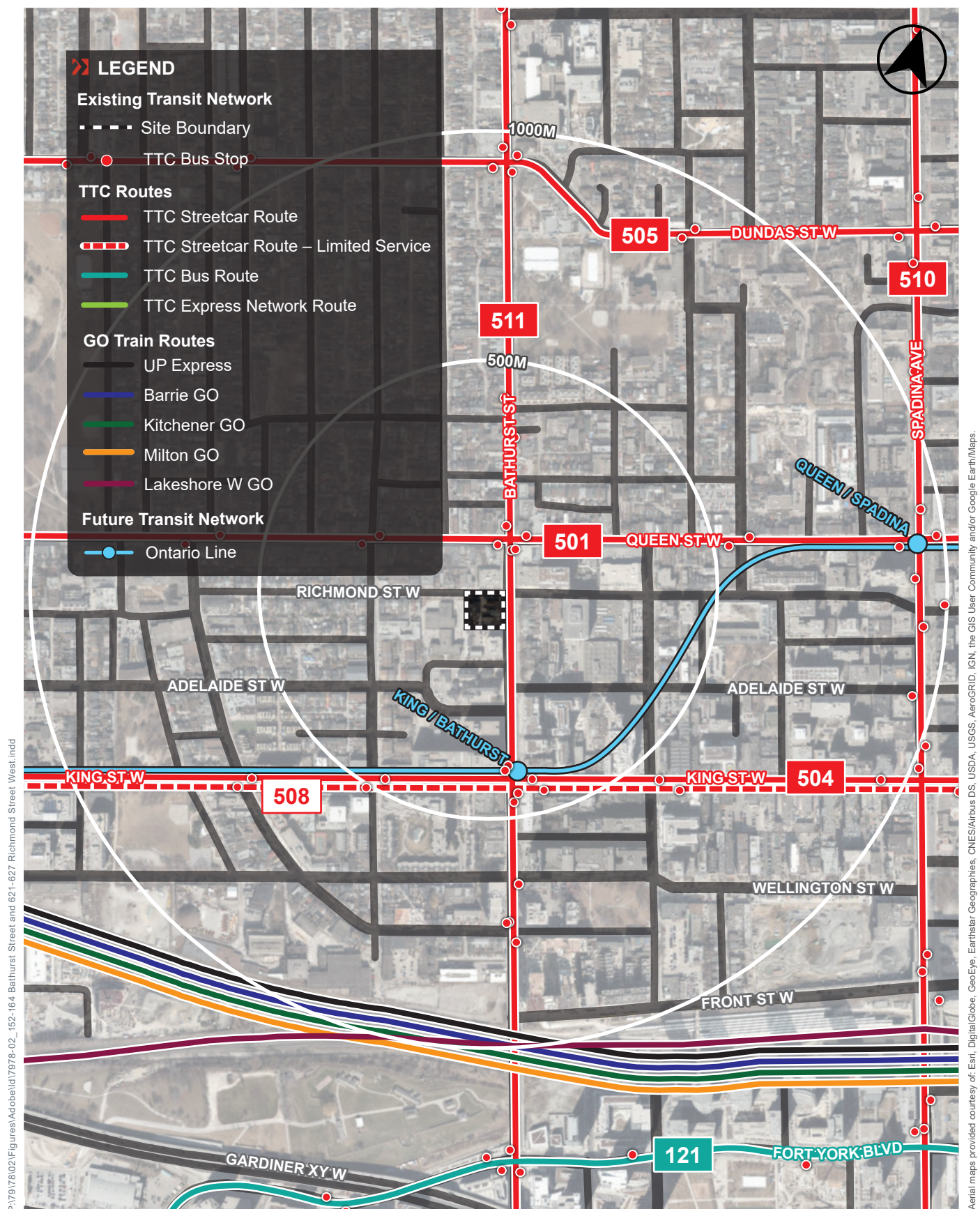


FIGURE 2 AREA EXISTING AND FUTURE TRANSIT NETWORK

3.3 Area Cycling Network

The site is currently well-served by the City's cycling network. East-west cycling routes within approximately 500 metres of the site include:

- Cycle tracks, contra-flow bike lanes and on-street shared cycling connections along Richmond Street
- Cycle tracks and on-street shared cycling connections along Adelaide Street West

North-south cycling routes within approximately 500 metres of the site include:

- Cycle tracks and bike lanes along Bathurst Street between Richmond Street and Adelaide Street West
- Contra-flow bike lanes and on-street shared cycling connections along Tecumseth Street / Palmerston Avenue

In the wider surrounding area, additional routes include Wellington Street West bike lanes, the Waterfront Trail, Fort York Boulevard bike lanes, Strachan Avenue bike lanes, Denison Avenue contra-flow lane, Shaw Street signed route, and Beverley Street bike lanes

The City of Toronto's *Near-Term Implementation Program* (2025-2027) includes new cycling routes along Portland Street and Front Street West.

The existing and future cycling network within the vicinity of the site is illustrated in **Figure 3**.

Similarly to the level of transit accessibility afforded to the site, this level of bicycle accessibility offers a viable travel alternative for residents of the proposed development, which reduces their need to use a private vehicle on a day-to-day basis.



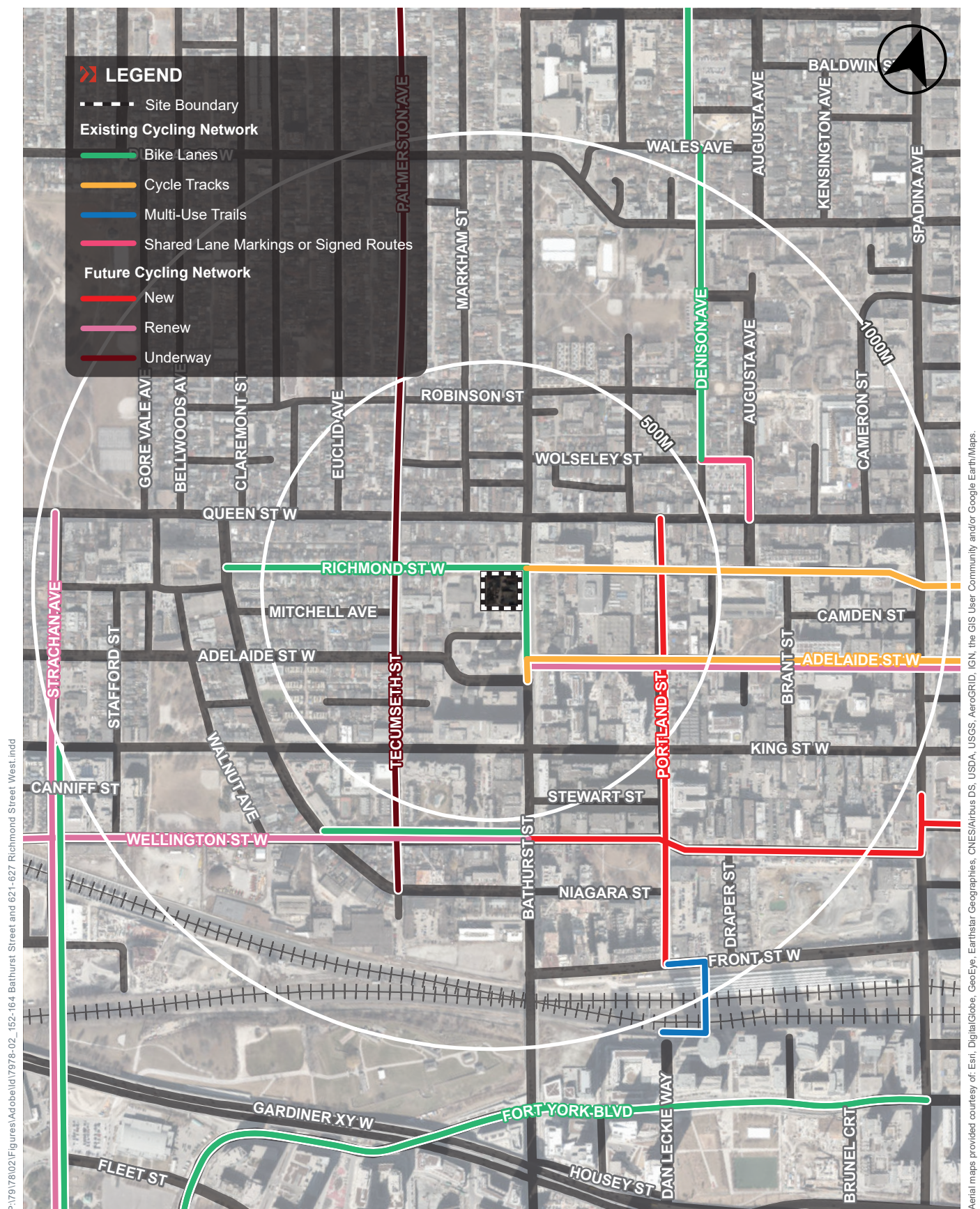


FIGURE 3 AREA EXISTING AND FUTURE CYCLING NETWORK

3.4 SHARED MOBILITY SERVICES

The area surrounding the site has a number of shared mobility facilities available for residents and employees, which provide sustainable transportation alternatives. The area's bike-share and car-share facilities are summarized below. The mobility sharing services in the vicinity of the site are illustrated in **Figure 4**.

Bike-share

Bike Share Toronto was implemented in May 2011 and has been continuously expanding its network of bicycle rental locations since. It is a public bicycle sharing system that offers short-term bicycle rentals for members and non-members for a fee, granting users with "on demand" access to bicycles.

Bicycle stands are located across the City of Toronto and are equipped with automated pay systems. Users may rent and return a bicycle to and from any Bike Share docking station, given availability. With over 700 docking stations and 9,000 bicycles, Bike Share Toronto is any easy way to get around the City without the use of a single occupant vehicle.

There are currently 8 bike-share locations within 500 metres of the site, accommodating approximately 134 bicycles.

Car-share

The success and influence of car-share programs, which were only in their infancy a decade ago, now provide convenient, non-private automobile travel opportunities for thousands of residents, employees, and visitors of the City of Toronto. Vehicles are available "on demand" without the need for car ownership. The availability of car-share vehicles near developments strongly supports reduced car ownership particularly by building residents, which in turn lowers parking space needs and reduces day-to-day commuting activity.

Car sharing has been recognized in the City of Toronto's Official Plan as a means of reducing automobile dependence. The provision of secured car share spaces in private lots can result in a reduction in residential parking requirements.

There are two primary car sharing companies operating in Toronto – ZipCar and Enterprise CarShare – and each offers their members access to vehicles conveniently located around the City. In addition, 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. Toronto City Council made the program permanent in Summer 2020 with one primary car-sharing platform, CommunAuto, participating.

Within approximately 500 metres of the site, there is 1 car-share location.



