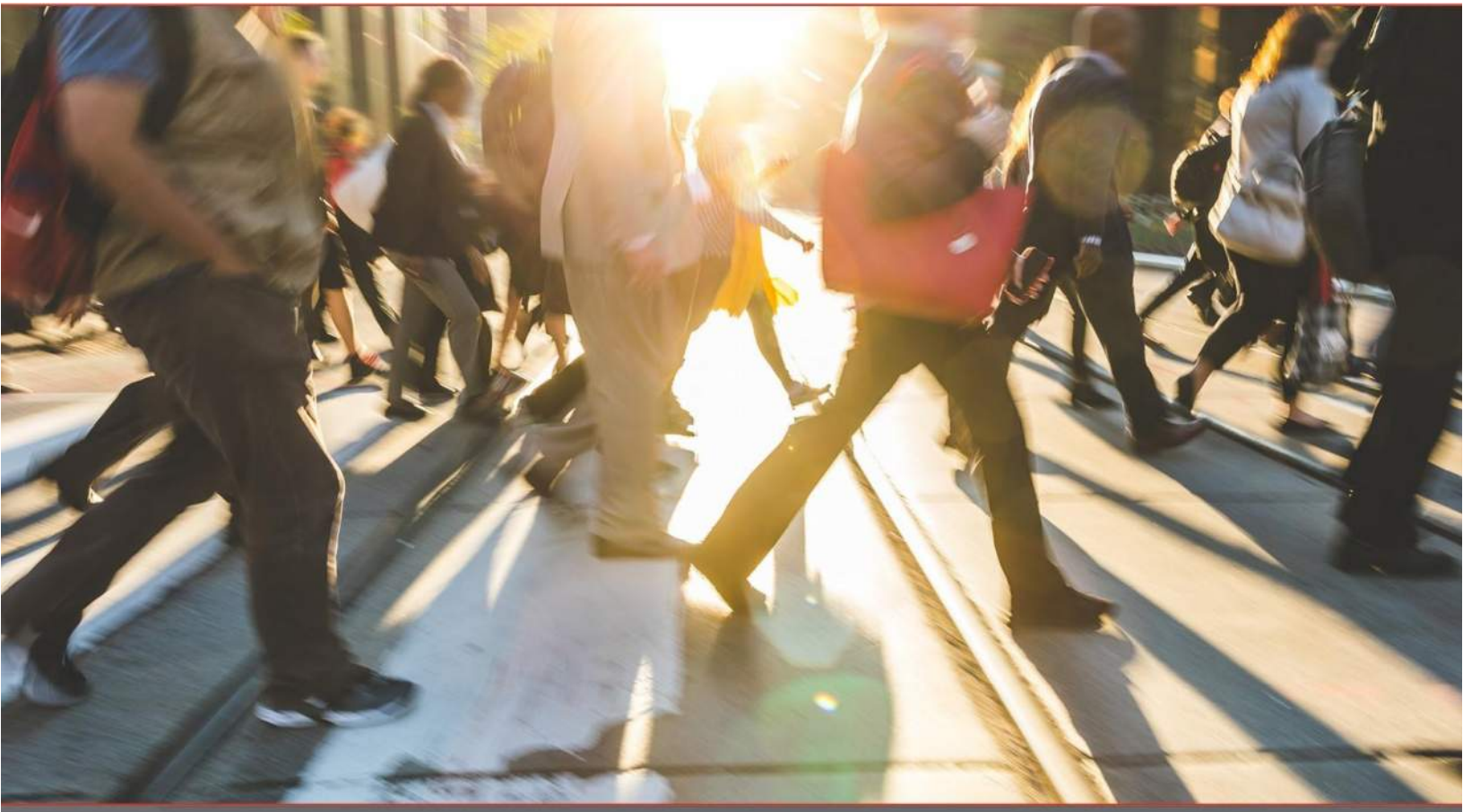
682-742 BROADVIEW AVENUE
PROPOSED MIXED-USE REDEVELOPMENT

Zoning By-law Amendment
City of Toronto



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1.0 INTRODUCTION

BA Group has been retained by Choice Properties Limited Partnership ("Choice Properties") in support of a Zoning By-law Amendment to permit the redevelopment of 682, 686, 688, 720, 740 and 742 Broadview Avenue, collectively "the site" or "subject site".

The subject site is located southwest of the intersection of Broadview Avenue and Danforth Avenue and adjacent to the Don Valley Parkway. The site location is illustrated in **Figure 1**.

1.1 Background

By way of context, an initial Transportation Impact Study was prepared by BA Group as part of the initial Zoning By-law Amendment application in July 2021. A report entitled "*682, 686, 688, 720, 740 and 742 Broadview Avenue, Mixed-Use Redevelopment, Urban Transportation Considerations*", dated July 2021 was prepared for Choice Properties and submitted to the City. At that time, the initial development proposal consisted of 503 units and 2,091 m^2 of grocery / retail GFA (to replace the existing grocery store). The existing houses at 682-688 Broadview Avenue were proposed to be retained, in addition to the multi-unit rental building at 742 Broadview Avenue.

1.2 The Existing Site

The site located southwest of the intersection of Broadview Avenue and Danforth Avenue and adjacent to the Don Valley. It consists of 682, 686, 688, 720, 740 and 742 Broadview Avenue. The site includes two three-storey mixed-use, retail and multi-unit rental buildings at 742 and 740 Broadview; an existing 1,876 square metre No Frills Grocery Store and surface parking area at 720 Broadview; and three listed heritage three-storey residential buildings currently leased to a charity at 688, 686 and 682 Broadview. Choice considers these lands as one contiguous future development site comprising approximately 13,000 square metres in area, and with approximately 144 metres of frontage along Broadview Avenue. In addition to these existing uses and buildings, the Site also contains a significant area occupied by ravine lands and a natural embankment along the site's western edge, which slopes down towards the northbound onramp for the Don Valley Parkway (also known as Royal Drive).

The No Frills store, parking lot, and heritage properties have frontage and vehicular and pedestrian access via Broadview Avenue.

The three heritage houses to the south of the site currently have their own private driveways via curb cuts off Broadview Avenue. Each driveway provides a narrow storage length of approximately 22-23 metres and directly connects to the pedestrian sidewalk. There is currently limited staff parking for the charity currently leasing the heritage houses.

The surface parking lot operates as a public pay parking facility. A total of 90 parking spaces, including 11 Enterprise / Maven / Zipcar spaces, three reserved "click and collect pick-up" spaces, two accessible spaces, and 74 general / customer-only spaces are provided. It is noted that No Frills customers may only occupy a space for a maximum of 2 hours, and any spaces not being occupied for customer use must be paid. Vehicular access to the parking lot is provided via a pair of right-in / right-out driveways off Broadview Avenue.

Located between the private parking lot and No Frills store is an east-west laneway that leads to the existing loading dock. This laneway connects directly to Broadview Avenue at a location approximately 50 metres north of the grocery store driveway.

In the eastern and northern directions, the site is adjacent to a mix of residential, entertainment, retail, and food establishment uses. To the south and west, the site is heavily surrounded by natural land and vegetation, including parks (e.g. Riverdale Park), Don River valley, and the Toronto ravine system (e.g. Rosedale Ravine Lands).

With regard to the latter, it is noted that the existing grocery store and parking lot encroaches onto the long term table top of slope and vegetation drip line, which is located 10-metres from the west property line. A dynamic ravine rehabilitation strategy will see the reconstruction and renaturalization of the slope along with open space and connectivity.

The site location is illustrated in **Figure 1** while the site plan is illustrated in **Figure 2.**

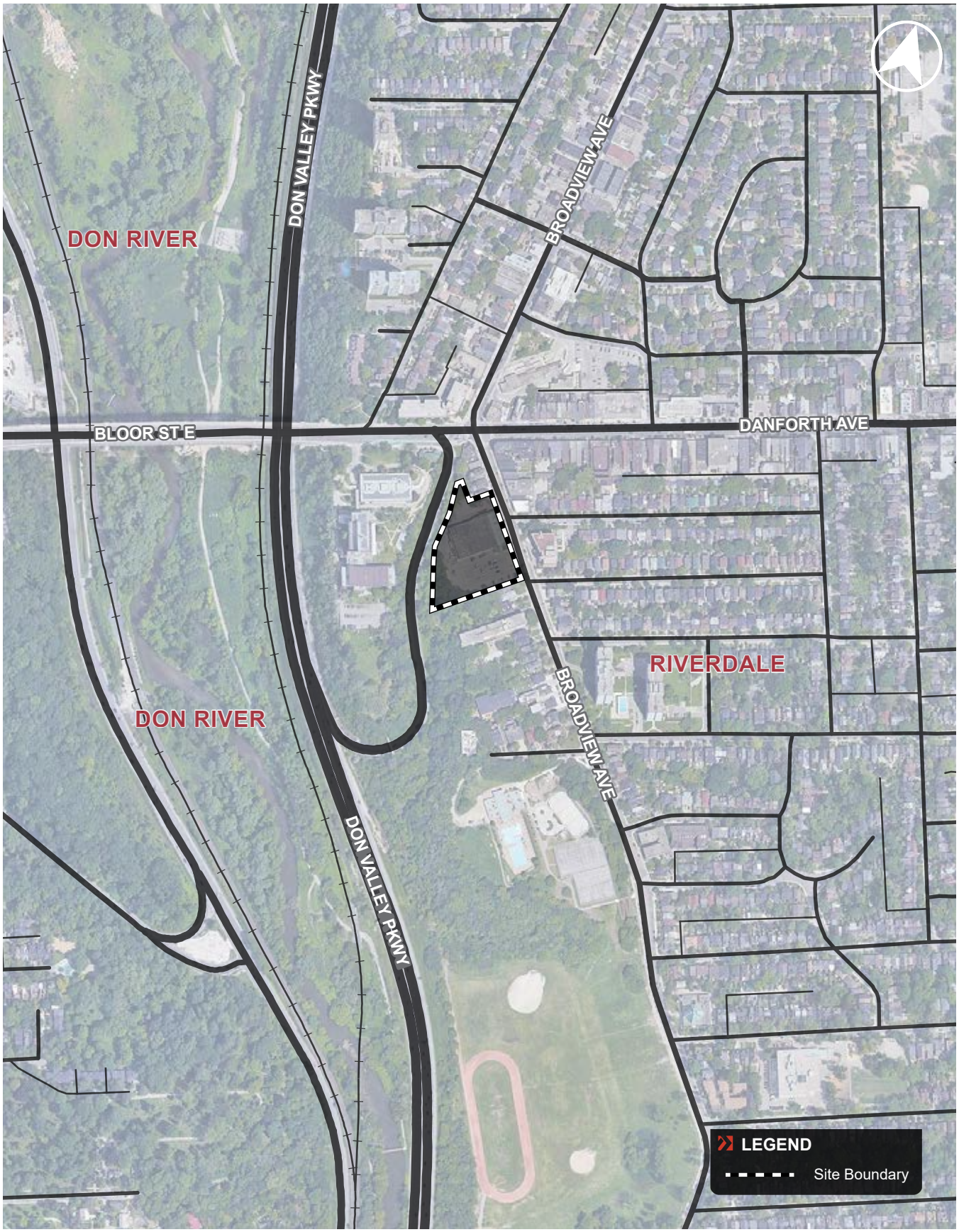

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FIGURE 1 SITE LOCATION

BA GROUP 7708-09 BROADVIEW / DANFORTH

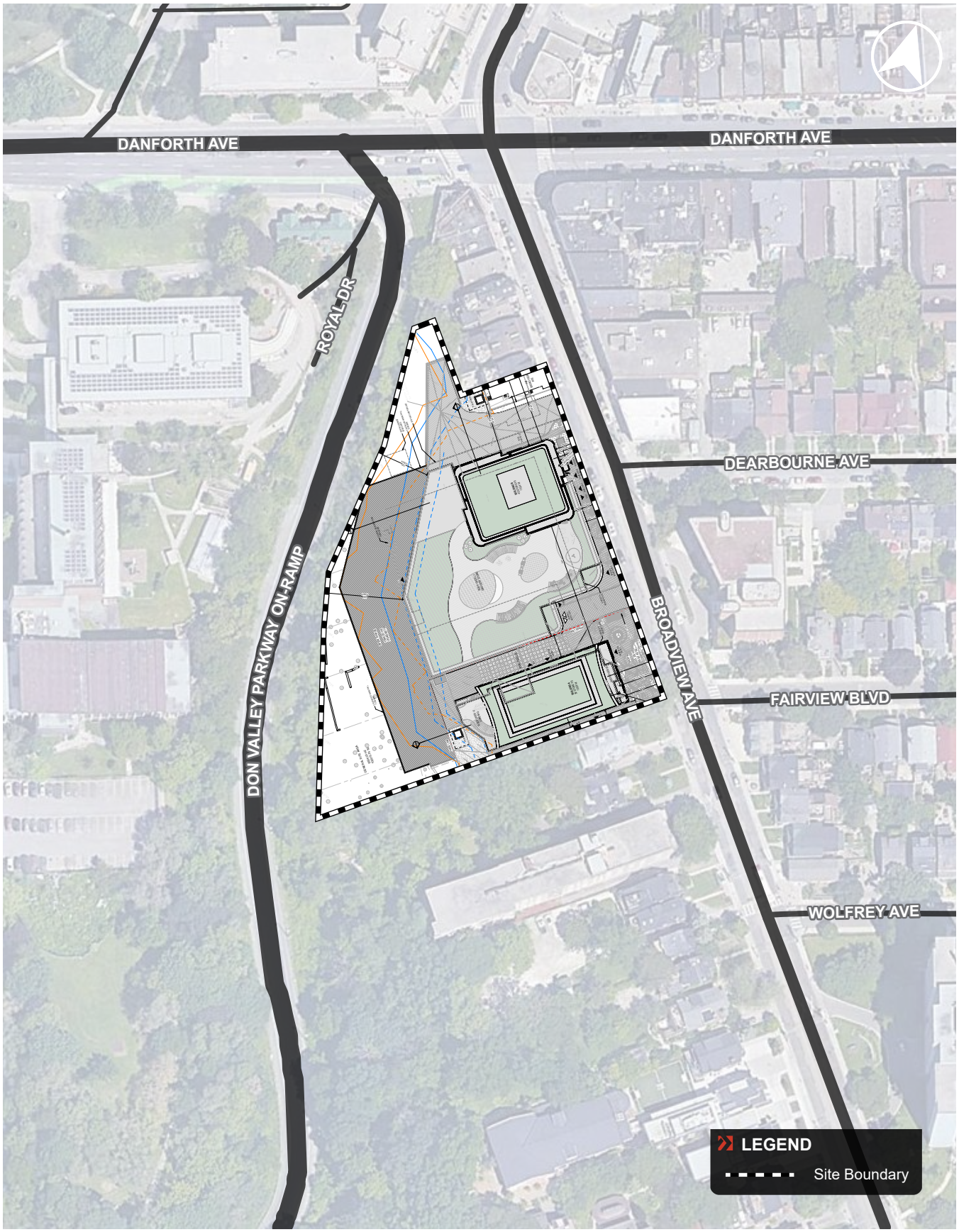

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FIGURE 2 SITE PLAN

1.3 Proposed Development

The redevelopment proposal consists of one residential tower of 39-storeys and one mixed-use tower of 42-storeys. The development proposal includes a total of 857 units and 2,289 m^2 of grocery GFA. Further details on the transportation-related elements in relation to the new uses are discussed in **Section 2.0**.