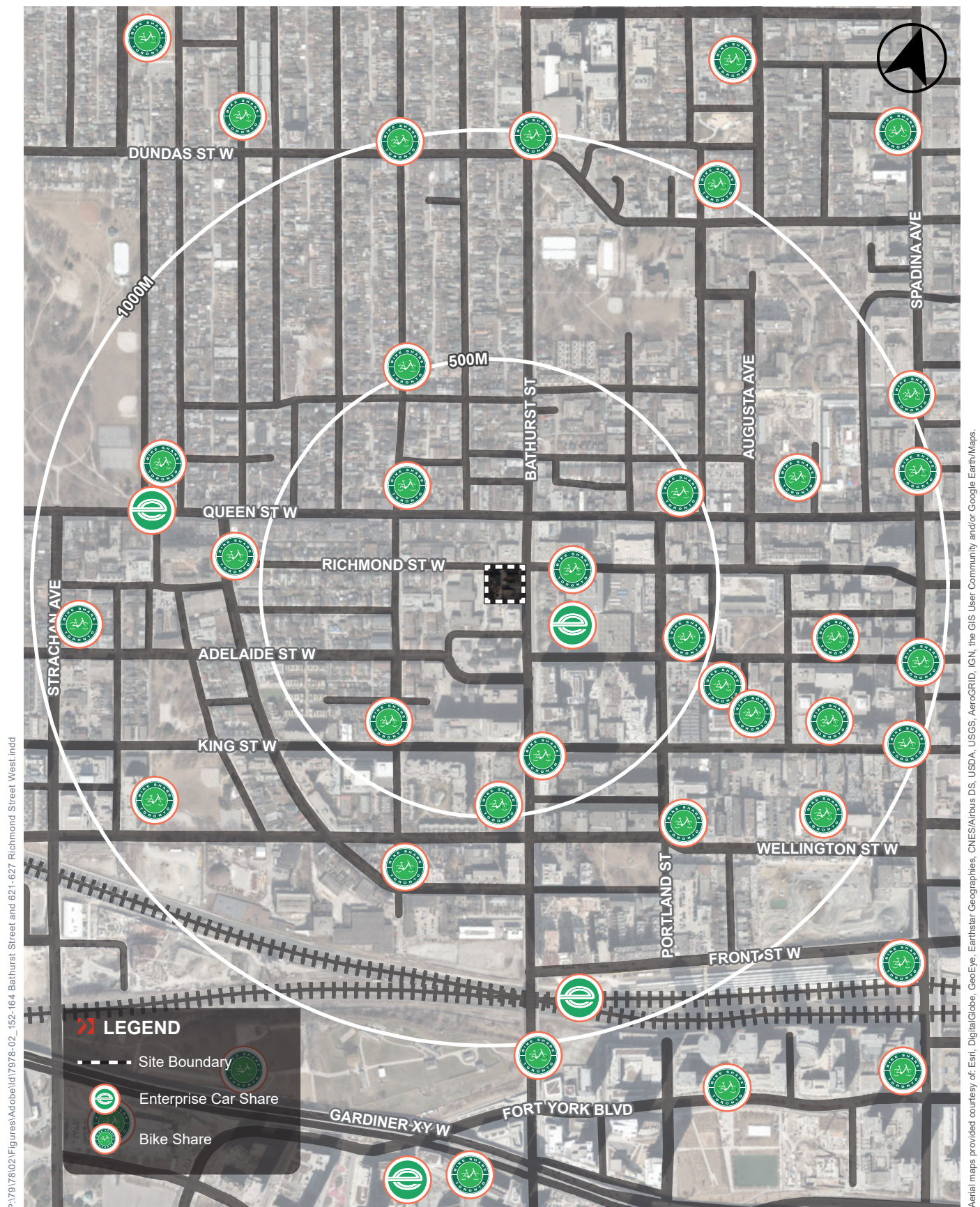


FIGURE 4 AREA CAR-SHARE AND BIKE-SHARE FACILITIES

4.0 TDM PLAN STRATEGIES

The site context provides for access to existing and planned public transit services and has good pedestrian connectivity, particularly due to its proximity to a variety of land uses. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities is important for ensuring the success of the TDM strategies. To this end, TDM Plan strategies are presented with targeted "intent" (i.e. what it is trying to achieve and for whom), accompanied by methods of implementation.

A summary of applicable mobility strategies is outlined below in **Table 2**. It is important to note that these TDM strategies will be continuously refined throughout the application process. Proposed initiatives based on these strategies are outlined in the following section of this report.

Table 2 Potential Site Travel Demand Management Plan Strategies

Measure	Intent
Reduce Car Ownership & Usage / Vehicular Parking Supply and Management	<ul style="list-style-type: none"> • Reduce the need for residents and employees to own a car for occasional/discretionary travel. • Reduce the likelihood of privately-owned car use for general travel, particularly during peak periods. • Encourage ride-sharing and higher vehicle occupancy. • Use parking supply as a tool to reduce automobile travel and support alternate modes.
Enhance Pedestrian Access and Walkability	<ul style="list-style-type: none"> • Enhance the walkability of the site at-grade and create a truly pedestrian-scaled environment. • Improve the quality of the public realm and pedestrian accessibility of the site. • 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. • Enhance the ability for residents, employees, and visitors to travel between the site and the surrounding neighbourhoods and transit focal points without the use of a vehicle.
Encourage & Facilitate Bicycle Use	<ul style="list-style-type: none"> • The provision of physical and operational infrastructure on-site and within the building. • Cooperation with the City and other stakeholders, to enhance bicycle connectivity within the area to the broader cycling network.
Encourage Transit Use	<ul style="list-style-type: none"> • 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. • Enable high-quality and accessible pedestrian connections to the area transit system. • Enable the universal use of transit.
Coordination, Communication & Promotion	<ul style="list-style-type: none"> • 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 employment / retail tenants within the context of the broader strategies in place for the development as a whole. • Enable the successful management of events and special circumstances as they may arise.



4.1 Proposed TDM Initiatives

Specific TDM initiatives proposed by the developer as part of the mobility strategy to support the proposed development and facilitate use of alternatives to car ownership are outlined below in **Table 3**.

Table 3 Proposed TDM Initiatives

Initiative	Description
Car Share Encouragement	
1. Car-share participation	Local car-share options will be advertised to residents and visitors to the site.
2. Subsidized Car-share trial memberships	Consideration will be given to partially subsidizing one annual membership with a car-share provider per unit, on request, for one year.
Cycling Facilities	
1. Bicycle parking	As is outlined in Section 8.0 , 420 bicycle parking spaces will be provided including 252 long-term bicycle parking spaces, located in secure bike storage rooms, and 42 short-term bicycle parking spaces for visitors.
2. Enhanced cycling maintenance facilities	One (1) bicycle repair station provided within a long-term bicycle storage room.
3. Encourage Bike Share Toronto to provide a station	The client will work with the City of Toronto and Toronto Parking Authority to locate a Bike Share Toronto station on-site or assist in facilitating the addition of Station to the neighbourhood.
Improved Pedestrian Experience	
1. Widened sidewalks	Provision of increased sidewalk width for pedestrian activity at the site frontages for Richmond Street West and Bathurst Street.
Improve Transit Accessibility	
1. Real-time transit information signage	Indoor signage in lobby with real-time transit information.
Enhanced Communication	
1. Multi-modal exterior wayfinding signage	Outdoor multi-modal wayfinding signage
2. Promotional Events	Upon building occupancy, an event will be scheduled focused upon alternative transportation options available to new residents in order for them to better make use of the TDM measures outlined in this Plan.
3. Ongoing TDM marketing	Condominium corporation will be required to promote TDM measures on an ongoing basis.

The combination of the above proposed measures will serve to make travel by transit, walking and cycling easy, and will provide alternatives to parking a car on site for the portion of trips that require the use of a private automobile.



5.0 VEHICLE PARKING CONSIDERATIONS

An updated assessment of the vehicular parking requirement and proposed parking supply is provided in the following sections for 152-164 Bathurst Street and 621-627 Richmond Street West.

5.1 Minimum Vehicle Parking Requirements

5.1.1 Site-Specific Zoning By-law 757-2023 Parking Requirements

Formerly, a Site-Specific Zoning By-law ("SSZBL") 757-2023 was approved on July 20, 2023 for the site. Application of the SSZBL 757-2023 requires a minimum of 23 spaces and a maximum of 428 spaces. The minimum parking requirements for the site are outlined in **Table 4**.

Table 4 Site Specific Zoning By-law 757-2023 Requirements

Use	Unit Type	Units / GFA	Requirement	No. of Spaces
Minimum Requirement				
Resident		420 units	None	0 spaces
Residential Visitor			2 + 0.05 spaces / unit	23 spaces
Retail		610 m ² GFA	None	0 spaces
Total Site Minimum Parking Requirement				23 spaces
Maximum Requirement				
Resident	Studio	0 units	0.70 spaces / unit	0 spaces
	1-Bedroom	272 units	0.80 spaces / unit	217 spaces
	2-Bedroom	105 units	0.90 spaces / unit	94 spaces
	3-Bedroom	43 units	1.10 spaces / unit	47 spaces
	<i>Subtotal</i>	<i>420 units</i>	--	<i>358 spaces</i>
Residential Visitor ³		420 units	5+0.1 spaces / unit	46 spaces
Retail		610 m ² GFA	4.0 space / 100 m ²	24 spaces
Total Site Maximum Parking Requirement				428 spaces

Notes:

1. Site Statistics based upon stats provided by Kirkor Architects and Planners, dated August 16, 2024.
2. Underlying Zoning By-law 569-2013 specifies that parking calculations resulting in a fraction shall be rounded down to the nearest whole number with a minimum of 1 parking space.
3. The maximum residential visitor parking requirement is 1.0 spaces per unit for the first five (5) dwelling units and 0.1 spaces per unit for the sixth and subsequent dwelling units.

5.1.2 Recommended (Zoning By-law Amendment) Vehicle Parking Standards

The City has established newer amended standards for vehicle parking as per Zoning By-laws 89-2022 and 125-2022, both of which were passed and in-effect as of February 3, 2022. The amended Zoning By-law removes, in most instances (e.g., all land uses except resident visitors), minimum vehicle parking requirements for new developments while establishing vehicle parking maximums and revised accessible parking requirements.



The By-law represents the most recent direction by City Council and City staff on vehicle parking requirements and is considered to be reasonable for these standards to be applied to the site as they reflect the direction of the Toronto City Council and the City Staff approach to parking. These parking standards also support the broader City of Toronto policies and demonstrate the importance being placed on reducing automobile dependence and supporting active modes of travel throughout the City.

Based on the site location as per Zoning By-law 125-2022, the vehicle parking standards under Parking Zone 'B' (PZB) would apply. However, the site borders areas that are designated as Parking Zone 'A' (PZA). More specifically, the site is located on the west side of Bathurst Street designated as PZB while sites located on the east side of Bathurst Street are designated as PZA. Since the site straddles the boundary between PZA and PZB zones within the downtown area, it is, in our view, reasonable to apply PZA rates to the site. Further justification for the reduced parking standards is provided in **Section 5.4**.

Despite the parking rates previously accepted above, **Table 5** outlines the updated, recommended vehicle parking requirements for the site. A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated parking rates.

Table 5 Zoning By-law 569-2013 (Amended by By-law 89-2022) Requirements - Parking Zone 'A'

Use	Unit Type	Units / GFA	Requirement	No. of Spaces
Minimum Requirement				
Resident		420 units	None	0 spaces
Residential Visitor ³			2 + 0.01 spaces / unit	6 spaces
Retail		610 m ² GFA	None	0 spaces
Total Site Minimum Parking Requirement				6 spaces
Maximum Requirement				
Resident	Studio	0 units	0.30 spaces / unit	0 spaces
	1-Bedroom	272 units	0.50 spaces / unit	136 spaces
	2-Bedroom	105 units	0.80 spaces / unit	84 spaces
	3-Bedroom	43 units	1.00 spaces / unit	43 spaces
	<i>Subtotal</i>	<i>420 units</i>	--	<i>263 spaces</i>
Residential Visitor ⁴		420 units	5 + 0.1 spaces / unit	46 spaces
Retail		610 m ² GFA	3.5 space / 100 m ²	21 spaces
Total Site Maximum Parking Requirement				330 spaces

Notes:

1. Site Statistics based upon stats provided by Kirkor Architects and Planners, dated August 16, 2024.
2. Underlying Zoning By-law 569-2013 specifies that parking calculations resulting in a fraction shall be rounded down to the nearest whole number with a minimum of 1 parking space.
3. The minimum residential visitor parking requirement for Parking Zone 'A' of the City is 2.0 spaces plus 0.01 spaces per dwelling unit.
4. The maximum residential visitor parking requirement is 1.0 spaces per unit for the first five (5) dwelling units and 0.1 spaces per unit for the sixth and subsequent dwelling units.

The application of the City of Toronto Zoning By-law 89-2022 (Amended by By-law 125-2022) parking standards to the subject site would require a minimum of 0 resident spaces and 6 visitor parking spaces and a maximum of 330 parking spaces, including 263 resident spaces, 46 residential visitor spaces and 21 retail spaces.



5.1.3 Toronto Green Standards Version 3.0 Requirements

Given that the initial rezoning application for this site was submitted to the City in June 2021 and the following SPA application was submitted to the City in April 2022, these initial applications were received by the City prior to May 1, 2022, Toronto Green Standards, Version 3.0 (TGS V3) have been assumed to remain applicable to the site.

AQ 1.2 – LOW-EMITTING VEHICLE (LEV) AND SUSTAINABLE MOBILITY SPACES

This standard requires that all excess spaces provided over the minimum parking requirements are to be dedicated priority parking spaces for low-emitting vehicles (LEV).

AQ 1.3 – ELECTRIC VEHICLE INFRASTRUCTURE

This standard requires 20 percent of parking spaces to be equipped with energized outlets capable of supplying level 2 charging or higher (EVSE) in accordance with Zoning By-law 569-2013. The remaining spaces must be designated to permit future EVSE installation.

5.2 Minimum Accessible Parking Requirements

5.2.1 By-Law 579-2017 Accessible Parking Requirements

Application of By-law 579-2017 requires a minimum of 1 accessible parking space for every 25 parking spaces for 13 to 100 required parking spaces. 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 requirements outlined in Zoning By-law 579-2017.

5.2.2 By-Law 89-2022 (Amended by By-law 125-2022) Accessible Parking Requirements

The City of Toronto has established updated accessible parking standards for new development as part of the adopted City of Toronto Zoning By-law 89-2022 (amended by By-law 125-2022). By-law 89-2022 amends the accessible vehicle parking standards previously outlined in the City of Toronto Zoning By-law 579-2017 and represents the current policy direction of Toronto Staff and Council.

As with the current requirements, for developments with at least five (5) parking spaces related to dwelling units, the accessible parking requirements are determined based on the number of effective parking spaces. If the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space. Application of this by-law standard results in a total of 10 accessible parking spaces being required for the Project, as summarized in **Table 6**.



Table 6 Zoning By-law 89-2022 (Amended by By-law 125-2022) Accessible Parking Requirements - Parking Zone 'A'

Use	Unit Type	Units / GFA	Effective Parking	No. of Spaces
Resident	Studio	0 units	0.3 spaces / unit	0 spaces
	1-Bedroom	272 units	0.5 spaces / unit	136 spaces
	2-Bedroom	105 units	0.8 spaces / unit	84 spaces
	3-Bedroom	43 units	1.0 spaces / unit	43 spaces
	<i>Subtotal</i>	<i>420 units</i>	--	<i>263 spaces</i>
Residential Visitor ⁴		420 units	0.1 spaces / unit	42 spaces
Retail		610 m ² GFA	1.0 space / 100 m ²	6 spaces
<i>Total Effective Parking Spaces</i>				<i>311 spaces</i>
Accessible Parking Requirement				10 spaces

Notes:

1. Site Statistics based upon stats provided by Kirkor Architects and Planners, dated August 16, 2024.

5.2.3 Site-Specific Zoning By-law 757-2023 Accessible Parking Requirements

Application of the Site-Specific Zoning By-law (SSZBL) 757-2023 requires accessible parking spaces to be provided as follows:

- If the number of parking spaces is less than 13, a minimum of 1 accessible parking spaces;
- If the number of parking spaces is 13 to 100 required parking spaces, a minimum of 1 accessible parking space for every 25 parking spaces; or
- If the number of parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces.

Therefore, with a total parking supply of 58 spaces, a minimum of 3 accessible parking spaces is required.

The approved SSZBL 757-2023 accessible parking provisions will continue to be applied to the September 2024 ZBA and SPA development proposal submission for the Site. A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated accessible parking provisions.

5.3 Proposed Vehicle Parking Supply

It is proposed to provide vehicular parking in accordance with the minimum parking rates outlined below:

- **Residents:** No Minimum (as a Zoning Bylaw requirement)
- **Residential Visitors:** 2 + 0.01 parking spaces per unit (non-exclusive)
- **Retail:** None, but residential visitor parking supply will be provided on a shared, non-exclusive basis

The proposed resident parking supply rate does not meet the aforementioned SSZBL 757-2023 parking requirements and therefore, will require a zoning by-law amendment. The proposed residential visitor and retail parking supply meets the appropriate requirements.

Notwithstanding the proposed parking supply rates above, the provision of resident parking at a rate of 0.12 parking spaces per unit plus the above noted residential visitor parking and retail parking provisions are outlined in **Table 7**.



Table 7 Proposed Parking Supply

Use	Units / GFA	Proposed Parking Rate	No. of Spaces Proposed
Studio	0 units	0.12 spaces per unit (blended)	51 spaces
1-bedroom	272 units		
2-bedroom	105 units		
3-bedroom or more	43 units		
<i>Resident Sub-total</i>	<i>420 units</i>	<i>0.12 space per unit</i>	<i>51 spaces</i>
Visitors (non-exclusive)	420 units	2 + 0.01 spaces per unit	7 spaces
Retail	610 m ² GFA	None	0 spaces
<i>Non-Resident Sub-total</i>			<i>7 spaces</i>
TOTAL			58 spaces

Notes:

1. Site Statistics based upon stats provided by Kirkor Architects and Planners, dated August 16, 2024.

The application of the proposed parking supply ratios results in a requirement for 58 parking spaces, inclusive of 51 resident parking spaces and 7 visitor parking spaces. As noted above, it is proposed for the residential visitor parking supply to be provided on a shared non-exclusive basis, meaning that retail visitors will be able to utilize this residential visitor parking supply. The total parking supply of 58 spaces (51 resident and 7 shared visitor/retail) generates the following parking rates, which are considered, in our opinion, appropriate for a downtown site:

- Residential parking rate of 0.12 spaces per unit
- Non-resident parking rate (shared between residential visitor and retail) of 2 + 0.01 spaces per unit

Notably, the non-resident parking rate is equivalent to the minimum Zoning By-law 89-2022, Parking Zone 'A' visitor requirement of 2 spaces + 0.01 spaces per unit.

5.3.1 Accessible Parking Supply

A total of three (3) parking spaces will be designated that meet the requirements of an accessible parking space, which is compliant with the requirements of the City of Toronto Zoning By-law 579-2017 and SSZBL 757-2023. A signage and pavement marking plan is provided in **Appendix C** indicating the parking and loading signs.

5.3.2 Availability of Area Public Parking Opportunities

Beyond the site's excellent transit connectivity, the reduced residential visitor parking spaces on-site is feasible as there are significant public parking opportunities within a 1,000-metre radius (approximate 10 to 15 minute walk) of the site, that can be utilized by visitors driving to the site. Within this distance there is over 1,100 parking spaces in various commercial parking lots and Toronto Parking Authority (TPA) parking lots. A summary of these available off-street public parking opportunities within the site vicinity is provided in **Figure 5**.

On-street parking is also available in the neighbourhood. Area on-street parking and restrictions is illustrated in **Figure 6**. Overall, these parking facilities allow for future visitors, should they arrive by way of driving, to be accommodated utilizing the area public parking supply within a reasonable walking distance to/from the site. Therefore, in our opinion, the availability of parking the broader neighbourhood is supportive of a reduced residential visitor parking condition from By-law 569-2013 Parking Zone 'B' to Parking Zone 'A' requirements.