1.4 Scope of Transportation Review

BA Group has undertaken a review of the key transportation related aspects of the Zoning By-law Amendment application being submitted to the City of Toronto (i.e. traffic, parking, loading, and site circulation and access) to permit the proposed development. Key aspects of the concept development have been reviewed as follows:

Proposed Development

- An overview of the proposed development programme.

Planning and Policy Context

- A review of the existing and planned provincial and local policies context.

Transportation Context

- A review of existing and future transportation context including municipal road, transit, pedestrian and cycling changes and other non-automobile dependent travel options in the area.

Site Planning

- A review of the parking supply provisions of the proposed development plans.
- A review of the bicycle parking supply provisions of the proposed development plans.
- A review of the loading space provisions for the proposed development plans.
- A review of the functionality and appropriateness of the proposed vehicle facilities incorporated into the site plan including loading / garbage collection facility arrangements.

Transportation Demand Management (TDM)

- A review of TDM measures to encourage, facilitate and support non-automobile travel to / from the site for residents, visitors and employees of the site.

Travel Demand Forecasting

- An outline of travel characteristics and travel demand projections for pedestrians, cyclists, transit users and automobile users of the proposed development.
- An assessment of the existing vehicle traffic activity patterns and volumes in the study area during the key weekday morning and afternoon peak periods.
- A comprehensive review of the vehicle traffic changes that may occur in the area in the future with the development of a number of other area development projects.
- A review of existing vehicle site-related traffic activity levels that will be eliminated as a result of the proposed development.
- A comparison of the proposed vehicle site-related traffic forecasts to the existing vehicle site-related traffic activity levels generated by the existing site uses today.

Travel Operations Review

- An assessment of the proposed signal at the intersection of Broadview Avenue / New Site Driveway

- A detailed review of the traffic operations at intersections in the area under existing and future traffic conditions including an assessment of the operational impacts of the proposed development.

The findings of our report are summarized in the following sections.

2.0 PROPOSED DEVELOPMENT

2.1 Development Programme

The proposed development includes a total of 857 units and 2,289 m^2 of grocery GFA across two towers. The proposed development will be constructed in two phases, phase 1 consisting of building A and phase 2 consisting of building B. Phasing of the development is further discussed in **Section 2.8**. A summary of the proposed development programmed is provided in **Table 1** and reduced architectural plans are provided in **Appendix A**.

Table 1 Development Proposal Summary

Use		Development Proposal	
		Building A (Phase I)	**Building B (Phase II)**
Residential	Studio	30 units	42 units
	1-Bedroom	212 units	266 units
	2-Bedroom	105 units	118 units
	3-Bedroom	38 units	46 units
	TOTAL	**385 units**	**472 units**
Grocery	Grocery	--	2,289 m^2
	TOTAL	**--**	**--**
Vehicle Parking	Resident	0 spaces	17 spaces
	Non-Resident	0 spaces	31 spaces
	TOTAL	**0 spaces**	**48 spaces**
Bicycle Parking	Short-term	77 spaces	105 spaces
	Long-term	347 spaces	430 spaces
	TOTAL	**424 spaces**	**535 spaces**
Pick-up / Drop-off		3 short-term spaces	4 short-term spaces (2 at-grade, 2 on P1)
Loading		1 Type 'G' 1 Type 'C'	1 Type 'A' 1 Type 'G' 1 Type 'B' 2 Type 'C'
Site Access		Access to the at-grade loading facility is provided via proposed signalized driveway off Broadview Avenue. Access to the bicycle parking facility is provided at-grade via bike elevator off Broadview Avenue.	Access to the at-grade loading facility is provided via unsignalized driveway and access to the parking ramp is provided via signalized driveway, both off Broadview Avenue. Access to the bicycle parking facility is provided at-grade via bike elevator off Broadview Avenue.

Notes:

1. Based on site statistics provided by Superkul dated September 26, 2025.

2.2 Vehicle Access

Two new driveway accesses are proposed, an unsignalized driveway at the north side of the site and a signalized driveway at the south side of the site, to replace the existing three site driveways. Both proposed driveway accesses will be located on Broadview Avenue to the east of the site. The proposed driveways are located approximately 84 metres and 145 metres south of the Broadview / Danforth intersection (centreline-to-centreline distance). Further details are provided in **Section 2.8**.

2.3 Vehicle Parking Supply

A total of 48 parking spaces is proposed on-site within a one-level below-grade parking garage. Of the 48 parking spaces, 17 spaces are for residents and 31 spaces are for non-residents. The underground parking garage will accommodate the parking demands for the residents, residential visitors, and retail users of the site. Further details are provided in **Section 5.0**.

2.4 Bicycle Parking Supply

Bicycle parking will be provided at-grade, on the P1 level (below-grade), and on the mezzanine level to accommodate the needs of the new uses. Access to the bicycle parking facility will also be provided via bike elevators (one provided in each building). A total of 424 and 535 bicycle parking spaces are proposed for building A and B, respectively. Further details are provided in **Section 6.0**.

2.5 Loading Facilities

Two formal loading spaces are proposed for building A and five formal loading spaces are proposed for Building B. The loading spaces are located an at-grade loading facility, located north of the respective buildings. Access to the loading facilities will be provided via site driveways off Broadview Avenue to the east of the site. Further details are provided in **Section 7.0**.

2.6 Pick-up / Drop-off Facility (PUDO)

Pick-up / drop-off (PUDO) facilities are proposed for each building. For building A, three PUDO spaces are proposed adjacent to the building. Access to these spaces is provided via private laneway and are located between the loading facilities and residential lobby. For building B, a total of five PUDO spaces are provided. Two parallel spaces are proposed adjacent to the building, east of the loading facility, which can accommodate approximately two vehicles. An additional two spaces are provided below-grade within the underground parking garage.

The PUDO facilities will provide short-term parking for day-to-day activities associated with the building (i.e. food delivery, passenger pick-up / drop-off, and ride-sharing services). The proposed PUDO facilities are anticipated to meet the short-term parking demands of the development. Further details are provided in **Section 8.0**.

2.7 Pedestrian and Cycling Connections

A 2.1m wide sidewalk is provided along the municipal street frontage adjacent to the site (Broadview Avenue). The primary residential entrance for both buildings will be located off Broadview Avenue. A grocery store is proposed as part of building B and the primary access to the grocery store will be located off Broadview Avenue.

Access to both short-term and long-term bike parking is located off Broadview Avenue. One bike elevator, which provides access to short-term and long-term bike parking, is proposed in each building which can be accessed off Broadview Avenue.

2.8 Phasing

The proposed development includes two buildings, building A consisting of a 39-storey residential tower and building B consisting of a 42-storey mix-used tower. The proposed development will be constructed in two phases:

- **Phase 1**: Construction of building A.
- **Phase 2**: Construction of building B, new site driveways, signalization of new south site driveway.

2.8.1 Phase 1

In phase 1, the southern building, building A, will be constructed while the existing grocery store is maintained and operational. Both the north and south existing driveways will be maintained as parking and loading access to the grocery store. The existing south driveway will also provide access to loading for building A when completed. In addition, a portion of the existing parking lot will be maintained for the grocery store.

2.8.2 Phase 2

In phase 2, the existing driveways will be removed and replaced with two new site driveways which will be located generally in the same area as the existing driveways. The existing parking lot will also be removed. A temporary driveway south of the phasing line will be provided to maintain temporary loading access for building A. Upon completion, the new south site driveway is proposed to be signalized and will provide access to loading and pick-up / drop-off for building A and the parking garage of building B. The new north site driveway is proposed to be unsignalized and will provide access to loading and pick-up / drop-off for building B. The south site driveway will be signalized after the completion of phase 2, further details are discussed below.

2.8.2.1 Planned Traffic Signal

In existing conditions, the two nearest pedestrian crossing facilities within the immediate study area include:

- Broadview Avenue / Danforth Avenue – signalized intersection located approximately 145 metres north of the proposed site driveway; and,
- Broadview Avenue / Wolfrey Avenue – pedestrian crossover located approximately 120 metres south of the proposed site driveway.

The distance these two controlled pedestrian crossing locations are approximately 265 metres. The desire for a new mid-block connection would improve the level of safety, convenience, and accessibility for non-auto users when crossing Broadview Avenue, particularly when travelling to / from the proposed development. For example, residents walking to the site from the nearby Toronto Community Housing building, or residential neighbourhood directly west of the site would be able to cross the main road safely to obtain any daily or weekly needs.

Based on the foregoing, the site proposes a new signalized intersection to be located approximately mid-block between the two existing traffic signals, directly across the site's underground parking access. The new signal provides a greater level of safety for all transportation users, such that conflicts between auto and non-auto users

will be minimized. This primarily provides non-auto users with a direct connection across Broadview Avenue at the site. The functional road plan illustrating the details of the proposed traffic signal is provided in **Appendix B**.

3.0 PLANNING AND POLICY CONTEXT

The site is located within the heart of the Downtown Toronto area, where a number of provincial, regional and municipal planning policies and discussions have been developed over recent years that directly affect the site. The following provides a summary of the key existing and emerging planning policy applicable that are important in mitigating vehicle traffic and encouraging more sustainable travel within the site area.

3.1 Provincial and Regional Policies

There are a number of provincial and regional policy documents pertaining to the site, including:

- Cutting Red Tape to Build More Homes Act, 2024 (Bill 185);
- Provincial Planning Statement;
- Places to GrowL Growth Plan for the Greater Golden Horseshoe; and
- Metrolinx Regional Transportation Plan.

3.1.1 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 with the goal of increasing housing and infrastructure development in Ontario. Bill 185 introduced several changes to Provincial Acts, including the Planning Act. One key change includes prohibiting or and /or limiting the ability for municipal Official Plans and Zoning By-laws to require that an owner provide parking facilities (other than for bicycle parking) in Protected Major Transit Station Areas (PMTSAs) and areas around most major transit stations (i.e., Major Transit Station Areas). A Major Transit Station Area (MTSA) is defined within the Provincial Planning Statement, discussed further in **Section 3.1.2**, as the area generally within an approximate 500 - 800 metre radius of a transit station. PMTSAs are a subset of MTSAs where specific Official Plan policies may be applied.

Bill 185 received Royal Assent on June 6, 2024, and is in effect. As a result of this passing, Section 16 (22) of the Planning Act reads as follows:

> *(22) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,*
>
> > *(a) a protected major transit station area identified in accordance with subsection (15) or (16);*
> >
> > *(b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or*
> >
> > *(c) any other area prescribed for the purposes of this clause.*

The site is located within the Broadview PMTSA boundaries which was approved by City Council on July 22, 2022, and was codified in By-law 844-2022 / Amendment 540 to the Official Plan. On August 15, 2025, the Province of Ontario approved the Amendment, which officially removes minimum parking requirements for sites within these areas in accordance with Bill 185.

3.1.2 2024 Provincial Planning Statement

The Provincial Planning Statement ("PPS 2024") provides a set of adapted and integrated land use planning policies from the former Provincial Policy Statement ("PPS 2020") and the former Growth Plan for the GGH ("Growth Plan"), ultimately replacing both documents to form a new provincial planning policy tool. The PPS 2024 came into force and effect on October 20, 2024.

As it relates to transportation, the PPS 2024 emphasizes the importance of supporting existing and future transit and active transportation facilities. Chapter 2 notes the Province's focus on accommodating multi-modal access, requiring transit-supportive development, planning for intensification adjacent to existing and planned frequent transit corridors, and reducing greenhouse gas emissions through transit-supportive communities and active transportation. Furthermore, Chapter 3 contains several policies related to providing safe and energy-efficient transportation systems that can appropriately address projected needs in the Province. Policies therein focus on promoting healthy and active communities through facilitating active transportation, planning public streets to meet the needs of all ages and abilities, and making efficient use of existing and planning infrastructure through TDM strategies.

The site development as planned, aligns with the policy directions of the PPS 2024 from a transportation perspective by virtue of the site location relative to existing higher-order transit service, and the proposed transportation elements of the plan (e.g., limited resident parking supply considering immediate proximity to Broadview TTC Station). Moreover, the proposed on-site TDM strategies, including the provision of a 1-year Bike Share membership, strongly supports the PPS 2024 goals of creating healthy and active communities with energy-efficient transportation systems.