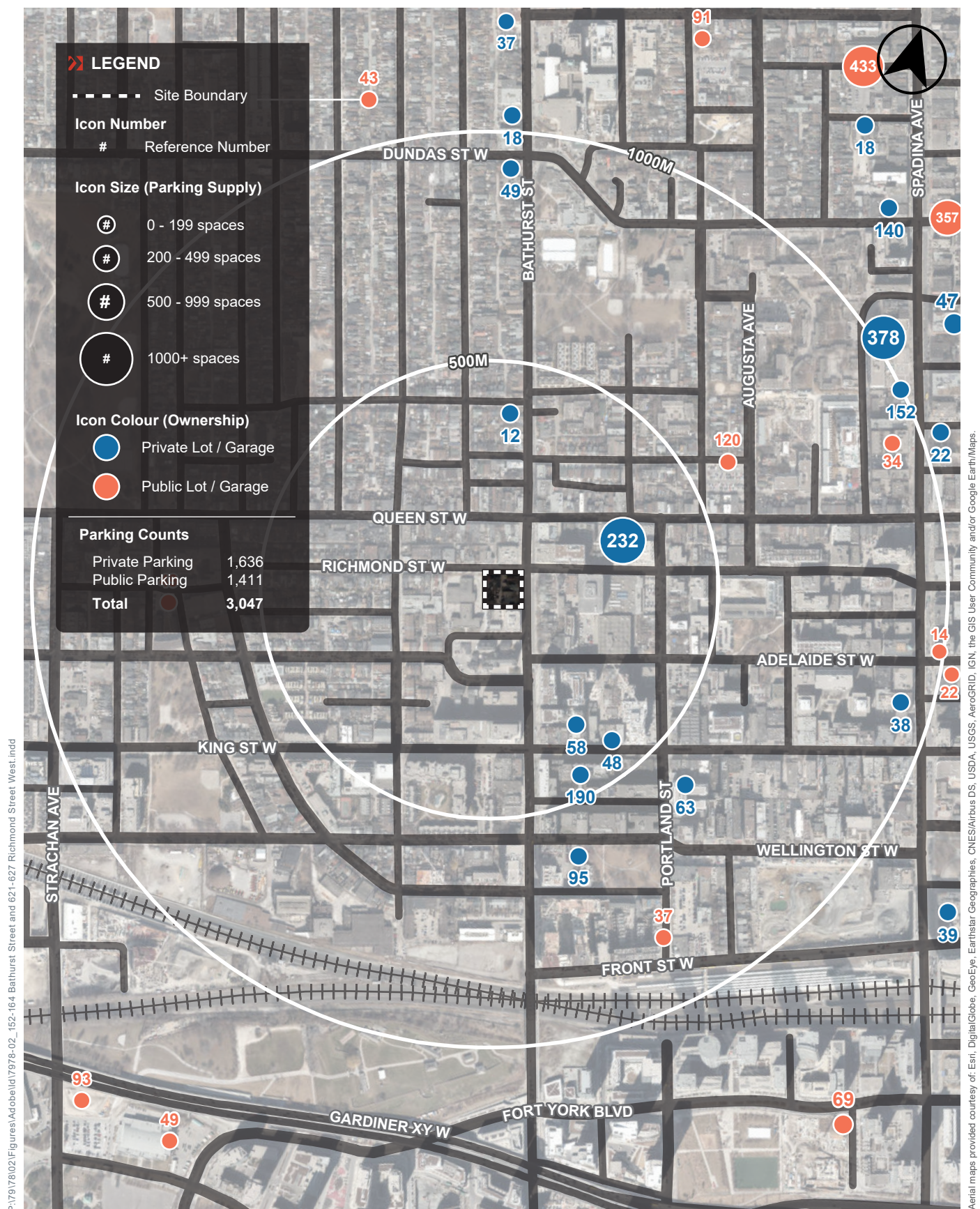


FIGURE 5 AREA OFF-SITE PARKING FACILITIES

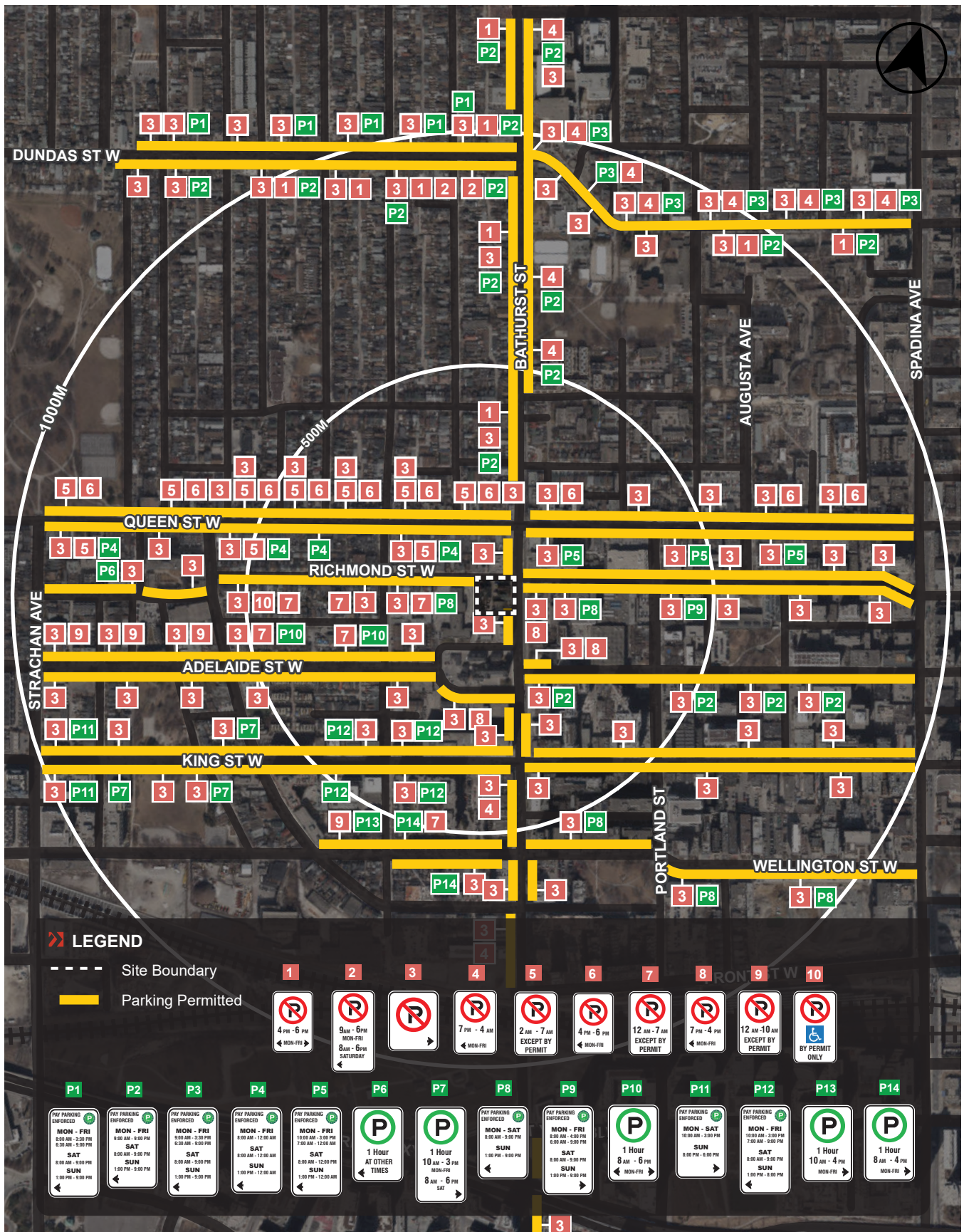


FIGURE 6 AREA ON-STREET PARKING ZONES AND RESTRICTIONS

5.3.3 Toronto Green Standards Version 3.0

The initial ZBA and SPA applications for the site were submitted to the City in June 2021 whereby the Toronto Green Standard – Version 3.0 (TGS V3) was applicable at the time of the original submission. Since the Applicant is resubmitting for SPA, despite a new ZBA application for the same site, it is intended that TGS V3 will continue to remain applicable to the site.

AQ 1.2 – LOW-EMITTING VEHICLE (LEV) AND SUSTAINABLE MOBILITY SPACES

According to TGS V3, parking spaces provided in excess of the Zoning By-law minimum parking requirement must be dedicated to priority parking spaces for low-emitting vehicles (LEV), carpooling/ridesharing or for publicly accessible spaces dedicated to shared vehicle systems such as carsharing, ridesharing, or micro mobility systems.

Given that the minimum Zoning By-law parking requirement is 0 resident spaces and 6 non-resident compared to the proposed parking supply of 51 resident spaces and 7 non-resident spaces, the TGS V3 requirement for LEV spaces, in our opinion, should be no longer applicable since parking spaces in excess of the new by-law requirement would effectively be designated as LEV spaces.

Three pick-up/drop-off spaces are proposed to facilitate passenger/delivery services and ride-share programs on the site.

AQ 1.3 – ELECTRIC VEHICLE INFRASTRUCTURE

For the total 58 parking space supply, it is proposed to provide 12 spaces (20%) with EVSE installed spaces. The remaining 46 spaces (80%) will have provisions for future EVSE installation in compliance with the Toronto Green Standard Version 3.0, AQ 1.3 standard.

5.4 Appropriateness of the Recommended Parking Standards

5.4.1 Resident Parking

Application of the current Zoning By-law 569-2013 (as amended by By-law 89-2022) permits a minimum of 0 resident parking spaces and a maximum of 263 resident parking spaces. The site is proposing 51 resident parking spaces which falls within the applicable minimum and maximum range of standards set out by the amended By-law 569-2013.

5.4.2 Non-Resident Parking

While the current non-residential (i.e., resident visitor and various non-residential uses) parking standards as per the amended Zoning By-law 569-2013 is applicable to new mixed-use developments located within transit-accessible areas in central Toronto, including the site, it is proposed to adopt Parking Zone 'A' vehicle parking standards for the non-resident uses based on the following factors and considerations:

- Recently approved provincial legislation (Bill 185) in support of eliminated vehicle parking in transit-oriented areas;
- High-order transit service opportunities within the vicinity of the site;
- Site proximity to lands subject to Parking Zone 'A' vehicle parking standards identified in By-law 125-2022 for resident visitor and non-resident uses as per amended Zoning By-law 569-2013; and
- Recent resident visitor and non-resident vehicle parking reduction approvals within the City.

It is noted that the overall proposed non-resident parking supply meets and / or falls within the minimum and maximum range of standards as per Zoning By-law 569-2013 for Parking Zone 'A', which is considered suitable (and progressive) for the proposed development, primarily due to its strong transit context near the existing multiple streetcar routes, surface



bus transit routes, proposed Ontario Line stations, and proposed enhanced RER transit services, which provides high-frequency higher-order service across the City.

5.4.2.1 ROYAL ASSENT OF “CUTTING RED TAPE TO BUILD MORE HOMES ACT, 2024” (BILL 185)

On April 10, 2024, the Provincial government introduced the *Cutting Red Tape to Build More Homes Act, 2024* – known as Bill 185 – as new legislation that focuses on increasing housing and infrastructure development. This Provincial Bill proposed several changes to Provincial Acts, including the Planning Act. One key change includes prohibiting and / or limiting the ability for municipal policies (i.e., Official Plans and Zoning By-laws) to require an owner to provide or maintain vehicle parking facilities (other than bicycle parking) within Protected Major Transit Station Areas (PMTSAs) and other prescribed areas around transit stations that are designated for higher density. Based on the foregoing, it is understood that any adopted minimum vehicle parking requirements within Zoning By-laws or other municipal-level policies would be overridden by the Provincial Bill, and therefore, would be no longer applicable to lands located within identified MTSA or PMTSAs.

On June 6, 2024, Bill 185 received Royal Assent as Chapter 16 of the *Statutes of Ontario, 2024* and is now in force and effect.

The policy changes within the Provincial Bill not only eliminate residential parking requirements within PMTSAs, but the elimination of vehicle parking further applies to all other non-residential uses.

The site, located in proximity to the future Ontario Line King-Bathurst and Queen-Spadina subway stations, is situated within both the King-Bathurst and Queen-Spadina PMTSAs, as approved by the City of Toronto. Although this PMTSA has been adopted by City Council and is awaiting approval by the Province of Ontario, the approval of Bill 185 presents a significant opportunity to accelerate planning and development processes and is anticipated to maintain a consistent level of support on a local level for significantly reduced or eliminated vehicle parking requirements within Toronto’s already designated (and approved) PMTSAs.

In addition, the site’s location within a PMTSA designated (and approved) by the City suggests that it is a strong candidate for adopting policies by other PMTSAs within other municipalities (i.e., City of Vaughan and City of Mississauga) that have already obtained both municipal and ministerial approval.

Although the Bill 185 policies permit owners to eliminate any required parking facilities for new developments, it is noted that the redevelopment plan intends to meet the recommended minimum vehicle parking requirement for the resident visitor use (i.e., 2 spaces plus 0.01 spaces / unit) for the existing and new units.

5.4.2.2 HIGH-ORDER / HIGH-FREQUENCY TRANSIT SERVICE OPPORTUNITIES

As mentioned in **Section 3.2**, the site is located within close proximity to existing TTC streetcar routes along the Bathurst Street (north-south), Queen Street (east-west) and King Street (east-west) transit corridors. The site can be accessed via these local transit services (i.e. 500 series streetcar routes) that are a part of the 10 Minute Network, all within a 5 to 15 minute walk.

The site is also located within 500 metres of a future high-order transit line known as Ontario Line, particularly King-Bathurst and Queen-Spadina subway stations. Additionally, the Spadina-Front GO Station is planned along the Barrie GO Line which is located approximately 900 metres west of the site.

The site is well connected to multiple high-order and high-frequency transit routes in all directions to and from the site. Visitors can access the site via transit services as opposed to driving. However, should a visitor require a parking space, the site offers 7 visitor spaces (shared on a non-exclusive basis with retail use) and off-site parking facilities or on-street parking is available for use as illustrated in **Figure 5** and **Figure 6**, respectively. More information on the available off-site parking facilities and on-street parking zones / restrictions within the neighbourhood is provided in **Section 5.3.2**.



5.4.2.3 RESIDENT VISITOR AND NON-RESIDENT STANDARDS AS PER AMENDED ZONING BY-LAW 569-2013

The City has fully adopted updated vehicle parking standards for all uses as per amended Zoning By-law 569-2013. Although the site is located on the west side of Bathurst Street designated as Parking Zone 'B', it can be interpreted as a candidate to apply Parking Zone 'A' due to proximity to lands across the street on the east side of Bathurst Street being classified as Parking Zone 'A' in accordance with the By-law 125-2022 maps. Therefore, it is proposed to provide the following minimum Parking Zone 'A' rates for the applicable non-resident uses on-site:

- Resident Visitor: 2 spaces plus 0.01 spaces per unit
- Retail (Tier 4): No minimum
- Community (Tier 2): No minimum

These reduced minimum requirements represent a progressive approach that reflect more current (and emerging) parking demand trends observed across the City, as well as conforms to recent local plans (i.e., Official Plan) and overarching regional policies (e.g., Places to Grow) and goals set within.

It is noted that the proposed non-resident parking supply falls within the minimum and maximum standards of recently amended Zoning By-law 569-2013. Although the amended Zoning By-law is not legally applicable to the site, it is considered best practice to acknowledge and aim to apply the most contemporary standards for new developments, such as the site, to conform to and achieve overarching City goals and objectives.

5.4.2.4 NON-RESIDENT PARKING STANDARDS AS PER AMENDED ZONING BY-LAW 569-2013

Comparable trends have been observed for both resident visitor and non-residential uses, where the most contemporary standards are being adopted for new developments. **Table 8** outlines the various resident visitor and non-residential approvals obtained within the Downtown / East York areas of the City.

Table 8 Recent Non-resident Parking Reduction Approvals – City of Toronto (Downtown/East York)

Address	Estimated Site Statistics	Min. Resident Visitor Approval Rate	Min. Non-resident Approval Rate	Effective Non-resident Supply / Rate ^[1]	Permission Through
Proposed Minimum Requirement – Resident Visitor Use: 2 spaces + 0.01 spaces / unit Proposed Minimum Requirement – All Other Non-residential Uses: No minimum					
880-882 and 888 Eastern Avenue and 74-80 Knox Avenue	180 units, 200 m ² non-resident GFA	5 spaces (0.03 spaces / unit)	No minimum for exclusive use of non-resident uses	11 shared spaces (0.06 spaces / unit)	Site-specific Zoning By-law 721-2023
555 Davenport Road	143 units	2 spaces + 0.01 spaces / unit	--	3 spaces (2 spaces + 0.01 spaces / unit)	Site-specific Zoning By-laws 738-2023 and 739-2023
1080, 1082, 1084, 1086, and 1088 Yonge Street	28 condo units, 560 m ² retail GFA, 750 m ² office GFA	2 spaces (2 spaces + 0.01 spaces / unit)	2 spaces	2 resident visitor spaces (2 spaces + 0.01 spaces / unit) and 4 non-resident spaces	Site-specific Zoning By-law 761-2023
401 Dundas Street East	98 condo units, 300 m ² retail GFA	2 spaces + 0.01 spaces / unit	No minimum	3 resident visitor spaces (0.03 spaces / unit)	Site-specific Zoning By-law 770-2023



Address	Estimated Site Statistics	Min. Resident Visitor Approval Rate	Min. Non-resident Approval Rate	Effective Non-resident Supply / Rate ^[1]	Permission Through
88 Isabella Street	720 units (including rental replacement units)	2 spaces + 0.01 spaces / unit	Not applicable	9 spaces (2 spaces + 0.01 spaces / unit)	Site-specific Zoning By-law 985-2023
148-158 Avenue Road and 220-234 Davenport Road	333 condo units, 490 m ² non-resident GFA	0.01 spaces / unit		40 shared spaces (0.12 spaces / unit)	Site-specific Zoning By-law 1133-2023
1233-1243 Queen Street East and 77 Leslie Street	145 rental units	8 spaces	No minimum for the exclusive use of non-resident uses	8 shared spaces (0.06 spaces / unit)	Site-specific Zoning By-law 1292-2023
49 Ontario Street and 72-94 Berkeley Street	1,094 rental units, 15,206 m ² office GFA, 1,099 m ² retail GFA	2 spaces + 0.01 spaces / unit	No minimum	73 shared spaces (0.07 spaces / unit)	Site-specific Zoning By-law 1299-2023
8-18 Camden Street	185 condo units, 308 m ² retail GFA	No minimum	No minimum	0 spaces	Site-specific Zoning By-law 1305-2023
306, 308 and 310 Gerrard Street East	194 rental units, 980 m ² retail GFA, 3,211 m ² office GFA	2 spaces + 0.01 spaces / unit	No minimum (assumed)	3 resident visitor spaces (2 spaces + 0.01 spaces / unit) and 24 non-resident spaces	Site-specific Zoning By-law 1310-2023

Notes:

1. All parking supplies appropriately fall within the range of minimum and maximum permissions approved for each corresponding Site-specific Zoning By-law.

As demonstrated above, there are several resident visitor and non-resident parking approvals in the area that have obtained the recently amended Zoning By-law 569-2013 requirements while providing a supply that meets / falls within the respective minimum and maximum vehicle parking permissions. As such, the proposed vehicle parking supply for the resident visitor and non-residential uses are considered appropriate.

5.4.2.5 RECOMMENDED NON-RESIDENT PARKING STANDARD SUMMARY

Recognizing that the site is located in the downtown area, specifically within the boundaries of both the King-Bathurst and Queen-Spadina PMTSAs and within walking distance to multiple high-order / high-frequency transit services, it is reasonable to consider application of a reduced visitor parking rate of 2 spaces plus 0.01 spaces per dwelling unit, which aligns with the minimum Parking Zone A (PZA) requirements. Notably, the site borders the west side of Bathurst Street whereby Bathurst Street is the dividing limit between Parking Zone B (PZB) designated on the west side and Parking Zone A (PZA) designated on the east side.



5.5 Small Car Parking Space Review

5.5.1 Site-Specific Zoning By-law 757-2023 Parking Obstruction Requirements

Application of Site-Specific Zoning By-law (“SSZBL”) 757-2023 allows for a maximum of 10% of the total proposed parking supply to be permissible and to count as part of the total parking supply if the parking spaces do not meet all of the above requirements. Further, a maximum of 10% of the total proposed parking supply will be subject to the following parking space minimum dimension requirements:

- 2.4 metres in width
- 5.1 metres in length
- 1.7 metres in height
- the side of the parking space may be obstructed

The approved SSZBL 757-2023 “small car” parking obstruction provision will continue to be applied to the September 2024 ZBA and SPA development proposal submission for the Site. A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated parking provisions.

5.5.2 Inventory of “Small Car” Parking Spaces

The majority of parking spaces located within the parking garage of the proposed building comply with the Zoning By-law parking space dimensional requirements. However, one (1) space out of the proposed 58 parking spaces (equivalent to approximately 1.7 percent of the total parking supply) does meet the minimum parking dimension standards but is considered a one-side obstructed “small car” parking space.

The reduced architectural site plans provided in **Appendix A** identify the location of one “small car” parking space within the underground parking garage while the small car review plans classify the dimensions and type of obstructed parking space as shown in **Appendix D**. For review purposes, the spaces are referenced in **Table 9**.

Table 9 Small Car Parking Space Inventory

Level	Space Label	Space Length (m)	Space Width (m)	Aisle Width (m)	Obstruction
P1	SC-01	5.60	2.79	6.0	One-sided obstructed, wall

5.5.3 Basis of Small Car Parking Space Review

The functionality of the proposed “small car” parking spaces has been reviewed based upon:

- the ability of these spaces to accommodate a wide range of the vehicle lengths and widths prevalent in the passenger vehicle fleet used today;
- the ability to manoeuvre into/out of the spaces; and,
- the ability for drivers and/or passengers to open car doors in an acceptable manner.

This assessment has been undertaken considering the range of lengths and widths of the vehicles being used today in an urban centre such as Downtown Toronto.

5.5.4 Design Vehicle

A design vehicle has been selected for the purposes of reviewing the functionality of the 1 “small car” parking space. This design vehicle is based upon recent vehicle sales information collected by BA Group and the size of vehicles observed by BA Group at a series of residential buildings within the urban centre of Toronto.



The length and width dimensions of the design vehicle used in the small car review spaces reflect a passenger car that is equivalent to the 85th percentile length and width characteristics of the passenger car fleet in use today.

The dimensions of the design vehicle are as follows:

- a) a vehicle length of in the order of 4.97 metres
- b) a vehicle width of in the order of 1.93 metres

These vehicle dimensions reflect, generally, a Ford Explorer-sized vehicle.

5.5.5 Analysis of Width-Deficient “Obstructed” Parking Spaces

The functionality of a parking space from a width perspective considers obstruction criteria, such as driver / passenger door clearance requirements to allow people to enter and exit a vehicle, once parked in a reasonable manner.

The obstructed “small car” space has at least widths of 2.6 metres and lengths of 5.6 metres, which meet the minimum Zoning By-law parking space dimensions. However, the space is one-side obstructed by a wall. A review of the door opening clearance requirements is provided below.

DOOR OPENING – CLEARANCE NEEDS

This aspect considers whether the obstructed “small car” spaces provide sufficient clearance to enable vehicle occupants to open their car doors and enter or leave their vehicles. A door opening clearance of between 0.55 metres and 0.65 metres is typically considered appropriate for use in low to high-turnover facilities, respectively. A typical high-turnover facility would be a parking lot of a shopping mall, whereas a low-turnover facility would be a commuter parking facility or, a primarily residential parking facility such as that provided in this development.

The above suggests that a parking space width of approximately 2.48 metres would be the minimum stall width that would appropriately and adequately provide for a full door opening on one side of a vehicle (i.e. the driver’s side) while allowing a nominal allowance for clearance to any structure on the other side of the vehicle. This is based upon consideration of the 85th percentile design vehicle width discussed in **Section 5.5.4** (i.e. 1.93 metres) and a 0.55-metre door clearance distance.

The obstructed “small car” space is 2.79 metres in width, which exceeds the 2.48-metre minimum dimension outlined above. Please note that this assumes the door swing is accommodated within the parking space itself. In many instances, further space is provided within adjacent parking spaces, which could reduce the individual space width needs.

Therefore, the obstructed space is also considered to be a functionally viable space. Illustrations of door clearance conditions for the obstructed spaces have also been prepared and are provided in **Appendix D**. These confirm that the proposed obstructed, width-deficient spaces are sufficiently wide enough to allow occupants to enter and leave their vehicles in a reasonable manner.



6.0 PICK-UP/DROP-OFF CONSIDERATIONS

The emergence and convenience of auto-based shared mobility services, including car-share, taxi, and ride-hailing services (e.g., Uber and Lyft), and general carpooling, have grown in recent years and are being used as an increasingly suitable alternative for private vehicle ownership or single-occupancy vehicle. Increased use in auto-based shared mobility services is often being observed in central, high-density, and intensified areas of urban cities, including City of Toronto (e.g., along several major intersections and corridors with frequent heavy traffic).