3.1.3 Places To Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan for the GGH) outlines the importance of reducing reliance upon the automobile and promoting transit and active transportation. Planning along priority transit corridors and major transit stations, such as Broadview station, shall be prioritized and planned for minimum density targets and a mix of uses in order to maximize the number of potential transit users within walking distance of the station. Urban growth centres, such as the Downtown core, should serve as high-density, major employment centres that accommodate significant employment growth.

In early 2022, the Ministry of Transportation and its partners developed a **Transportation Plan for the GGH** as a 30-year plan for improved mobility across the Province of Ontario. As the Greater Golden Horseshoe ("GGH") continues to expand, the region will require improvements to its transportation systems in order to accommodate increased demand. The Plan aims to address the impact of predicted growth through a well-connected transportation system that provides safe, efficient and convenient options for users. The 2051 vision of the Plan includes focuses on fighting gridlock and improving road performance, getting people moving on a connected transit system, supporting a more sustainable and resilient region, and efficiently moving goods.

Within the Plan, an improved transit network is a key focus. In order to achieve a more sustainable and resilient region, it is necessary to motivate people to use the transit system. Improving transit connectivity is key to ensuring this. Currently, the majority of the GGH's transit network connections are centered on Downtown Toronto. Expanding service across the region would allow for greater inter-regional travel and connections to destinations that might have previously been difficult to reach by transit alone. As such, the Plan aims to bring in more routes, more frequent services and more connections to enhance the network. In addition to expanding bus service, rapid transit networks across the region are also planned or underway.

3.1.4 Metrolinx Regional Transportation Plan

The **Metrolinx 2041 Regional Transportation Plan (2018 RTP)** – an update to The Big Move (2008) – envisions sustainable and healthy communities that are developed through intensification and have low carbon footprints. A key strategy of the plan is the integration of transit and land use by focusing development at mobility hubs and major transit station areas, such as the TTC Broadview station. Embedding TDM strategies in land use planning and development to prioritize cycling, walking and transit use is highlighted in the plan. Furthermore, the 2018 RTP encourages best practices in parking management, such as reducing minimum parking standards especially for developments near transit stations.

3.2 Local and Site-specific Policies

There are a number of local area and site-specific policy documents and discussions pertaining to the site, including:

- Toronto Official Plan (2019 Office Consolidation);
- Official Plan Amendment 406 (2019);
- Toronto Downtown Plan (TOcore; 2018);
- yongeTOmorrow (2018);
- Toronto Congestion Management Plan (MoveTO; 2020);
- Toronto Vision Zero Road Safety Plan (2017); and
- Toronto Green Standard Version 4.

3.2.1 Toronto Official Plan

The **City of Toronto Official Plan ("OP")** establishes the planning policy framework that guides future growth and development in the City, implementing Provincial directions and outlining City Council's goals and visions. The goal of the OP is to ensure that the City evolves, improves, and realizes its full potential in areas such as transit, land use development, and the environment.

The City of Toronto Official Plan is supportive of development occurring in transit supportive locations where automobile dependent travel can be reduced through the availability of a range of mobility options. Chapter 6 of the Official Plan contains a set of Secondary plans, which provide more detailed local development policies to guide growth and change in specific areas of the City of Toronto.

3.2.2 Toronto Congestion Management Plan (MoveTO) and Vision Zero Road Safety Plan

The City launched the **Congestion Movement Plan** in 2020 to help manage and address congestion, as well as generally build a safer transportation system. The Plan focuses on a number of measures to help the City achieve a new level of resilience in terms of transportation, including actions related to smart traffic systems and transit-priority signals. It is noteworthy that the Plan also included the implementation of a Transportation Demand Management Strategy, which seeks to directly reduce and manage traffic and congestion (e.g. encourage people to make specific transportation choices that serve the overall system). Policies have been developed to improve environmental and equity benefits in conjunction with other municipal plans, such as the **Vision Zero Road Safety Plan**, which aims to improve safety and reduce traffic-related fatalities and conflicts for vulnerable users (e.g. most non-auto users) in the City streets. Currently, an interim action plan (2021-2025) for MoveTO is in place with short-term actions in response to the recovery period of the pandemic.

3.2.3 Toronto Green Standard Version 4

The Toronto Green Standard (TGS) is Toronto's sustainable design and performance requirements for new private and city-owned developments, since 2010. The Standard consists of tiers of performance measures with supporting guidelines that promote sustainable site and building design. The Standard addresses various environmental priorities in the City of Toronto, including improvements to air quality. Tier 1 is mandatory and applied through the planning approval process.

The site is subject to Tier 1 (the only tier) performance measures related to low emission vehicles and cycling infrastructure. **Section 5.0** and **Section 6.0** provide a more detail discussion of these performance measures and how the site meets these standards.

4.0 AREA TRANSPORTATION CONTEXT

An overview of the transportation context in the vicinity of the site is provided in the following.

4.1 AREA STREET CONTEXT

4.1.1 Existing Street Network

Danforth Avenue is an east-west major arterial road under the jurisdiction of the City of Toronto. It has a four-lane urban cross section with auxiliary turn lanes at key signalized intersections in the study area, including at Broadview Avenue (eastbound and westbound left turn lanes. Paid on-street parking spaces are provided on Danforth Avenue west of Broadview Avenue.

In the study area, the posted speed limit is 40 km/hr.

Broadview Avenue is a north-south minor arterial road under the jurisdiction of the City of Toronto. It connects from O'Connor Drive in the north to Sunlight Park Drive in the south. Within the study area, it has a four-lane cross section. South of Danforth Avenue, on-street parking is permitted in certain areas along both sides of Broadview Avenue within the study area. Streetcar tracks exist in the centre lanes of the street, which are shared with auto traffic.

In the study area, the posted speed limit is 40 km/hr.

Dearbourne Avenue is an east-west local road under the jurisdiction of the City of Toronto. It connects from Bowden Street in the east to Broadview Avenue in the west. This road is a one-way (westbound) street and has a two-lane cross section in the study area. On-street parking is provided in the north side (travelling westbound) within the study area.

In the study area, the speed limit is 30 km/hr.

Fairview Boulevard is an east-west local road under the jurisdiction of the City of Toronto. It connects from Bowden Street in the east to Broadview Avenue in the west. This road is a one-way (eastbound) street and has a two-lane cross section in the study area. On-street parking is provided in the south side (eastbound) within the study area.

In the study area, the posted speed limit is 30 km/hr.

Wolfrey Avenue is an east-west local road under the jurisdiction of the City of Toronto It connects from Bowden Street in the east to Broadview Avenue in the west. It has a two-lane cross section in the study area. On-street parking is provided in the north side (travelling westbound) within the study area.

In the study area, the posted speed limit is 30 km/hr.

4.1.2 Future Street Network

As part of the Port Lands and South of Eastern Transportation & Servicing Master Plan (TSMP), the Broadview Avenue Extension Environmental Assessment process explores potential designs for the extension of Broadview Avenue from its current terminus to Lake Shore Boulevard East. This would provide the site with additional

connectivity to the planned East Harbour Transit-Oriented Community and potential future transit connections to the East Harbour Transit Hub.

As part of the proposed development, the two existing site accesses will be replaced by a new consolidated site driveway, where a new signalized intersection is planned. The existing loading access at the north of the site will be retained to allow for loading activity for the future grocery store.

The existing and future lane configurations are illustrated in **Figure 3** and **Figure 4**, respectively.