Based on the foregoing, it is anticipated that new high-density developments, such as the site, will require an appropriate amount of space to permit safe and organized pick-up/drop-off activity occurring on a short-term basis. In consideration of these aspects, a portion of the parking facility will provide designated pick-up/drop-off (short-term) parking spaces on-site.

The following section provides a review of the existing residential pick-up/drop-off (short-term) parking accumulation study conducted for the proposed development.

6.1 Proposed Pick-Up/Drop-Off Provisions

6.1.1 Zoning By-law 569-2013 and 438-86 Parking Obstruction Requirements

City of Toronto Zoning By-law 569-2013 and Zoning By-law 438-86 (as amended by the City of Toronto 494-2007) states the relevant and basic parking space dimensional requirements as follows:

- 2.6 metres in width
- 5.6 metres in length
- 2.0 metres in height
- Accessed by a 6.0-metre drive aisle

The Zoning By-laws further stipulate that the minimum required width of a parking space shall be increased by 0.3 metres for each side of the parking spaces which is obstructed. The side of the parking space is considered to be obstructed when any part of a fixed object such as, but not limited to, a wall, column, bollard, fence, or pipe is situated within 0.3 metres of the side of the parking space and more than 1.0 metres from the front or rear of the parking space.

6.1.2 On-Site Pick-Up/Drop-Off Provisions

Pick-up and drop-off provisions for the site are provided in the form of a PUDO layby located north of the loading facility, accessible via a laneway connecting off Richmond Street. This layby will facilitate day-to-day activities associated with the residential uses on the site, accommodating a range of “front door” activities (e.g., passenger pick-up/drop-off, quick and small food or parcel deliveries, couriers, etc.) in a convenient and reasonable manner and can accommodate up to 3 vehicles.

Vehicle manoeuvring diagrams (VMDs) are provided in **Appendix B** and illustrate the manoeuvring needs of a passenger vehicle (e.g. Dodge Grand Caravan) entering and exiting the proposed spaces within the PUDO zone.

These diagrams confirm that the proposed PUDO arrangements are appropriate and will facilitate the manoeuvring requirements of the vehicles that are expected to access the site.



6.2 Residential Pick-Up/Drop-Off Demand Study

6.2.1 Residential Pick-Up/Drop-Off Survey Details

To determine or estimate the number of appropriate pick-up/drop-off spaces (e.g., accumulation) forecasted for the site, BA Group undertook recent short-term parking demand surveys at residential condominium building sites in the City of Toronto, all of which were surveyed in 2023 and 2024. The surveyed details are summarized in **Table 10**.

Table 10 Short-Term Parking Demand Survey Sites

Proxy Site	Location	Survey Date	Units	Facility Type	Survey Time
39 Roehampton Ave	Toronto (Yonge St / Eglinton Ave)	Tue, Mar 28, 2023	439	On-site On-street curbside	7:00 – 19:00
99 Broadway Ave & 195 Redpath Ave	Toronto (Mt Pleasant Rd / Eglinton Ave)	Tue, Mar 28, 2023	888	On-site On-street curbside	7:00 – 19:00
161 Roehampton Ave	Toronto (Mt Pleasant Rd / Eglinton Ave)	Thu, Jan 25, 2024	573	On-site On-street curbside	7:00- 21:00
		Sat, Jan 27, 2024			10:00 – 21:00
101 Charles St	Toronto (Bloor St / Jarvis St)	Thu, May 23, 2024	458	On-site On-street curbside	7:00 – 24:00
		Fri, May 24, 2024			0:00 – 24:00
		Sat, May 25, 2024			0:00 – 24:00
57 St. Joseph St	Toronto (Wellesley St / Bay St)	Thu, May 23, 2024	458	On-site On-street curbside	7:00 – 24:00
		Fri, May 24, 2024			0:00 – 24:00
		Sat, May 25, 2024			0:00 – 24:00
181 Dundas St E	Toronto (Dundas St / Jarvis St)	Thu, May 23, 2024	528	On-site On-street curbside	7:00 – 24:00
		Fri, May 24, 2024			0:00 – 24:00
		Sat, May 25, 2024			0:00 – 24:00

These sites have been selected as suitable proxies for the proposed development due to the comparable land use (e.g., primarily residential), size and type of developments (e.g., high density with at least 400 units), location (e.g., downtown Toronto), PUDO facility type (e.g., designated short-term parking), and access to transit (e.g., surface buses).

The survey methodology defines “short-term” parking demand as vehicles associated with the building that are looking to park for a short period, such that they prefer not to utilize the building’s visitor parking or loading spaces (e.g., vehicles to pick up or drop off passengers and deliver packages near the building entrance). These vehicles include those related to merchandise delivery, private cars for hire, food deliveries, building service and maintenance, as well as private cars picking up or dropping off passengers.

6.2.2 Observed Residential Pick-Up/Drop-Off Demand

The observed 95th percentile and peak short-term parking demand (vehicle accumulation) at each of the surveyed buildings is summarized in **Table 11**.



Table 11 Observed Pick-Up/Drop-Off Accumulation at Residential Condominiums

Proxy Site	Survey Date	Units	95 th %ile Accumulation		Peak Accumulation	
			No. of Vehicles	Rate	No. of Vehicles	Rate
39 Roehampton Ave	Tue, Mar 28, 2023	439	2	0.005	3	0.007
99 Broadway Ave & 195 Redpath Ave	Tue, Mar 28, 2023	888	2	0.002	4	0.005
161 Roehampton Ave	Thu, Jan 25, 2024	573	1	0.002	3	0.005
	Sat, Jan 27, 2024		2	0.003	3	0.005
101 Charles St	Thu, May 23, 2024	458	1	0.002	3	0.005
	Fri, May 24, 2024		1	0.002	3	0.005
	Sat, May 25, 2024		2	0.004	4	0.007
57 St. Joseph St	Thu, May 23, 2024	458	1	0.002	1	0.002
	Fri, May 24, 2024		1	0.002	2	0.004
	Sat, May 25, 2024		1	0.002	3	0.007
181 Dundas St E	Thu, May 23, 2024	528	1	0.002	3	0.006
	Fri, May 24, 2024		1	0.002	3	0.006
	Sat, May 25, 2024		2	0.004	4	0.008
Observed Accumulation Rate Range			--	0.002 - 0.004	--	0.005 - 0.008

Notes:

1. Rate as vehicles per residential unit.
2. All vehicle accumulation rate calculations have been rounded to the nearest thousandth decimal place.

Based on the surveys undertaken, the observed 95th percentile short-term parking accumulation rate range was observed to be 0.002 - 0.004 vehicles per unit. In addition, the observed peak short-term parking accumulation rate range was observed to be 0.005 - 0.008 vehicles per unit.

6.2.3 Forecasted Residential Pick-Up/Drop-Off Demand

As a conservative approach, it is suitable to provide a pick-up/drop-off supply that is comparable to the 95th percentile and peak range observed for these comparable sites. Application of the observed range of 95th percentile and peak pick-up/drop-off accumulation are presented below in **Table 12**.

Table 12 Forecasted On-site Residential Pick-up / Drop-off Accumulation

Site	Units	95 th %ile Accumulation		Peak Accumulation	
		Rate	No. of Vehicles	Rate	No. of Vehicles
Proposed Site	420	0.002 - 0.004	1 - 2 vehicles	0.005 - 0.008	2 - 4 vehicles

Notes:

1. All estimated pick-up/drop-off accumulation calculations have been rounded up to the nearest whole number.



As such, the estimated 95th percentile short-term parking accumulation range for the site is approximately 1 - 2 vehicles at a given time on-site. In addition, the observed peak short-term parking accumulation range is approximately 2 - 4 vehicles at a given time on-site.

In summary, it is our opinion that the proposed three (3) on-site PUDO spaces can appropriately accommodate the expected pick-up/drop-off parking demand generated by the site (i.e., approximately 1 to 2 vehicles at the 95th percentile accumulation).



7.0 LOADING CONSIDERATIONS

7.1 Minimum Loading Requirements

7.1.1 Zoning By-law 438-86 Loading Requirements

The application of the City of Toronto Zoning By-law 438-86 loading requirements to the proposed site uses is outlined in **Table 13**.

Table 13 Zoning By-law 438-86 Minimum Loading Requirement

Use	Units / GFA	Type A	Type B	Type C	Type G	Total
Residential	>30 units and >1,000 m ² area	--	--	--	1 space	1 space
Retail	551 – 2,300 m ²	--	1 space	--	--	1 space
Subtotal	--	--	1 space	--	1 space	2 spaces
Total (with sharing) ²	--	--	--	--	1 space	1 space

Notes:

1. Site Statistics based upon stats provided by Kirkor Architects and Planners, dated August 16, 2024.
2. Zoning By-law 438-86 Section 4(8)(e) states that one or more Type 'A' or Type 'B' loading spaces, in respect of the portion of the mixed-use building to be erected or used for non-residential purposes, is constructed as a Type 'G' loading space for a building that contains 30 or more dwelling units.

Application of the governing Zoning By-law 438-86 loading requirements to the development requires one (1) Type 'G' loading space and one (1) Type 'B' loading space.

However, the site is located within the City of Toronto's "Central Area" which contains the "Downtown Area". The "Downtown Area" has provisions for sharing loading spaces including a Type 'B' loading space required for 551 to 2,300 m² of non-residential uses to be combined with a Type 'G' loading space required for a building that contains 30 or more dwelling units. Since the site is located just outside of the west limit of the "Downtown Area" and the total retail GFA is just 60 m² above the ≤550 m² retail GFA threshold permitting no loading spaces required for non-residential use, it is reasonable and appropriate to consider providing one (1) Type 'G' loading space to facilitate the loading needs of the site.

7.1.2 Site Specific Zoning By-law 757-2023 Loading Requirements

Application of the approved Site-Specific Zoning By-law ("SSZBL") 757-2023 requirements to the development requires one (1) Type 'G' loading space. This SSZBL stipulation will continue to be applied for this September 2024 ZBA and SPA development proposal. A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated loading provision.

7.2 Proposed Loading Supply

One (1) Type 'G' loading space is proposed to support the development proposal which meets the requirements as outlined in the SSZBL 757-2023.

A signage and pavement marking plan is provided in **Appendix A** indicating the parking and loading signs and illustrating the location of a warning system for passenger vehicles.



7.2.1 Residential Garbage and Recycling Facilities

Refuse / recycling collection for the residential component of the building will occur within the Type 'G' loading space provided on-site. Appropriate bin staging provisions are provided in front of the Type 'G' loading space in accordance with the design requirements outlined in the *"City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments"* dated May 2012.

Provision for a minimum of 42.2 m² has been provided in front of the Type 'G' loading space to accommodate a total of 9 three cubic yard bins within the allocated area (including 1 bin within the Type 'G' space). The staging areas have been provided in accordance with the City policy requirements (i.e. the size of bin staging area = 5 m² for every 50 residential units provided in excess of the first 50 residential units).

Waste storage rooms and uncompacted waste (bulky items) rooms are provided. Provision for a minimum of 137.3 m² of waste storage and 10 m² of uncompacted waste storage has been provided. The waste storage area and uncompacted waste storage area have been provided in accordance with the City policy requirements.

7.2.2 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/exiting the loading space within the loading area.

The design vehicles used to assess the design arrangements of the proposed loading space include the City of Toronto garbage collection vehicle, TAC-MSU, TAC-SU, and passenger vehicles.