The existing street network is illustrated in **Figure 5.**

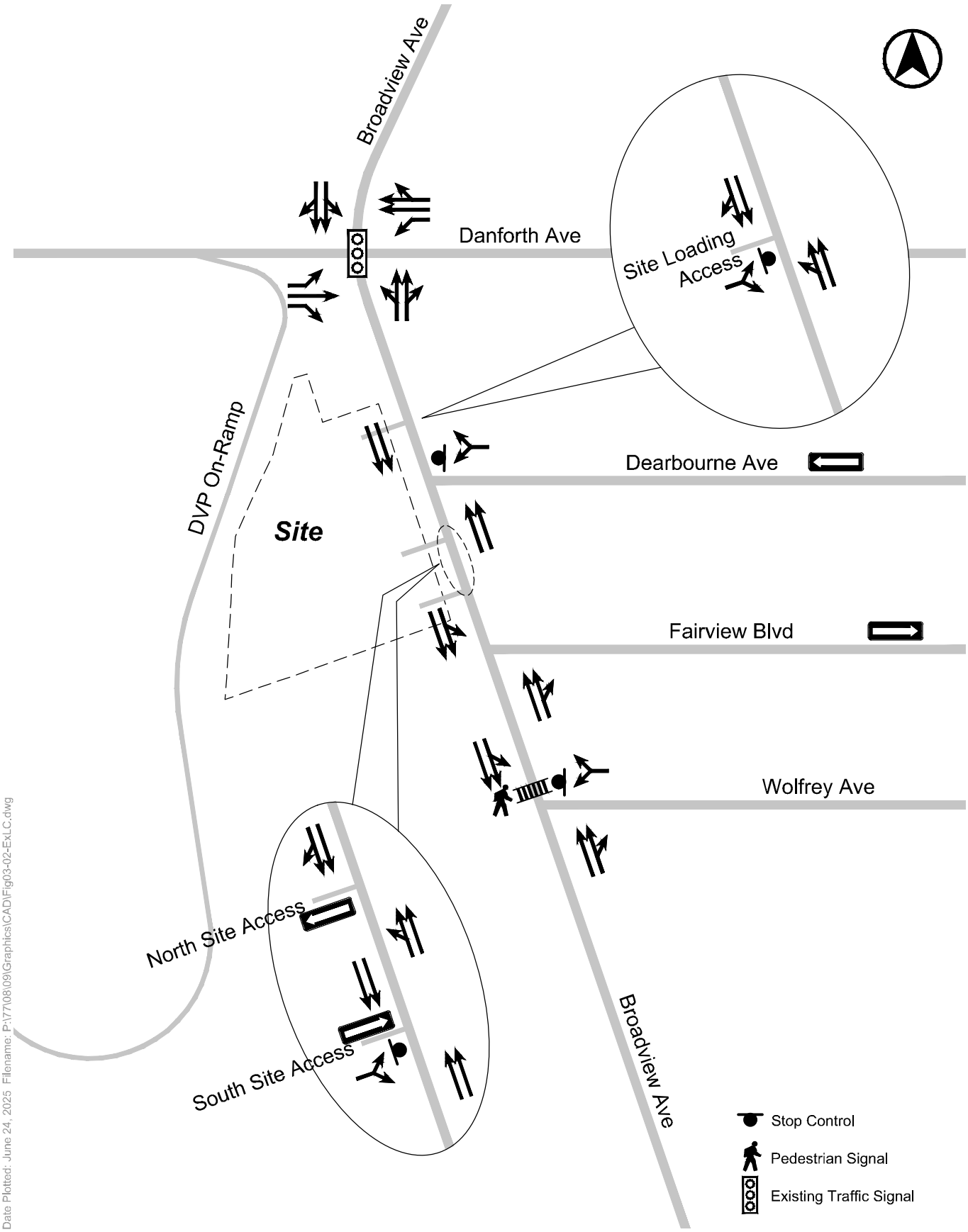

FIGURE 3 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

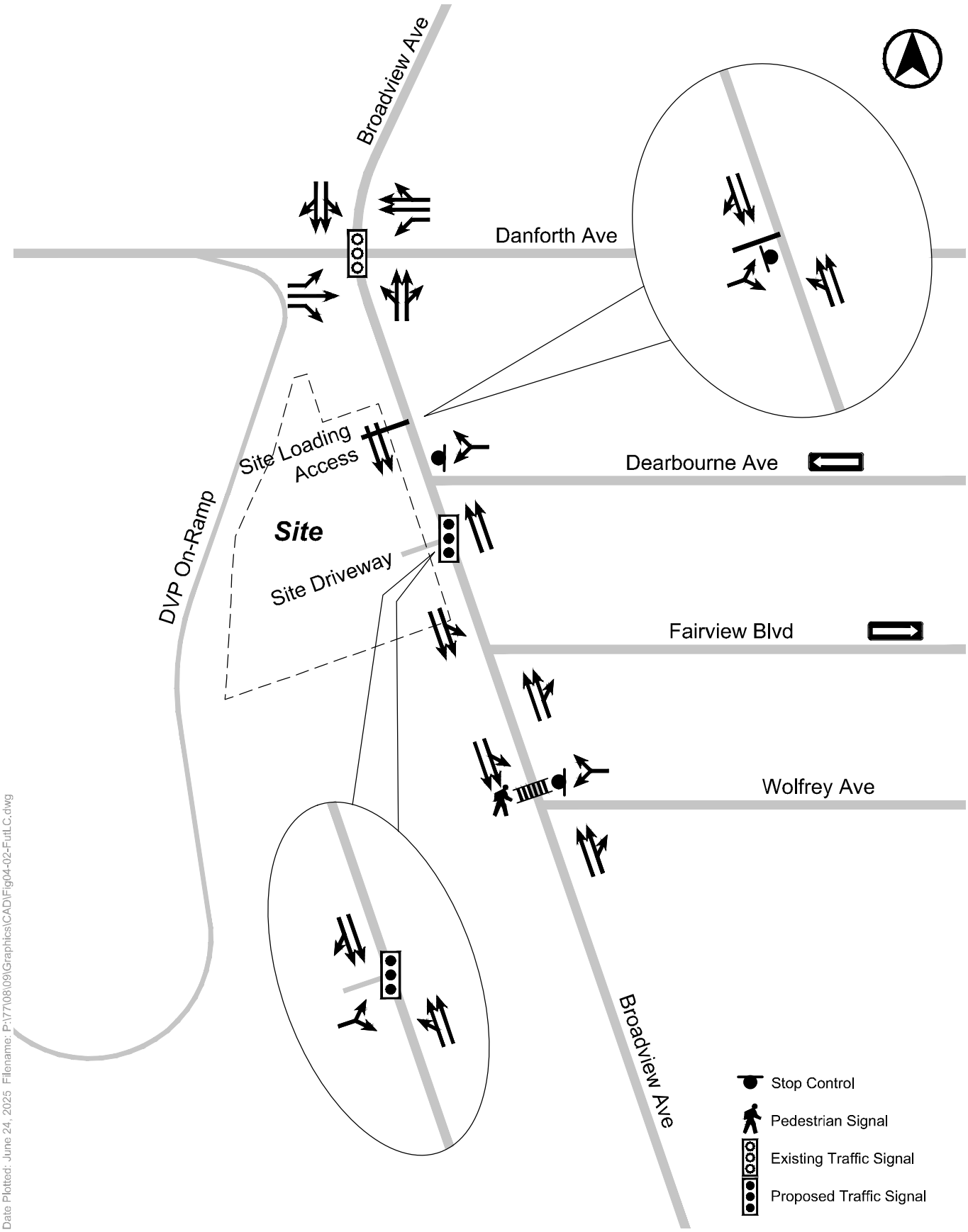

FIGURE 4 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

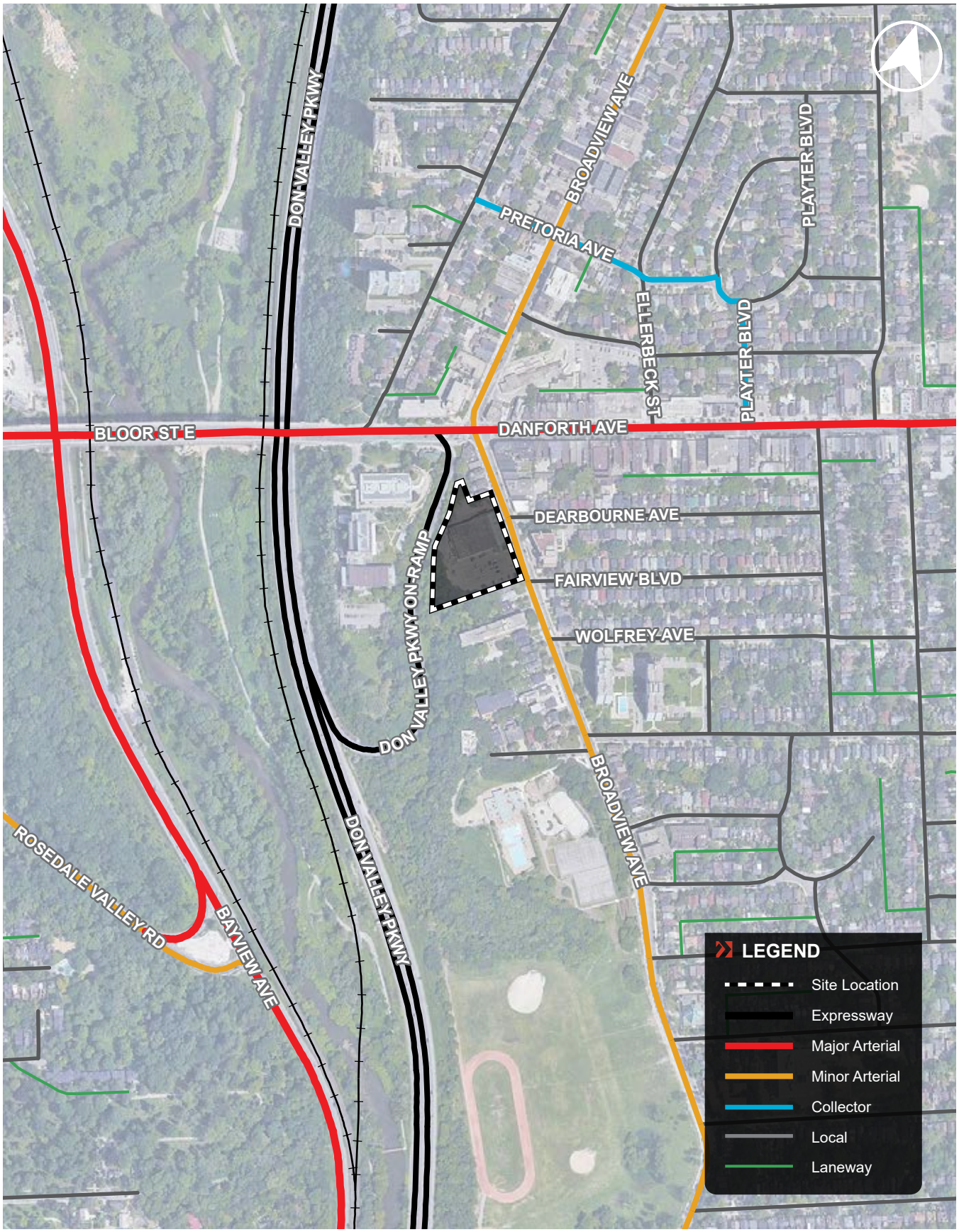

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FIGURE 5 EXISTING STREET NETWORK

4.2 Area Transit Context

The site is well-served by both subway and bus transit services operated by the Toronto Transit Commission (TTC) and has a high level of accessibility to higher order transit facilities. It is located in close proximity to the Broadview Station entrance on the northeast corner of Broadview Avenue / Danforth Avenue.

A summary of area transit services is provided in **Table 2** and illustrated in **Figure 6.**

Table 2 Existing Area Transit Network

Route		Closest Stop	Peak Headway	Route Description
TTC (Subway)	Line 2 Bloor-Danforth	Broadview Station	2-3 minutes	The Bloor-Danforth subway line (Line 2) consists of 31 stations and generally runs in an east-west direction. It operates from the area of Kipling Avenue / Bloor Street, east to Eglinton Avenue East / Kenney Road. It connects with the Yonge-University-Spadina Subway line (Line 1) at three locations (Bloor-Yonge, St. George and Spadina Stations.
TTC (Streetcar)	504 King	Broadview Station	6 minutes	The 504 King streetcar route operates between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth, generally in an east-west direction.
	505 Dundas	Broadview Station	7 minutes	The 505 Dundas streetcar route operates between Dundas West Station and Broadview Station on the Bloor-Danforth Subway, generally in an east-west direction.
	508 Lake Shore	Broadview Ave / Wolfrey Ave	20 minutes	The 508 Lake Shore streetcar route operates between Long Branch Loop and the area of King Street East and Parliament Street, generally in an east-west direction.
TTC (Bus)	8 Broadview	Broadview Ave / Wolfrey Ave	22 minutes	The 8 Broadview bus route operates generally in a north-south direction between the O'Connor Drive / Coxwell Avenue area and Broadview Station.
	25 Don Mills	Broadview Station	6 minutes	The 25 Don Mills bus route operates between Broadview Station on Line 2 Bloor-Danforth, Don Mills Station on Line 4 Sheppard, and the area of Don Mills Road and Steeles Avenue East, generally in a north-south direction.
	925 Don Mills Express	Broadview Station	9 minutes	The 925 Don Mills Express bus route operates between Broadview Station on Line 2 Bloor-Danforth, Don Mills Station on Line 4 Sheppard, and the area of Don Mills Road and Steeles Avenue East, generally in a north-south direction.
	62 Mortimer	Broadview Ave / Wolfrey Ave	20 minutes	The 62 Mortimer bus route operates between Broadview Station and Main Street Station on Line 2 Bloor-Danforth, generally in an east-west direction.
	87 Cosburn	Broadview Station	10 minutes	The 87 Cosburn bus route operates between Broadview Station and Main Street Station on Line 2 Bloor-Danforth, generally in an east-west direction.
	100 Flemingdon Park	Broadview Station	5 minutes	The 100 Flemingdon Park bus route operates between Broadview Station on Line 2 Bloor-Danforth and the area of Don Mills Road and Wynford Drive, generally in a north-south direction.

4.3 Area Pedestrian Context

The site area is well-served by pedestrian infrastructure including sidewalks on all public streets. It is located in a mixed-use area with high foot traffic, particularly on Danforth Avenue, and is within short walking distance of numerous shops, grocery stores, restaurants, entertainment, parks, schools and community centres.

Signalized pedestrian crosswalks are provided at Danforth Avenue / Broadview Avenue, and by a pedestrian crossover located on Broadview Avenue north of Wolfrey Avenue. As part of the proposed development, a new traffic signal will be provided at the Broadview Avenue / New Site Driveway, which would provide site pedestrians with a direct crossing across Broadview Avenue.

Area pedestrian destinations are illustrated in **Figure 7.**

4.4 Area Cycling Context

4.4.1 Existing Cycling Network

The Site is well served by a diverse range of bicycle infrastructure. It is located adjacent to on-street cycle tracks along Danforth Avenue, as well as in proximity to a signed route along Hogarth Avenue and Broadview Avenue north of Danforth Avenue. The site is also proximate to a multi-use trail along the Lower Don Trail (follows Don Valley Parkway) and Bayview Avenue. The nearest accesses to the Lower Don Trail are located via trail at Mortimer Avenue / Pottery Road to the north and Langley Avenue to the south.

4.4.2 Planned Cycling Network

As part of the City of Toronto Cycling Network Plan's 2025-2027 near-term implementation program, the segment of cycle track on Bloor Street East west of the Don Valley Parkway is being considered for renewal.

The existing and planned cycling network is illustrated in **Figure 8.**

4.5 Existing Shared Mobility Services

4.5.1 Car Share

Car sharing is recognized as a Transportation Demand Management (TDM) measure in encouraging alternative transportation as it promotes the use of transit, cycling, or walking for daily activity and the use of a car for occasions only when necessary. By reducing car ownership, parking demands and related supply requirements can also be decreased.

The surface parking lot on the existing site contains a Communauto car-share station. A Enterprise Carshare location is also located in close vicinity to the site at Broadview Station. Another Communauto car-share station is located north of the intersection of Broadview Avenue / Danforth Avenue at 15 Ozark Crescent.

With the future redevelopment of the site, the provision of car-share will be considered in the public portion of the underground parking garage for residents, visitors and members of the public. Future car-share provisions will be further explored during the Site Plan Application process.

4.5.2 Bike Share Facilities

Bike Share Toronto 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. Bicycle stations 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 station, given availability.

The site is located within 300 metres of five Bike Share docking stations:

- Danforth Avenue / Ellerbeck Street
- Pretoria Avenue / Broadview Avenue
- 35 Erindale Avenue
- Broadview Subway Station
- Riverdale Park North

Existing Bike Share and Car Share stations in the vicinity of the site are illustrated on **Figure 9.**

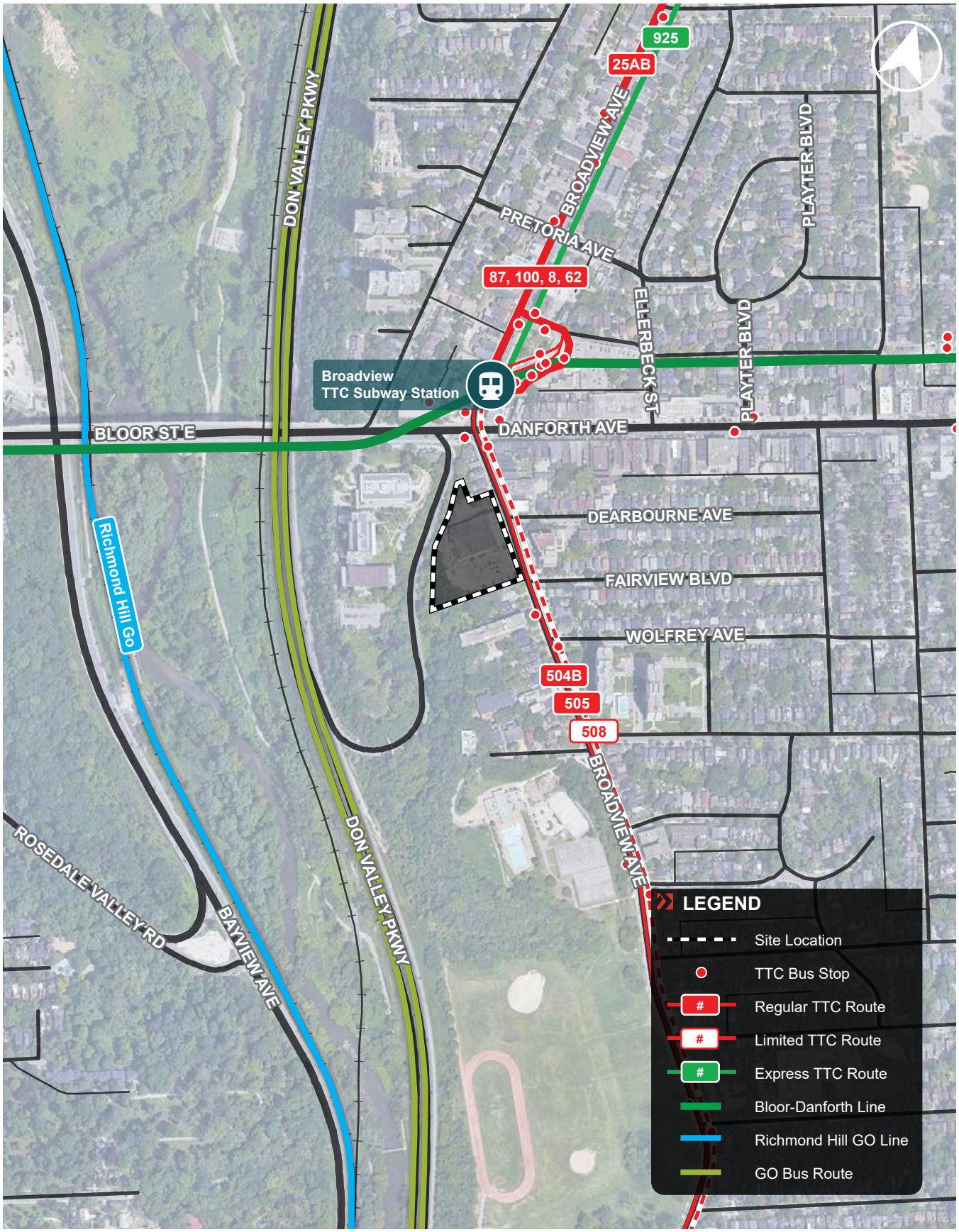

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FIGURE 6 AREA TRANSIT NETWORK

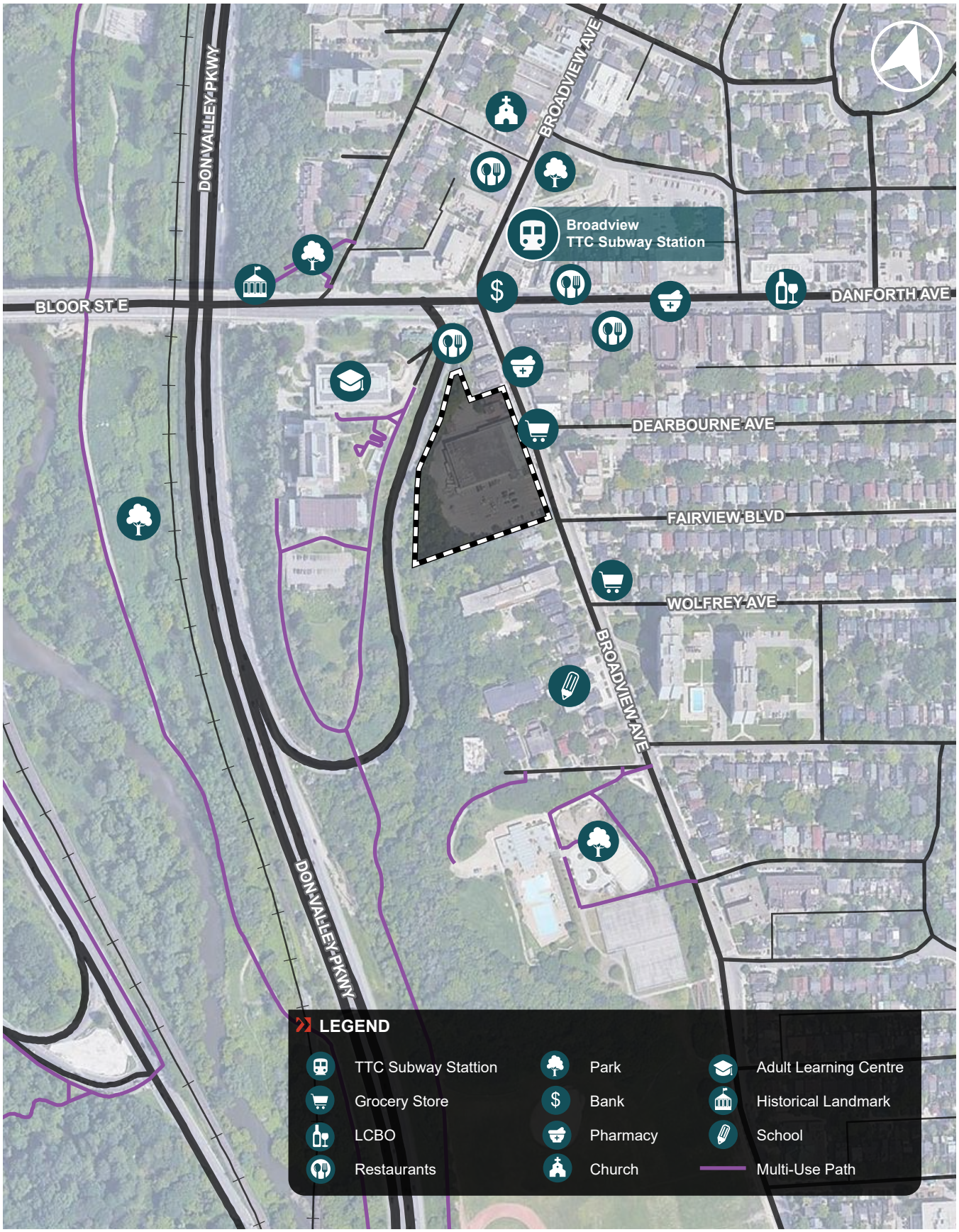

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FIGURE 7 AREA PEDESTRIAN DESTINATIONS

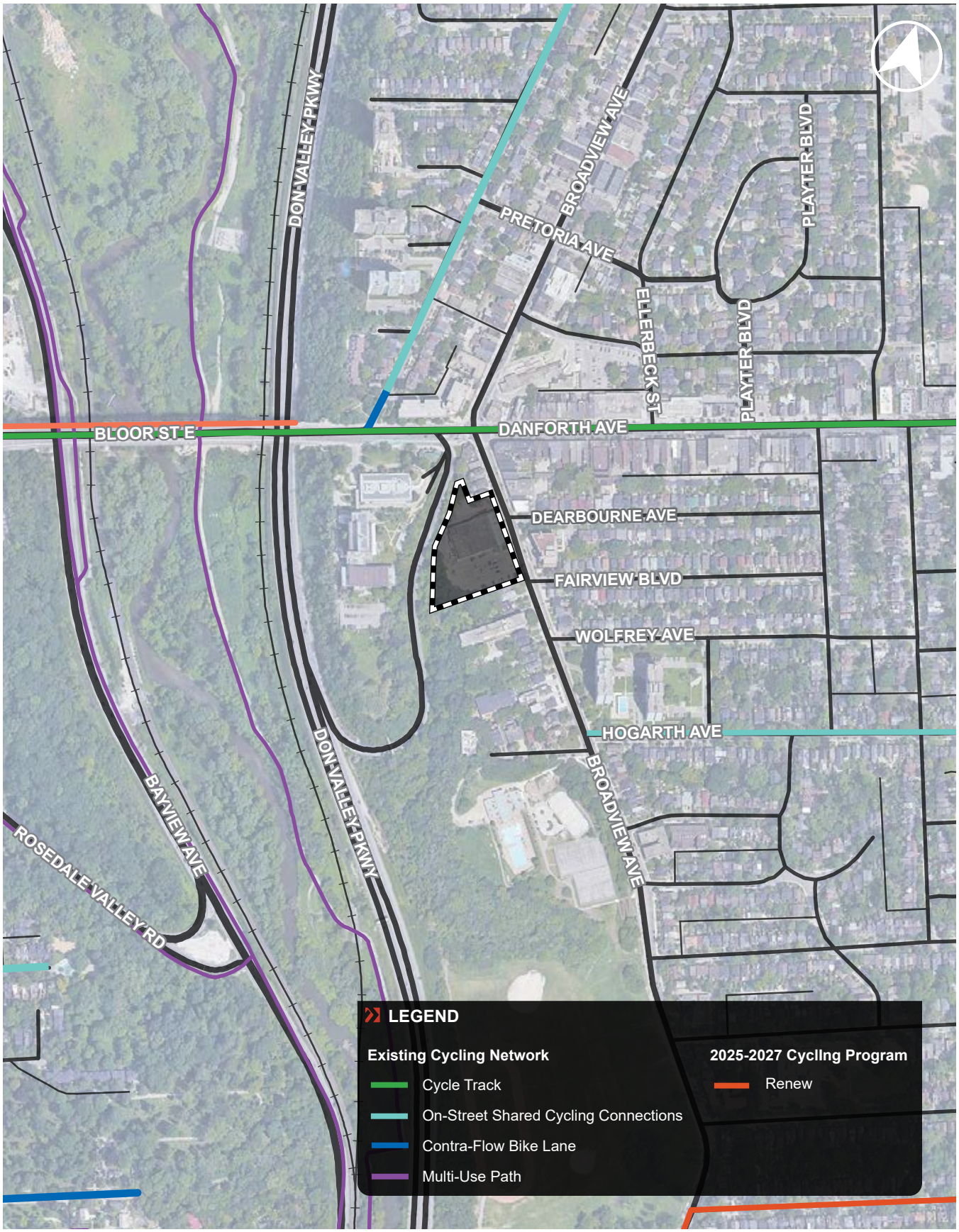

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FIGURE 8 EXISTING AND PLANNED CYCLING CONTEXT

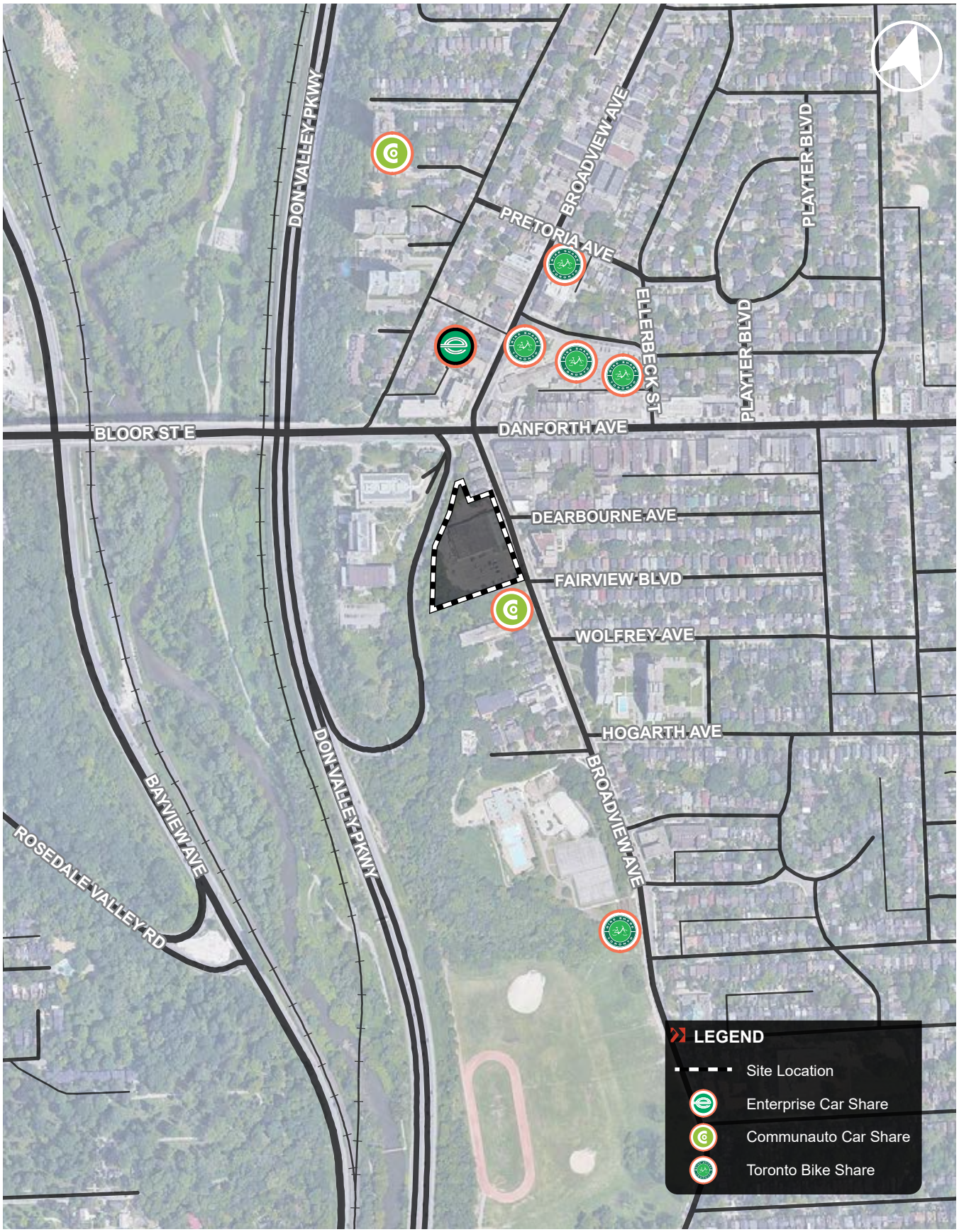

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FIGURE 9 AREA CAR-SHARE AND BIKE-SHARE FACILITIES

5.0 VEHICLE PARKING CONSIDERATIONS

5.1 Vehicle Parking Requirements

5.1.1 City of Toronto Zoning By-law 569-2013

Since the submission of the initial July 2021 report, parking requirements within the City of Toronto have evolved. It is anticipated that vehicle parking requirements associated with the subject property would reflect more contemporary vehicle parking standards for new developments across the City of Toronto.

Application of the City of Toronto Zoning By-law 569-2013 (as amended 89-2022 and 125-2022) 'Parking Zone A' to the proposed development is summarized in **Table 3**.