Updated vehicular manoeuvring diagrams are provided in **Appendix B** to illustrate the turning movements for the design vehicles entering/exiting the proposed loading spaces and confirm that all service vehicles are able to enter/exit the site in a forward motion.

The diagrams confirm that the proposed loading arrangements are appropriate and will facilitate the manoeuvring needs of the vehicles that are expected to make deliveries and collect waste/recycling at the property following the redevelopment as planned.

7.2.3 Height Clearances

The loading areas have been designed such that a minimum height clearance of 4.4 metres is maintained throughout the access driveway and manoeuvring areas leading to/from the loading spaces, which meets the minimum Zoning By-law 438-86 and City of Toronto design standards and policies for height clearance requirements within these areas (i.e. 4.4 metres to access the Type G loading space).

A minimum height clearance of 6.1 metres is provided above the entire Type G loading space and bin staging area to enable compacted bulk lift bin collection services.



8.0 BICYCLE PARKING CONSIDERATIONS

8.1 Minimum Bicycle Parking Requirements

8.1.1 Zoning By-Law 438-86 Bicycle Parking Requirements

The site is located in a “grey hole” of comprehensive city-wide Zoning By-law 569-2013. As a result, the site is subject to the former City of Toronto Zoning By-law 438-86. On this basis, the applicable minimum bicycle parking requirement is outlined in **Table 14**; as per Section 4(13)(c), all bicycle parking spaces have been proportionally divided as follows: 80% occupant bicycle parking spaces and 20% visitor bicycle parking spaces.

Table 14 Zoning By-law 438-86 Bicycle Parking Requirements

Use	Units / GFA	Rate	Requirement	
			Occupant	Visitor
Residential	420 units	0.75 spaces/unit, or a fraction thereof equal to or greater than 0.5, to a maximum of 200 bicycle parking spaces	252 spaces	63 spaces
Retail	610 m ²	1 space/1,250 m ² of NFA (if non-residential uses have GFA equal to or greater than 2,000 m ²)	0 spaces	0 spaces
TOTAL			252 spaces	63 spaces

Notes:

1. Based upon the architectural plans provided by Kirkor Architects and Planners, dated August 16, 2024.

The application of Zoning By-law 438-86 minimum bicycle parking requirements to the site results in a requirement of 162 bicycle parking spaces, including 252 long-term bicycle parking spaces and 63 short-term bicycle parking spaces.

8.1.2 Zoning By-Law 569-2013 Bicycle Parking Requirements

Comprehensive city-wide Zoning By-law 569-2013, Zone 1 – Tier 1 minimum bicycle parking requirements (which are comparable to the Toronto Green Standard, Version 3 (Zone 1 – Tier 1) minimum bicycle parking requirements) have also been applied to the development program in **Table 15**.

Table 15 Zoning By-law 569-2013 (TGS V3) Bicycle Parking Requirements

Use	Units / GFA	Rate	Requirement	
			Long-Term	Short-Term
Residential	420 units	Long-term: 0.9 spaces/unit Short-term: 0.1 spaces/unit	378 spaces	42 spaces
Retail ²	610 m ²	Long-term: 0.2 spaces/100 m ² of IFA Short-term: 3 spaces + 0.3 spaces/100 m ² of IFA	0 spaces	0 spaces
TOTAL			378 spaces	42 spaces

Notes:

1. Based upon the architectural plans provided by Kirkor Architects and Planners, dated August 16, 2024.
2. Despite the bicycle parking space rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a bicycle parking space is required for uses on a lot, other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2,000 square metres or less, then no bicycle parking space is required.



The application of city-wide Zoning By-law 569-2013 (Zone 1 – Tier 1) minimum bicycle parking requirements (which are comparable to the Toronto Green Standard, Version 3 (Zone 1 – Tier 1) minimum bicycle parking requirements) to the site results in a requirement of 420 bicycle parking spaces, including 378 long-term bicycle parking spaces and 42 short-term bicycle parking spaces.

Given that the initial ZBA and SPA applications for the site were submitted to the City in June 2021, Zoning By-law 569-2013 bicycle parking space requirements during the transition period (i.e. applications submitted before July 22, 2022) and TGS V3 are applicable to the site. Since the Applicant is resubmitting for SPA, despite a new ZBA application for the same site, it is intended that Zoning By-law 569-2013 bicycle parking requirements during the transition period and TGS V3 will continue to remain applicable to the site. This includes provisions for a residential long-term bicycle parking rate of 0.9 spaces per dwelling unit and a residential short-term bicycle parking rate of 0.1 spaces per dwelling unit.

A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated bicycle parking provisions including bicycle parking rates, dimensional requirements, and bicycle infrastructure arrangements.

8.1.3 Site-Specific Zoning By-Law 737-2023 Bicycle Parking Requirements

Application of the approved Site-Specific Zoning By-law (“SSZBL”) 737-2023 requirements to the development permits minimum stacked bicycle parking space dimensional requirements of 1.6 metres long by 0.3 metres wide by 1.1 metres high. It also allows for short-term bicycle parking spaces to be located outside of the building and within the first storey of the building. Finally, the SSZBL stipulates that both long-term and short-term bicycle parking spaces can be located in a stacked bicycle parking space arrangement, in any combination of vertical, horizontal or stacked positions, and may be located in a secured room or area on the ground floor or parking levels but is not required to occupy 50 percent of the area.

These approved SSZBL bicycle parking provisions will continue to be applied for this September 2024 ZBA and SPA development proposal. A draft Site-Specific Zoning By-law is concurrently being prepared as part of the application to reflect the updated bicycle parking provisions including bicycle parking rates, dimensional requirements, and bicycle infrastructure arrangements.

8.2 Bicycle Parking Supply

The architect site statistics indicate a total supply of 420 bicycle parking spaces including 378 residential long-term spaces and 42 residential short-term spaces. The overall proposed bicycle parking supply meets the requirements defined by Zoning By-law 569-2013 and the Toronto Green Standard, Version 3 (Zone 1 – Tier 1).

It is intended to maintain the requirements of Zoning By-law 569-2013 and the Toronto Green Standard, Version 3 (Zone 1 – Tier 1) for the September 2024 ZBA and SPA development proposal submission and is consistent with the bicycle parking rates accepted in the initial ZBA and SPA applications for this site. As such, the proposed bicycle parking supply meets the requirements.

Short-term bike spaces are located on the ground floor level and long-term bike spaces are located in a secure controlled-access bicycle parking facility on the P1 level.



9.0 TRAVEL DEMAND ASSESSMENT

9.1 Residential Site Vehicle Trip Generation

Vehicle trip generation for the proposed development was estimated based on a trip rate calculated as vehicle trips per unit in the June 2021 Transportation Study. This methodology was considered appropriate based on the parking rate proposed in the previous applications. However, given that the current development proposal features a much lower resident parking rate compared to the previous applications, the vehicle trip generation methodology has been revised to reflect the shifts to non-auto travel mode as a result of the reduction in the resident parking supply rate and other site-specific TDM measures proposed.

The site is located adjacent to a higher-order transit service corridor, multiple surface transit routes, active transportation facilities, and a mix of land uses, all of which are supportive of non-auto-based travel to and from the site, particularly during the weekday peak periods of travel. The reduced parking supply rate alongside the proposed cycling infrastructure further promotes the use of transit and active transportation by discouraging private automobile use.

Travel demand forecasts for the site have been developed for the vehicle parking garage and pick-up/drop-off (PUDO) area separately. Total vehicle trips generated by the site have been calculated as the sum of trips to/from the parking garage and PUDO trips.

Vehicle trips to/from the parking garage were calculated using the proposed resident parking supply and an associated vehicular discharge rate during peak hours. The current development proposal features a total of 51 resident parking spaces at a rate of 0.12 resident parking spaces per unit.

BA Group reviewed proxy survey data for residential high-rise developments in downtown Toronto to determine the relationship between resident parking demand and parking turnover rate for residential developments. Traditional trip generation rates expressed on a per-unit basis would not be able to capture the scale of parking relative to the number of units, especially given the context of a low resident parking supply as featured in the current development proposal. Traditional application of trip rates based on unit counts would generate site traffic that typically represents a turnover rate of greater than 100% (i.e., all resident vehicles would have to enter or leave the parking garage once during the peak hours), which is not reasonable. Application of the typical turnover rates generates more reasonable vehicular traffic generation characteristics associated with a proposed residential high-rise building with a low parking supply. Proxy vehicle discharge rates are summarized in **Table 16**.

Table 16 Proxy Vehicle Discharge Rates at Residential Parking Garages

Proxy Survey Location	Survey Date	Resident Parking Supply	Resident Parking Demand	AM Peak Hour			PM Peak Hour		
				In	Out	2W	In	Out	2W
77 Mutual St	Wed, Aug 2, 2023	85 spaces (0.22 spaces/unit)	63 spaces (74% occupancy)	0.13	0.21	0.33	0.14	0.08	0.22
403 Church St		125 spaces (0.23 spaces/unit)	80 spaces (64% occupancy)	0.09	0.16	0.25	0.14	0.10	0.24
Average Vehicle Discharge Rate (Trips/Parking Space Occupied)				0.11	0.18	0.29	0.14	0.09	0.23
Adopted Vehicle Discharge Rate (Trips/Parking Space Occupied)				0.15	0.20	0.35	0.15	0.10	0.25

Notes:

1. This information is the property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than the intended purpose in connection with this development application.



The method of calculating vehicle trip generation using the parking discharge rate does not capture the PUDO trips. Therefore, BA Group also reviewed proxy survey data for PUDO trips at similar residential developments in downtown Toronto to determine the number of appropriate PUDO trip generation for the proposed development. Proxy PUDO trip generation rates are summarized in **Table 17**.

Table 17 Proxy Residential Pick-Up/Drop-Off Vehicle Trip Generation Rates

Proxy Survey Location	Survey Date	Units	AM Peak Hour			PM Peak Hour		
			In	Out	2Way	In	Out	2Way
77 Mutual St	Wed, Aug 2, 2023	385 units	0.01	0.01	0.02	0.02	0.02	0.04
403 Church St	Wed, Aug 2, 2023	537 units	0.01	0.01	0.01	0.01	0.01	0.02
210 Simcoe St	Wed, Dec 13, 2023	296 units	0.00	0.00	0.00	0.02	0.02	0.05
228-230 Queens Quay Blvd W	Thu, Mar 30, 2023	517 units	0.01	0.01	0.02	0.03	0.02	0.05
1000 Bay St	Wed, Feb 1, 2023	458 units	0.01	0.01	0.03	0.01	0.01	0.03
Average Vehicle Trip Rates (Trips/Unit)			0.01	0.01	0.02	0.02	0.02	0.04
Adopted Vehicle Trip Rates (Trips/Unit)			0.01	0.01	0.02	0.02	0.02	0.04

Notes:

1. This information is the property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than the intended purpose in connection with this development application.

Given the site is located in the vicinity of a school (St. Mary Catholic Elementary School), site vehicle trip generation during the weekday school peak hour was also projected based on the Vehicle Time of Day Distribution (i.e. 24-hour temporal variation) data from the ITE Trip Generation Manual (11th Edition). Vehicle trips generated by the proposed development during weekday morning, afternoon and school peak hours are summarized in **Table 18**.