Table 3 Zoning By-law 569-2013 (As Amended) PZA Vehicle Parking Requirements

Phase	Use		Units / GFA	Rate (Minimum)	Requirement (Minimum)	Rate (Maximum)	Maximum Permission
Building A	**Residential**						
	Residential	Studio	30 units	None	0 spaces	0.3 spaces / unit	9 spaces
		1 Bedroom	212 units		0 spaces	0.5 spaces / unit	106 spaces
		2 Bedroom	105 units		0 spaces	0.8 spaces / unit	84 spaces
		3 Bedroom	38 units		0 spaces	1.0 spaces / unit	38 spaces
	Resident Subtotal				0 spaces	-	237 spaces
	Non-Residential						
	Residential Visitor		385 units	2 + 0.01 / unit	5 spaces	1.0 space / unit (first 5 units) + 0.1 spaces / unit (remaining units)	43 spaces
	Non-Resident Subtotal				5 spaces	-	43 spaces
	Building A Total				**5 spaces**	**-**	**280 spaces**
Building B	**Residential**						
	Residential	Studio	42 units	None	0 spaces	0.3 spaces / unit	12 spaces
		1 Bedroom	266 units		0 spaces	0.5 spaces / unit	133 spaces
		2 Bedroom	118 units		0 spaces	0.8 spaces / unit	94 spaces
		3 Bedroom	46 units		0 spaces	1.0 spaces / unit	46 spaces
	Resident Subtotal				0 spaces	-	285 spaces
	Non-Residential						
	Residential Visitor		472 units	2 + 0.01 / unit	6 spaces	1.0 space / unit (first 5 units) + 0.1 spaces / unit (remaining units)	51 spaces
	Grocery		2,289 m^2	None	0 spaces	3.5 spaces / m^2	80 spaces
	Non-Resident Subtotal				6 spaces	-	131 spaces
	Building B Total				**6 spaces**	**-**	**416 spaces**
Site Total Resident Vehicle Parking Requirement					***0 spaces***	**-**	***522 spaces***
Site Total Non-Resident Vehicle Parking Requirement					***11 spaces***	**-**	***174 spaces***
Site Total Vehicle Parking Requirement					**11 spaces**	**-**	**696 spaces**

Notes:
1. Based on site statistics provided by Superkul dated September 26, 2025.
2. City of Toronto Zoning By-law 569-2013 specifies that parking calculations resulting in a fraction shall be rounded down to the nearest whole number.

Application of Zoning By-law 569-2013 (as amended) for PZA to the proposed development requires a minimum of 11 spaces (residential visitors) and maximum of 688 spaces (526 resident, 95 resident visitor and 67 grocery spaces).

5.1.1.1 Accessible Parking Requirements

In February 2025, Toronto City Council approved an amendment to Zoning By-law 569-2013 which eliminates the "effective" parking space calculation for establishing minimum accessible parking requirements, and instead, provides updated accessible parking space rates that generally maintain the total accessible parking required prior to this change (i.e., since 2022), and in some cases, increase the requirement. The new accessible parking space requirements are based on the higher of a rate applied to the number of dwelling units provided for residential uses and the GFA for non-residential uses or a minimum percentage of the provided parking supply. The intent of this change was to simplify the requirement calculation and minimize misunderstandings regarding the use of "effective" parking rates as part of the calculation.

The new accessible parking standards as part of Zoning By-law 223-2025 received no appeals to the Ontario Land Tribunal. On May 8, 2025, these updated accessible parking requirements were therefore enacted and now amend the former accessible parking requirements outlined in Zoning By-law 569-2013 (as amended through Zoning By-law 89-2022).

It is proposed to adopt the requirements of Zoning-By-law 223-2025 for the site. Application of minimum accessible parking standards to the proposed development is summarized in **Table 4**.

Table 4 By-law 223-2025 PZA Accessible Parking Requirements

Phase	Use	Units / GFA	Minimum Rate		Requirement	Resultant Accessible Requirement
Building A	Residential	385 units	Greater of:	0.02 spaces / unit	8 spaces	8 spaces
				7% of provided parking spaces	0 spaces	
	Residential Visitor	385 units	Greater of:	0 spaces / unit	0 spaces	0 spaces
				5% of provided parking spaces	0 spaces	
	Building A Total Accessible Parking Requirement					**8 spaces**
Building B	Residential	472 units	Greater of:	0.02 spaces / unit	10 spaces	10 spaces
				7% of provided parking spaces	2 spaces	
	Residential Visitor[3]	472 units	Greater of:	0 spaces / unit	0 spaces	0 spaces
				5% of provided parking spaces	0 spaces	
	Grocery	2,289 m^2	Greater of:	1 space (first 500m^2) + 0.05 spaces / 100 m^2 (remaining GFA)	2 spaces	2 spaces
				5% of provided parking spaces	2 spaces	
	Building B Total Accessible Parking Requirement					**12 spaces**
Site Total Accessible Parking Requirement						**20 spaces**

Notes:

1. Based on site statistics received from Superkul dated September 26, 2025.
2. Based on regulation 5. (1) (E) of Zoning By-law 569-2013, if the calculation of the number of required accessible parking spaces results in a number with a fraction, the number is rounded up to the nearest whole number
3. Non-resident parking is shared between resident visitor and grocery uses

It is noted that accessible parking spaces are required if four or less parking spaces associated with dwelling units is provided on-site. Application of the accessible parking requirements specified in Zoning By-law 223-2025 results in a minimum of 8 accessible spaces for building A and 12 accessible spaces for building B.

In addition, if four or less parking spaces associated with dwelling units is provided on-site, no accessible parking is required, as permitted in Zoning By-law 569-2013, section 200.15.10.10(1). Therefore, while the minimum parking requirements for building A result in a requirement of 8 accessible parking spaces, building A is exempt from the accessible parking requirement. As such, no accessible parking is proposed.

5.1.2 Ontario Bill 185

As discussed in **Section 3.1.1**, Bill 185 received Royal Assent on June 6, 2024 and is now in force and effect. The site is located in the Broadview Protected Major Transit Station Area (PMTSA) as approved by City Council on July 22, 2022, and approved by the Province of Ontario on August 15, 2025, codified in By-law 844-2022 / Amendment 540 to the Official Plan. Given the delineated Broadview PMTSA outlined in the City of Toronto Official Plan has been approved by the Province of Ontario, it is our understanding the minimum vehicle parking requirements as summarized in **Section 5.1.2** will no longer be applicable to the subject site.

In summary, there are no minimum parking requirements across all uses on-site (i.e. resident, residential visitor, and grocery).

5.1.3 Toronto Green Standards (TGS V4)

5.1.3.1 AQ 1.2 Electric Vehicle Infrastructure

This standard requires parking spaces to be equipped with an energized outlet with Level 2 charging or higher (e.g. marked and identified for electric vehicle charging), in accordance with Zoning By-law 569-2013:

- All residential parking spaces, excluding visitor parking spaces; and
- 25 percent of residential visitor and non-residential parking spaces.

5.2 Proposed Vehicle Parking Supply

It is proposed to adopt no minimums for the site, in compliance with Bill 185, which are reflective of the contemporary public policy and planning framework that is guiding the development.

Notwithstanding, the current proposal includes a total of 48 parking spaces proposed for the overall development, including 11 resident spaces and 37 non-resident spaces (i.e. shared between residential visitors and grocery). All the proposed parking spaces are provided in Building B within a 1-level underground parking garage, while no parking spaces are provided in Building A.

Vehicle access to the underground parking garage for Building B will be provided via a parking ramp connecting to the proposed signalized site driveway onto Broadview Avenue.

The proposed parking supply illustrated in the architectural site plans complies with the proposed no minimum requirements and falls below the permitted maximum as outlined in the City of Toronto Zoning By-law 569-2013 (as amended) for 'Parking Zone A' and will be further refined through the site plan process.

A summary of the proposed vehicle parking supply is provided in **Table 5**.

Table 5 Proposed Vehicle Parking Supply

Phase	Use	Parking Supply	Accessible Parking Supply[1]
Building A	Resident	0 spaces	0 spaces
	Resident Visitor	0 spaces	0 spaces
	Building A Total	**0 spaces**	**0 spaces**
Building B	Resident	11 spaces	2 spaces
	Non-Resident[2]	37 spaces	10 spaces
	Building B Total	**48 spaces**	**12 spaces**

Notes:

1. Based on site statistics received from Superkul dated September 26, 2025.
2. Accessible parking supply is inclusive in the proposed parking supply.
3. Shared parking for residential visitor and grocery uses.

5.2.1 Toronto Green Standards (TGS V4)

5.2.1.1 AQ 1.2 Electric Vehicle Infrastructure

It is noted that the provision of no vehicle parking in building A results in the parking-related TGS V4 requirements to be inapplicable for electric vehicle (EV) parking, as described in **Section 5.1.3**.

The architectural plans illustrate 11 resident parking spaces and 8 non-residential parking spaces equipped with an energized outlet with Level 2 charging or higher in building B (e.g. marked and identified for electric vehicle charging), in accordance with Zoning By-law 569-2013.

6.0 BICYCLE PARKING CONSIDERATIONS

6.1 Minimum Bicycle Parking Requirements

6.1.1 City of Toronto Zoning By-law 569-2013

The site is subject to the City of Toronto Zoning By-law 569-2013 bicycle parking requirements for Zone 1. Application of the City of Toronto Zoning By-law 569-2013 bicycle parking requirements is summarized in **Table 6**.

Table 6 Zoning By-law 569-2013 (Zone 1)

Phase	Use	Units / GFA	Type	Minimum Rate	Minimum Requirement[2]
Building A	**Residential**				
	Residential	385 units	Short-Term	0.1 spaces per unit	39 spaces
			Long-Term	0.9 spaces per unit	347 spaces
			Resident Subtotal		**386 spaces**
	Short-Term[5] Bicycle Parking Spaces				**39 spaces**
	Long-Term Bicycle Parking Spaces				**347 spaces**
	Building A Total Bicycle Parking Requirement				**386 spaces**
Building B	**Residential**				
	Residential	472 units	Short-Term	0.1 spaces per unit	48 spaces
			Long-Term	0.9 spaces per unit	425 spaces
			Resident Subtotal		**473 spaces**
	Non-Residential				
	Grocery	2,289 m^2	Short-Term	--	--
			Long-Term	--	--
			Non-Resident Subtotal		**0 spaces**
	Short-Term[5] Bicycle Parking Spaces				**48 spaces**
	Long-Term Bicycle Parking Spaces				**425 spaces**
	Building B Total Bicycle Parking Requirement				**473 spaces**

Notes:

1. Based on site statistics provided by Superkul dated September 26, 2025.
2. Zoning By-law 569-2013 specifies that if the calculation of the number of required bicycle parking spaces results in a number with a fraction, the number is rounded up to the nearest whole number.
3. Interior Floor Area (IFA) is assumed to be equal to Gross Floor Area (GFA).
4. As per Zoning By-law 569-2013, section 230.5.10.1(3), if the total interior floor area of all non-residential uses on the lot is 2,000 m2 or less, then no bike parking space is required.

6.1.2 City of Toronto Zoning By-law 569-2013 (As Amended) and Zoning By-law 223-2025

As mentioned before, since the submission of the initial July 2021 report, parking requirements within the City of Toronto have evolved, including bicycle parking requirements.

It is proposed to adopt the requirements as specified in the City of Toronto Zoning By-law 569-2013 (as amended) and the City of Toronto Zoning By-law 223-2025. The Zoning By-law 569-2013 (as amended) updates the requirements for bicycle parking in Zone 1. The Zoning By-law 223-2025 specifies a minimum of 5 percent of the required long-term bicycle parking spaces must be oversized bicycle parking spaces with dimensions of 2.4 metres length and 1.0 metres width. Further, if 8 or more bicycle parking spaces are required, a minimum of 40 percent of the required long-term bicycle parking spaces must not be stacked or placed in a vertical position.

Application of City of Toronto Zoning By-law 569-2013 and 223-2025 to the proposed development is summarized in **Table 7**.

Table 7 Zoning By-law 569-2013 (Zone 1) and Zoning By-law 223-2025 Bicycle Parking Requirements

Phase	Use	Units / GFA	Type	Minimum Rate	Minimum Requirement[2]
Building A	**Residential**				
	Residential	385 units	Short-Term	0.2 spaces per unit	77 spaces
			Long-Term	0.9 spaces per unit	347 spaces
				Resident Subtotal	**424 spaces**
				Short-Term[5] Bicycle Parking Spaces	**77 spaces**
				Long-Term Bicycle Parking Spaces	**347 spaces**
				Building A Total Bicycle Parking Requirement	**424 spaces**
				Oversized Spaces[6]	**17 spaces**
Building B	**Residential**				
	Residential	472 units	Short-Term	0.2 spaces per unit	95 spaces
			Long-Term	0.9 spaces per unit	425 spaces
				Resident Subtotal	**520 spaces**
	Non-Residential				
	Grocery	2,289 m^2	Short-Term	--	--
			Long-Term	--	--
				Non-Resident Subtotal	**0 spaces**
				Short-Term[5] Bicycle Parking Spaces	**95 spaces**
				Long-Term Bicycle Parking Spaces	**425 spaces**
				Building B Total Bicycle Parking Requirement	**520 spaces**
				Oversized Spaces[6]	**21 spaces**

Notes:

1. Based on site statistics provided by Superkul dated September 26, 2025.
2. Zoning By-law 569-2013 specifies that if the calculation of the number of required bicycle parking spaces results in a number with a fraction, the number is rounded up to the nearest whole number.
3. Interior Floor Area (IFA) is assumed to be equal to Gross Floor Area (GFA).
4. As per Zoning By-law 569-2013, section 230.5.10.1(3), if the total interior floor area of all non-residential uses on the lot is 2,000 m2 or less, then no bike parking space is required.
5. As per Zoning By-law 569-2013, section 230.5.10.20 (1), the number of "short-term" bicycle parking spaces reduced is not more than half the amount required by Regulation 230.5.10.1(5)(A), rounded down to the nearest whole number and for each “short-term” bicycle parking space reduced, the owner or occupant must provide a payment in-lieu to the City.
6. Zoning By-law 223-2025 specifies that if the calculation of the number of required oversized bicycle parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number.

Application of Zoning By-law 569-2013 require the provision of 424 bicycle parking spaces for building A (including 77 short-term spaces and 347 long-term spaces) and 520 bicycle parking spaces for building B (including 95 short-term spaces and 425 long-term spaces). Of the 347 long-term spaces for Building A, 18 spaces are required to be oversized and 139 spaces are required to be non-stacked and horizontal. Of the 425 long-term spaces for Building B, 20 spaces are required to be oversized and 170 spaces are required to be non-stacked and horizontal.

In addition, per Zoning By-law 569-2013, one shower and change room facility and a bicycle maintenance facility (herein referred to as a "bike repair station") with minimum dimensions 1.8 metres in length and 2.6 metres in width is required when 5 or more long-term bicycle parking spaces is provided.

6.1.3 Toronto Green Standards (TGS V4)

6.1.3.1 AQ 2.1 - 2.3 Bicycle Parking Rates and Location

These standards require bicycle parking to be provided as per Zoning By-law 569-2013. In addition, long-term bicycle spaces must be provided in a secure controlled-access bicycle facility or purpose-built bicycle locker on a near-surface level. Short-term bicycle spaces must be highly visible at-grade or on the first parking level below-grade.

6.1.3.2 AQ 2.4 Electric Bicycle Infrastructure

This standard requires at least 15 percent of residential long-term bicycle parking spaces shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space. The Energized Outlet is to be located at a maximum distance of 1100mm from the bike rack.

6.1.3.3 AQ 2.6 Publicly Accessible Bicycle Parking

This standard requires that all uses within the proposed development located within 500 metres of a transit station entrance must provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the site or within the public boulevard in addition to bicycle parking required under AQ 2.1.

6.2 Proposed Bicycle Parking Supply

The site proposes 424 bicycle parking spaces for building A, including 77 short-term spaces and 347 long-term spaces. Of the 347 long-term spaces, 18 spaces are proposed to meet the dimensions of oversized bicycle parking, and 202 spaces are provided as non-stacked, horizontal spaces. Short-term spaces are provided on the ground level and long-term spaces are provided on the underground P1 level and mezzanine level. In addition, a bike repair station is provided on the mezzanine level.

The site proposes 535 bicycle parking spaces for building B, including 105 short-term spaces and 430 long-term spaces. Of the 430 long-term spaces, 22 spaces are proposed to meet the dimensions of oversized bicycle parking, and 219 spaces are provided as non-stacked, horizontal spaces. Short-term spaces are provided on the P1 level and long-term spaces are provided on the underground P1 and mezzanine level. In addition, a bike repair station is provided on the P1 level.

As such, the proposed bicycle parking supply and facilities meets the minimum requirements specified as per Zoning By-law 569-2013 (Zone 1) as amended by Zoning By-law 223-2025.

6.2.1.1 AQ 2.1 - 2.3 Bicycle Parking Rates and Location

All long-term bicycle parking is located on the mezzanine level and underground P1 level of the site within a secure, weather-protected facility and all short-term bicycle parking is publicly accessible at-grade, on the mezzanine level and on the underground P1 level. As such, the proposed bicycle parking supply and facilities meets the minimum requirements as per TGS V4.

6.2.1.2 AQ 2.4 Electric Bicycle Infrastructure

For building A, based on the proposed supply of 347 long-term bicycle parking spaces, a total of 53 residential long-term bicycle parking spaces are required to have Energized Outlets. The current architectural plans illustrate 53 long-term residential bicycle parking spaces equipped with Energized Outlets. On this basis, the proposed residential long-term bicycle parking spaces for Energized Outlets currently meet the requirements outlined in the TGS V4.

For building B, based on the proposed supply of 425 long-term bicycle parking spaces, a total of 64 residential long-term bicycle parking spaces are required to have Energized Outlets. The current architectural plans illustrate 64 long-term residential bicycle parking spaces equipped with Energized Outlets. On this basis, the proposed residential long-term bicycle parking spaces for Energized Outlets currently meet the requirements outlined in the TGS V4.

6.2.1.3 AQ 2.6 Publicly Accessible Bicycle Parking

The current architectural plans illustrate 10 publicly accessible, short-term bicycle parking spaces within the property adjacent to the proposed development along Broadview Avenue for each building, in addition to the requirements outlined as per Zoning By-law 569-2013. Therefore, the provision of these spaces is currently meeting the requirements outlined in the TGS V4.

7.0 LOADING CONSIDERATIONS

7.1 Minimum Loading Requirements

The site is subjected to the City of Toronto Zoning By-law 569-2013. The minimum loading standards of Zoning By-law 569-2013 that apply for the proposed development programme are summarized in **Table 8**.

Table 8 City of Toronto Zoning By-law 569-2013 Loading Requirements

Phase	Use	Units / GFA	Type A	Type B	Type C	Type G	Total
Building A	Residential	385 units	--	--	--	1 space	1 space
	Building A Total		**--**	**--**	**--**	**1 space**	**1 space**
	Building A Total Loading Requirement with Sharing[2]		**--**	**--**	**--**	**1 space**	**1 space**
Building B	Residential	472 units	--	--	1 space	1 space	2 spaces
	Grocery	2,289 m^2	1 space	1 space	--	--	2 spaces
	Building B Total		**1 space**	**1 space**	**1 space**	**1 space**	**4 spaces**
	Building B Total Loading Requirement with Sharing[2]		**1 space**	**1 space**	**1 space**	**1 space**	**4 spaces**

Notes:

1. Based on site statistics provided by Superkul dated September 26, 2025.
2. Mixed-use buildings in a Commercial Residential Zone (CR) with more than 30 dwelling units may share the requirements for a Type 'B' space with a Type 'G' space per City of Toronto Zoning By-law 569-2013 Section 40.10.90.1 (1).

Application of Zoning By-law 569-2013 standards results in the requirements of 1 Type 'G' loading space and 1 Type 'C' loading space for building A and 1 Type 'A' loading space, 1 Type 'G' loading space and 1 Type 'C' loading space for building B.

7.2 Proposed Loading Supply

The architectural plans illustrate the provision of 2 formal loading spaces in building A and 5 formal loading spaces in building B. In building A, 1 Type 'G' loading space and 1 Type 'C' loading space are provided at-grade. In building B, 1 Type 'A', 1 Type 'G', 1 Type 'B' and 2 Type 'C' loading spaces are provided at-grade. These loading spaces will support the loading / unloading, move-in / move-out and refuse collection needs of all components of the proposed development. Vehicle access to the loading spaces is provided via two site driveways onto Broadview Avenue to the east of the site. The proposed loading spaces meet the minimum loading requirements of Zoning By-law 569-2013.

7.2.1 Resident Garbage and Recycling Facilities

Refuse / recycling facilities for the residential components of the development are provided at-grade, adjacent to the loading area.

Residential refuse / recycling collection for the buildings will occur within the proposed loading facility on the ground floor. Appropriate bin storage provisions are to be provided adjacent to each of the Type 'G' loading spaces in accordance with the design provisions outlined in the "City of Toronto Requirements for Garbage and Recycling Collection for New Developments and Redevelopments", dated May 2023.

Provision for a minimum total bin staging area of 38.5 m^2 has been provided in adjacent to the Type 'G' loading space in Building A to accommodate 8 bins within the allocated area (including 1 bin in the Type 'G' loading space). Provision for a minimum total bin staging area of 47.2 m^2 has been provided in adjacent to the Type 'G' loading space in Building A to accommodate 10 bins within the allocated area (including 1 bin in the Type 'G' loading space). The staging areas have been provided in accordance with the City policy requirements (i.e. size of bin staging area = 5 sq. metres plus an additional 5 sq. metres for every 50 units provided in excess of the first 50 units).

Provision for a minimum total waste storage room of 113.0 m^2 for Building A and 135.0 m^2 for Building B has been provided to accommodate containers and the compactor in accordance with the City policy requirements (i.e. 25 m^2 for the first 50 units, and an additional 0.26 m^2 for each additional unit, over 50 units).

In addition, provision for 10 m^2 bulk waste for oversized items is provided in each building and a minimum of 4.0 m^2 and 4.72 m^2 (i.e. 1 m^2 for every 100 units) for hazardous waste has been provided in accordance with the City policy requirements for Building A and Building B, respectively.

7.2.2 Non-Residential Garbage and Recycling Facilities

Refuse / recycling facilities for the non-residential component of building B of the development (i.e. grocery) is provided in separate waste collection rooms located on the P1 level. Non-residential refuse and recycling will be collected by a private refuse / recycling collection company.

7.2.3 Height Clearance

A minimum height clearance of 4.5 metres is maintained throughout the entire loading area. A minimum height clearance of 6.1 metres is provided above the Type 'G' loading space and bin staging area, meeting the minimum height clearance requirements of Zoning By-law 569-2013 (as amended).

7.2.4 Operations and Manoeuvring

A series of vehicular manoeuvring diagrams are provided in **Appendix C** and illustrate the turning movements for the following vehicles:

- City of Toronto Garbage Collection Vehicle (Front-Loader and Rear-Loader)
- Single Unit vehicle (TAC-SU)
- Heavy Single Unit vehicle (TAC-HSU)
- TAC WB-12 Tractor Trailer

The turning movements illustrate the vehicles entering and exiting the proposed loading spaces. These diagrams confirm that the proposed loading arrangements are appropriate and will facilitate the manoeuvring requirements of the vehicles that are expected to access the site.

8.0 PICK-UP AND 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 travel. Furthermore, increased use in auto-based shared mobility services is often being observed in central, high-density, and intensified areas of urban cities, including the City of Toronto (e.g., along several major intersections and corridors with frequent heavy traffic). Based on the foregoing, pick-up / drop-off spaces, in the form of laybys and parking spaces, are proposed on site.

To the north of building A, three pick-up / drop-off spaces are provided. These spaces are accessed via the proposed site private laneway. To the north of building B, two parallel spaces are provided along the site driveway. In addition, two pick-up / drop-off spaces are provided on the P1 level of the parking garage.

The proposed pick-up / drop-off facilities on-site are expected to serve as a convenient short-term parking strategy for day-to-day activities (i.e., quick food delivery, passenger pick-up / drop-off, and ride-sharing services). While not formally required from a Zoning By-law perspective, it is anticipated that these facilities will benefit future site users and meet the practical needs of the site while limiting vehicular impacts on the area road network.

The proposed on-site pick-up / drop-off facilities accommodates a total of approximately seven passenger vehicles. As such, the proposed pick-up / drop-off facilities are considered appropriate and are anticipated to meet the short-term parking needs of the site.

9.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

9.1 MOBILITY CHOICE TRAVEL PLAN

The location of the Site and its surrounding uses greatly influences the success of a mobility plan. The purpose of the Mobility Choice Travel Plan is to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This plan intends to support the proposed development by outlining Transportation Demand Management (TDM) measures and the suite of strategies under consideration to promote the use of more active and sustainable transportation modes; respond to the mobility needs of residents, employees and visitors of the Site; and to reduce the overall dependence on the private automobile.

The existing and future Site context provides for frequent public transit services, cyclist and pedestrian connectivity. While strong opportunities exist in the area infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities is granted by the success of the implementation of the Mobility Plan.

Four specific objectives define the policy framework for the Mobility Choice Travel Plan:

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

A detailed Mobility Choice Travel Plan will be developed and secured through the approvals process in consultation with the City of Toronto.

9.2 ORGANIZATIONAL FRAMEWORK

The four broader objectives can be organized within the following categories:

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

Measures from the Mobility Choice Travel Plan will be incorporated into the proposed development to minimize the need to own a personal vehicle or use an automobile when travelling to and from the Site. It is important to encourage and facilitate the use of non-automobile travel modes on a daily basis.

Table 9 summarizes the potential Mobility Choice Travel Plan Strategies for the proposed development.

Table 9 Potential Mobility Travel Plan Strategies

LAND USE INTEGRATION		**Intent:** A mixed-use development provides several uses that allow people to meet a variety of their needs on the Site. These local land uses provide a level of convenience that reduces the need to travel far off-Site for typical daily activity.	**Implementation:** • The proposed development contains a mix of grocery, retail, residential, and open space uses. • It is also located in a mixed-use area within easy walking distance of numerous shops, grocery stores, restaurants, entertainment, parks, schools and community centres. The Danforth, in particular, is a diverse neighbourhood characterized by a mix of uses in a pedestrian and cyclist-friendly environment.
TRANSIT USE		**Intent:** Support for and the promotion of the use of area transit services for both short and long-distance travel by residents, visitors, and employees will reduce the overall use of a vehicle and the need to own one.	**Implementation:** • The Site is located immediately adjacent to Broadview Station on the Bloor-Danforth Subway (Line 2); in fact the property surrounds the station which is located at the southwest corner of Danforth Avenue / Broadview Avenue. In addition to frequent subway service, Broadview Station also serves four frequent surface bus routes and two streetcar routes operated by the TTC. • Consideration will be given to provide a number of units with a one-time, pre-loaded PRESTO card.
BICYCLE FACILITIES		**Intent:** Provide cycling infrastructure that supports and promotes cycling as a convenient and viable travel alternative to the personal automobile.	**Implementation:** • The site is located immediately adjacent to a cycle track on Danforth Avenue that connects to the rest of the City's growing bikeway network. • The site is located immediately adjacent to Bike Share stations surrounding Broadview Station (near or at Green P parking lots). • A total of 959 bicycle parking spaces are proposed on the Site, including 777 long term and 182 short-term spaces, which meets and exceeds the requirements of the Toronto Green Standard V4 (Tier 1). • Bicycle repair stands will be provided to enable residents to do light maintenance and pump tires on their bicycles without owning / carrying equipment of their own.

PEDESTRIAN CONNECTIVITY		**Intent:** A high-quality, safe, connection between the Site and transit stations / stops, cycling network, and public street system encourages residents, employees and visitors to travel around the Site area without a vehicle.	**Implementation:** • The proposed development will provide improved sidewalks along Broadview Avenue. In particular, the number of driveway curb cuts will be reduced to improve the pedestrian safety at the Site along Broadview Avenue.
PARKING MANAGEMENT		**Intent:** Reduced parking standards within the proposed development encourages residents, visitors and employees to re-consider the use or ownership of a vehicle.	**Implementation:** • Residential parking is proposed to be supplied at a low rate of spaces / unit. The proposed resident parking standard will adequately meet the parking needs of site residents without oversupplying parking, thereby reducing the number of vehicular trips generated.
CAR-SHARE		**Intent:** Car-share programs provide "on-demand" access to a fleet of vehicles located on the Site. The convenience and easy access reduces the need to own a personal vehicle, and also encourages the use of other non-automobile commuting methods.	**Implementation:** • Consideration will be given to provide for car-share spaces on-Site in the public portion of the parking garage for residents, visitors and members of the public.