Table 18 Residential Site Vehicle Trip Generation

	AM Peak Hour			PM Peak Hour			School Peak Hour ^[1]		
	In	Out	2Way	In	Out	2Way	In	Out	2Way
Parking Garage Vehicle Trips	10	10	20	10	5	15	5	5	10
PUDO Vehicle Trips	5	5	10	10	10	20	5	5	10
Total Site Vehicle Trips	15	15	30	20	15	35	10	10	20

Notes:

1. Site vehicle trips during the weekday school peak hour were projected using Vehicle Time of Day Distribution data from the ITE Trip Generation Manual (11th Edition).

The residential component of the proposed development is expected to generate approximately **30, 35 and 20 two-way vehicle trips** during weekday morning, afternoon and school peak hours, respectively.

9.2 Retail Site Vehicle Trip Generation

The proposed retail uses are expected to operate ancillary to the overall development and are expected to primarily serve residents of the building and the immediate area. In this regard, vehicle trip generation associated with retail uses is expected to be minimal. For the purpose of this analysis, no additional vehicle trips were assumed to be generated by the



proposed retail use during both the weekday morning and afternoon peak hours. This assumption is consistent with the previously submitted transportation studies prepared by BA Group.

9.3 Site Vehicle Trip Generation Summary

An outline of the new vehicular trips expected as a result of the proposed development is provided in **Table 19**.

Table 19 Site Vehicle Trip Generation Summary

	AM Peak Hour			PM Peak Hour			School Peak Hour		
	In	Out	2W	In	Out	2W	In	Out	2W
Residential Site Vehicle Trips	15	15	30	20	15	35	10	10	20
Retail Site Vehicle Trips	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips (Current Proposal)	15	15	30	20	15	35	10	10	20
Total Site Vehicle Trips (Oct 2022 Proposal)	5	20	25	15	10	25	10	5	15
Difference	+10	-5	+5	+5	+5	+10	0	+5	+5

The proposed development is expected to generate approximately **30, 35 and 20 two-way vehicle trips** during weekday morning, afternoon and school peak hours, respectively. Based on a comparison of the previous (October 2022) and current development programs, the proposed development is expected to generate 5 to 10 additional new site trips during peak hours. This represents a modest change in site-generated vehicle trips during peak hours compared to the transportation assessment provided in the October 2022 Transportation Memorandum.



10.0 TRAFFIC OPERATIONS UPDATE

The analyses conducted as part of the October 2022 Transportation Memorandum concluded that new traffic generated by the development proposal could be appropriately accommodated without the need for improvements or mitigation measures.

City staff comments on trip generation and traffic impact based on staff review of the June 2021 Transportation Study and October 2022 Transportation Memorandum were included in the Development Engineering memo of February 21, 2023:

Given this level of trip generation and the results of the traffic analyses, the consultant concluded that the projected site traffic would have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network. Transportation Services accepted this conclusion.

Based on the minimal changes to the proposed development since the previous submission, Transportation Services has no further concerns with regard to vehicular traffic at this time.

As the change in the forecast number of trips generated by the proposed development is modest, the previous conclusions from the October 2022 Transportation Memorandum remain valid for the current proposal.



11.0 SUMMARY AND CONCLUSIONS

INTRODUCTION AND PROPOSED DEVELOPMENT

1. BA Group is retained by Originate (Bathurst & Richmond) Inc. to provide transportation advisory services in support of the Zoning By-law Amendment (“ZBA”) and Site Plan Approval (“SPA”) applications for the proposed mixed-use development (the “Project”) located at 152-164 Bathurst Street and 621-627 Richmond Street West (the “site”) in the City of Toronto.
2. The site is proposed to be redeveloped with a 33-storey, mixed-used building consisting of 420 residential units and 610 m² of retail space located at-grade.
3. The proposed development contains 58 vehicle parking spaces, 1 Type ‘G’ loading space and 420 bicycle parking spaces.

AREA TRANSPORTATION CONTEXT

4. The site is located in an area that is well served by transit, cycling routes and is within walking distances of a number of employment, retail, entertainment, and recreation centres.
5. Several Toronto Transit Commission (TTC) streetcar routes operate within 500 metres of the proposed development site including 501 – Queen, 504 – King, 505 – Dundas, 510 – Spadina and 511 – Bathurst. Future transit enhancements planned that will further enhance transit accessibility in the area include Regional Express Rail (i.e. GO Transit and SmartTrack), Spadina-Front GO Station, the Ontario Line (with a planned station located at the Bathurst Street & King Street West intersection), and waterfront transit improvements.
6. The site is currently well-served by the City’s cycling network. Cycling routes in the vicinity of the site include cycle tracks, bike lanes, contra-flow bike lanes and on-street shared cycling connections along Richmond Street, Adelaide Street West, Bathurst Street and Tecumseth Street. The City of Toronto’s *Near-Term Implementation Program* (2025-2027) includes new cycling routes along Portland Street and Front Street West.
7. Shared mobility services provided within a 500-metre radius of the site include approximately 1 car-share facility and approximately 8 Bike Share Toronto stations.

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

8. A TDM Plan is proposed for the site to minimize the need for vehicle travel to and from the site and encourage and facilitate the use of transit and active transportation modes.
9. TDM Measures included in the TDM Plan include:
 - Vehicular parking supply management;
 - Consideration for partially subsidized car-share trial membership;
 - Bicycle parking (higher than the requirement);
 - Bicycle repair station;
 - Bike Share Toronto station on site or in the area;
 - Widened sidewalks;
 - Real-time transit information signage;
 - Multi-modal wayfinding signage;
 - Community outreach (promotional events); and
 - Ongoing TDM marketing.



VEHICLE PARKING CONSIDERATIONS

10. Application of the Site-Specific Zoning By-law 757-2023 to the current development program would require a minimum of 23 vehicle parking spaces and a maximum of 428 vehicle parking spaces.
11. The City of Toronto's Zoning By-law 89-2022 represents the most recent direction by the Council and City staff on vehicle parking requirements and is considered to be reasonable for these standards to be applied to the site as they reflect the direction of the Toronto City Council and the City Staff approach to parking.
12. Application of the City of Toronto Zoning By-law 89-2022 (Amended by By-law 125-2022) Parking Zone 'A' standards to the current development program would require a minimum of 6 vehicle parking spaces (all visitor spaces) and a maximum of 330 vehicle parking spaces, including 263 resident spaces, 46 residential visitor spaces and 21 retail spaces
13. The following Zoning Bylaw parking rates are proposed:
 - Residents: No Minimum
 - Residential Visitors: 2 + 0.01 parking spaces per unit (non-exclusive)
 - Retail: None, but residential visitor parking supply will be provided on a shared, non-exclusive basis
14. Notwithstanding the proposed parking supply ratios, a parking supply of 58 parking spaces, inclusive of 51 resident parking spaces and 7 non-resident parking spaces (to be shared between residential visitors and retail users) is considered appropriate for the Site.
15. The proposed resident parking supply is determined to be, in our opinion, appropriate based on provincial and municipal policy considerations, transportation planning principles, the locational context of the development site, recent reduced resident parking supply ratio approvals, a review of parking space sales data obtained by BA group at other residential developments in the City's downtown area, and a review of parking demands observed/recorded by BA Group at other residential developments in the City's downtown area.

PICK-UP/DROP-OFF CONSIDERATIONS

16. The estimated 95th percentile short-term parking accumulation range for the site is approximately 1 - 2 vehicles at a given time on-site. The observed peak short-term parking accumulation range is approximately 2 - 4 vehicles at a given time on the site.
17. Pick-up and drop-off provisions for the site are provided in the form of a PUDO layby located north of the loading facility, accessible via a laneway connecting off Richmond Street. This layby will facilitate day-to-day activities associated with the residential uses on the site, accommodating a range of "front door" activities (e.g., passenger pick-up/drop-off, quick and small food or parcel deliveries, couriers, etc.) in a convenient and reasonable manner and can accommodate up to 3 vehicles.
18. The proposed three (3) on-site PUDO spaces can appropriately accommodate the expected pick-up/drop-off parking demand generated by the site (i.e., approximately 1 to 2 vehicles at the 95th percentile accumulation).

LOADING CONSIDERATIONS

19. The application of City of Toronto Zoning By-law 438-86 loading requirements to the proposed site uses results in a requirement for one (1) Type G loading space and one (1) Type 'B' loading space.
20. The site is located within the City of Toronto's "Central Area" which contains the "Downtown Area". The "Downtown Area" has provisions for sharing loading spaces including a Type 'B' loading space required for 551 to 2,300 m² of non-residential uses to be combined with a Type 'G' loading space required for a building that contains 30 or more dwelling units. Since the site is located just outside of the west limit of the "Downtown Area" and the total retail GFA is just 60 m² above the ≤550 m² retail GFA threshold permitting no loading spaces required for non-residential use, it is



reasonable and appropriate to consider providing one (1) Type 'G' loading space to facilitate the loading needs of the site.

21. Application of the approved Site-Specific Zoning By-law ("SSZBL") 757-2023 requirements to the development requires one (1) Type 'G' loading space. This SSZBL stipulation will continue to be applied for the September 2024 ZBA and SPA development proposal submission for the Site.
22. One (1) Type 'G' loading space is proposed to support the development proposal which meets the requirements as outlined in the SSZBL 757-2023.
23. Based on meeting the requirement and vehicle manoeuvring analysis, the proposed loading supply and arrangements are appropriate and will adequately support the proposed mixed-use development as planned.

BICYCLE PARKING CONSIDERATIONS

24. The application of Zoning By-law 438-86 minimum bicycle parking requirements to the site results in a requirement of 162 bicycle parking spaces, including 252 long-term bicycle parking spaces and 63 short-term bicycle parking spaces.
25. The application of city-wide Zoning By-law 569-2013 (Zone 1 – Tier 1) minimum bicycle parking requirements (which are comparable to the Toronto Green Standard, Version 3 (Zone 1 – Tier 1) minimum bicycle parking requirements) to the site results in a requirement of 420 bicycle parking spaces, including 378 long-term bicycle parking spaces and 42 short-term bicycle parking spaces.
26. The architect site statistics indicate a total supply of 420 bicycle parking spaces including 378 residential long-term spaces and 42 residential short-term spaces. The overall proposed bicycle parking supply meets the requirements defined by Zoning By-law 569-2013 and the Toronto Green Standard, Version 3 (Zone 1 – Tier 1).

TRAVEL DEMAND FORECASTING

27. The proposed development is expected to generate approximately 30, 35 and 20 two-way vehicle trips during weekday morning, afternoon and school peak hours, respectively. Based on a comparison of the previous (October 2022) and current development programs, the proposed development is expected to generate 5 to 10 additional new site trips during peak hours. This represents a modest change in site-generated vehicle trips during peak hours compared to the transportation assessment provided in the October 2022 Transportation Memorandum.

TRAFFIC OPERATIONS REVIEW

28. The analyses conducted as part of the October 2022 Transportation Memorandum concluded that new traffic generated by the development proposal could be appropriately accommodated without the need for improvements or mitigation measures.
29. As the change in the forecast number of trips generated by the proposed development is modest, the previous conclusions from the October 2022 Transportation Memorandum remain valid for the current proposal.

OVERALL

30. The proposed site plan arrangements, including vehicle parking, pick-up/drop-off, bicycle parking and loading facility provisions, are appropriate and will support the proposed development.
31. The site-generated vehicular trips can be acceptably accommodated by the area's public street infrastructure without undue impact.