9.2.1.1 AQ 1.1 Single-Occupant Vehicle Trips

The existing residential auto driver mode share in the 2022 Transportation Tomorrow Survey ranges from 22%-29% for the weekday morning and afternoon peak hours, respectively, as outlined in **Table 10**. Accounting for the TDM measures discussed above, the site is projected to have an residential auto driver mode share of 3%-4% for the weekday morning and afternoon peak hours, respectively, as outlined in **Table 13**. This represents a decrease in vehicle trips generated by 86% for both peak hours, thus satisfying the requirements for TGS AQ1.1, which requires a reduction of at least 25%.

10.0 MULTI-MODAL TRAVEL DEMAND FORECASTING

Site travel demands for the residential and grocery uses of the site have been established for auto and non-auto trips, as discussed in the following sections.

10.1 Existing Transportation Tomorrow Survey Mode Split

2022 Transportation Tomorrow Survey (TTS) data for residential and retail land uses were used to inform specific aspects of the adopted multi-modal trip generation approach. The 2022 TTS mode split data for residential and retail uses are summarized in **Table 10.**

Table 10 Existing 2022 TTS Mode Split

Mode	Residential[2]		Retail[3]	
	AM Peak	PM Peak	AM Peak	PM Peak
Auto Driver	22%	29%	19%	21%
Auto Passenger	3%	7%	9%	7%
PUDO	1%	3%	0%	0%
Transit	41%	31%	14%	20%
Walk	28%	24%	56%	45%
Cycle	5%	6%	2%	7%
Total	**100%**	**100%**	**100%**	**100%**

Notes:

1. Based on inbound and outbound home and retail trips for 2006 TTS zones 273-280 and 281-282.

10.2 Residential Site Travel Demands

10.2.1 Residential Trip Generation Proxy Data

Person-based travel demand forecasts for residential trips were established based on trip generation surveys of proxy sites in the City of Toronto with similar transportation characteristics. Weekday morning and afternoon person trip volumes adopted for this analysis are summarized in **Table 11.**

Table 11 Residential Proxy Person Trip Generation Rates

Proxy Site	Survey Date	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
2301 Danforth Avenue (*156 units*)	Thursday, December 5, 2024	0.11	0.22	0.33	0.24	0.17	0.41
575 & 585 Bloor Street East (*772 units*)	Thursday, June 6, 2024	0.07	0.27	0.34	0.29	0.20	0.49
8 Trent Avenue (*275 units*)	Thursday, November 28, 2024	0.04	0.31	0.35	0.37	0.27	0.64
Averaged and Adopted Rate (Trips / Unit)		**0.07**	**0.27**	**0.34**	**0.30**	**0.21**	**0.51**

Notes:
1. Person trips rounded to the nearest 5.

10.2.2 Pick-Up / Drop-Off Trips Proxy Data

Pick-up / drop-off (PUDO) proxy data was also collected from the same residential proxy sites utilized in **Table 11** for person-based trip generation, as summarized in **Table 12.**

Table 12 Residential Proxy PUDO Rates

Proxy Site	Survey Date	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
2301 Danforth Avenue (*156 units*)	Thursday, December 5, 2024	0.000	0.000	0.000	0.006	0.006	0.012
575 & 585 Bloor Street East (*772 units*)	Thursday, June 6, 2024	0.001	0.009	0.010	0.009	0.009	0.018
8 Trent Avenue (*275 units*)	Thursday, November 28, 2024	0.000	0.004	0.004	0.018	0.004	0.022
Averaged and Adopted Rate (Trips / Unit)		**0.000**	**0.005**	**0.005**	**0.005**	**0.005**	**0.01**

10.2.3 Adopted Residential Mode Split

It is proposed to provide a low residential parking supply of 17 parking spaces, corresponding to a residential parking supply of approximately 0.02 parking spaces per unit. Based on BA Group's experience, peak hour parking turnover, corresponding to trips generated, does not exceed the available parking supply. Typical parking turnover in the City of Toronto corresponds to approximately 30% of available supply. As such, the existing mode split outlined in **Table 10,** was adjusted to reflect the constrained parking supply proposed on site.

The auto driver and passenger mode share was decreased to represent appropriate vehicular trip generation relative to the parking supply. The removed auto mode share was distributed amongst the remaining modes, with the exception of the PUDO mode, which was adjusted to match the PUDO proxy rates observed in **Table 12** in relation to the adopted person trip rate outlined in **Table 11.**

The adopted residential mode split is summarized in **Table 13.**

Table 13 Adopted Residential Mode Split

Travel Mode	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Auto Driver	3%	3%	4%	4%
Auto Passenger	0%	1%	1%	1%
PUDO	0%	2%	2%	3%
Transit	54%	53%	47%	46%
Walk	36%	35%	37%	37%
Cycle	7%	6%	9%	9%

10.2.4 Residential Multi-Modal Trip Generation

The residential multi-modal trip generation, which reflects the adopted person-trip generation rates and adopted residential mode split, is summarized in **Table 14.**

Table 14 Residential Multi-Modal Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Auto-Driver	0	10	10	10	5	15
Auto-Passenger	0	0	0	5	0	5
PUDO	0	5	5	5	5	10
Transit	35	120	155	135	70	205
Walk	25	80	105	105	55	160
Cycle	5	15	20	25	15	40
Total (857 units)	**65**	**230**	**295**	**285**	**150**	**435**

Notes:
1. Rounded to the nearest 5 trips.

The residential use of the site is projected to generate in the order of 295 and 435 two-way person trips in the weekday morning and afternoon peak hours, respectively.

It should be noted that the site generates 10 and 15 two-way vehicle trips in the weekday morning and afternoon peak hours while the residential parking supply is 17 spaces. As previously discussed, typical parking turnover for similar residential developments is approximately 30% of available supply. Notwithstanding, in this analysis, the majority of resident parking spaces turn over. In this sense, the analysis adopted in this report illustrates a conservative traffic impact on the area street network.

10.3 Grocery Site Travel Demands

As part of the proposed development, the existing grocery store will be demolished and replaced by a new grocery store constructed alongside new residential uses for the site. Future grocery store trips have been generated based on traffic demand for the existing grocery store.

10.3.1 Grocery Store Vehicular Trip Generation

As part of existing turning movement counts collected at the site driveways, a pedestrian trace was undertaken to determine the proportion of persons parking and accessing the grocery store versus those parking at the grocery store parking lot but walking off-site. The pedestrian trace data is summarized in **Table 15.**

Table 15 Existing Grocery Store Pedestrian Trace

Auto Occupant Destination	AM Peak Period	PM Peak Period
Grocery Store	50%	85%
Off-site	50%	15%

Notes:
1. Based on observations from 7:30 AM – 9:30 AM and 4:00 PM – 6:00 PM

The pedestrian trace data was applied to existing turning movement counts at the north and south site driveways (not including the loading area driveway) to determine the number of primary grocery vehicular trips accessing the existing site. Primary grocery store and off-site use trips are summarized in **Table 16.**

Table 16 Existing Site Trips Composition

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
On-Site Use (Grocery)	30	15	45	85	80	165
Off-site Use	25	20	45	15	15	30
Site Total	**55**	**35**	**90**	**100**	**95**	**195**

Notes:
1. Rounded to the nearest 5 trips.

As the grocery store will be replaced as part of the proposed development, it is anticipated that the vehicular trip demand would remain generally consistent between the existing and future grocery stores. In the future grocery store, parking for shoppers would be moved underground, with a proposed grocery store parking supply of 31 spaces. This is a significant decrease compared to the existing parking provisions in the surface lot, and it is likely that future vehicular trips will be limited by the number of provided parking spaces.

Based on a parking study conducted by BA Group in May 2021 on the existing grocery store parking lot, the average dwell time for all vehicles (not including off-site demand) was 36 minutes. This was used to determine the parking turnover for the future grocery store parking lot. Based on a dwell time of 36 minutes and a parking supply of 31 spaces, a maximum of approximately 50 spaces would turnover in each hour. The maximum parking

turnover was compared to existing grocery store demands to determine the future vehicular trip generation for the proposed grocery store, as summarized in **Table 17.**

Table 17 Grocery Store Vehicular Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Existing Grocery Demand	30	15	45	85	80	165
Maximum Parking Turnover	*50*	*50*	*100*	*50*	*50*	*100*
Future Grocery Store Vehicle Trips	**30**	**15**	**45**	**50**	**50**	**100**

Notes:
1. Rounded to the nearest 5 trips.

The future grocery store parking supply will accommodate all existing parking demand in the weekday morning peak hour. However, in the weekday afternoon peak hour, grocery store demand will be limited by the maximum parking turnover of 50 vehicles per hour.

The future grocery store is projected to generate in the order of 45 and 100 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively. Existing vehicle demand for users travelling off-site has not been accounted for under the future trip generation as the constrained parking supply would be utilized entirely by existing grocery store demand.

10.3.2 Grocery Store Multi-Modal Trip Generation

The multi-modal trip generation for the grocery store was back-calculated using vehicular trips outlined in **Table 17** and the existing 2022 TTS retail mode split outlined in **Table 10.** The multi-modal trip generation for the future grocery store is summarized in **Table 18.**

Table 18 Grocery Multi-Modal Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Auto-Driver	30	15	45	50	50	100
Auto-Passenger	15	5	20	15	15	30
PUDO	0	0	0	0	0	0
Transit	20	10	30	50	50	100
Walk	90	45	135	105	105	210
Cycle	5	0	5	15	15	30
Total	**160**	**75**	**235**	**235**	**235**	**470**

Notes:
1. Rounded to the nearest 5 trips.

The future grocery store is projected to generate the order of 235 and 470 two-way person trips in the weekday morning and afternoon peak hours, respectively.

10.4 Multi-Modal Trip Generation Summary

The forecast site travel demands by mode, including the residential and grocery store uses of the site, are summarized in **Table 19.** The proposed development is projected to generate in the order of 530 and 905 two-way person trip sin the weekday morning and afternoon peak hours, respectively.

Table 19 Site Multi-Modal Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Auto-Driver	30	25	55	60	55	115
Auto-Passenger	15	5	20	20	15	35
PUDO	0	5	5	5	5	10
Transit	55	130	185	185	120	305
Walk	115	125	240	210	160	370
Cycle	10	15	25	40	30	70
Total	**225**	**305**	**530**	**520**	**385**	**905**

Notes:
1. Rounded to the nearest 5 trips.

10.5 Multi-Modal Travel Assessment

10.5.1 Transit Assessment

Transit trips were forecast for the residential and grocery uses of the site. New transit trips generated by the proposed development during the weekday morning and afternoon peak hours are summarized in **Table 20.**

Table 20 Site Transit Trips Summary

Transit Trips	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential Transit Trips	30	125	155	135	70	205
Grocery Transit Trips	20	10	30	50	50	100
Total Transit Trips	**50**	**135**	**185**	**185**	**120**	**305**

It is anticipated that the majority of site transit users will utilize the Line 2 subway via Broadview Station, located north of the site. Additional services provided at Broadview Station include various streetcar and bus routes. Potential transit users would also access the 504 King and 505 Dundas streetcar lines at stops located on Broadview Avenue at Danforth Avenue or Wolfrey Avenue.

10.5.2 Pedestrian Assessment

Walking trips were forecast for the residential and grocery uses of the site. New walking trips generated by the proposed development during the weekday morning and afternoon peak hours are summarized in **Table 20.**

Table 21 Site Pedestrian Trips Summary

Pedestrian Trips	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential Pedestrian Trips	25	80	105	105	55	160
Grocery Pedestrian Trips	90	45	135	105	105	210
Total Pedestrian Trips	**115**	**125**	**240**	**210**	**160**	**370**

The majority of site pedestrian trips are anticipated to occur to and from local pedestrian destinations in the immediate site vicinity. Access to the surrounding area is provided by sidewalks on both sides of the street and several formalized pedestrian crossings around the site.

10.5.3 Cycling Assessment

Cycling trips were forecast for the residential and grocery uses of the site. New cycling trips generated by the proposed development during the weekday morning and afternoon peak hours are summarized in **Table 20.**

Table 22 Site Cycling Trips Summary

Cycling Trips	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential Cycling Trips	5	15	20	25	15	40
Grocery Cycling Trips	5	0	5	15	15	30
Total Cycling Trips	**10**	**15**	**25**	**40**	**30**	**70**

Site-generated cycling trips are anticipated to occur east-west to various destinations in the city as well as via wider connectivity to the city's cycling network using the Bloor and Danforth cycle tracks, located in close proximity to the site.

11.0 VEHICULAR TRAFFIC VOLUMES

Traffic operations analyses were completed for the weekday morning and afternoon peak hours for the following scenarios:

- **Existing Traffic** – traffic activity levels under current conditions;
- **Future Background Traffic** – traffic activity levels 5 years into the future which include allowances for area background developments;
- **Future Total Traffic** – traffic activity levels 5 years into the future after the full build-out of the site, which includes the removal of existing site traffic and allowances for new site-generated traffic.

11.1 Existing Traffic Volumes

Base existing traffic volumes were established for the weekday morning and afternoon peak hours for intersections within the study area based on turning movement counts collected by Spectrum Traffic Data Inc. on behalf of BA Group. A listing of count data and sources is summarized in **Table 23**. Existing turning movement counts are provided in **Appendix D.**

Table 23 Turning Movement Count Summary

Intersection	Date of Count	Source
Signalized Intersections		
Broadview Avenue / Danforth Avenue	Tuesday, May 6, 2025	Spectrum Traffic Data Inc.
Unsignalized Intersections		
Broadview Avenue / Site Loading Access	Tuesday, May 6, 2025	Spectrum Traffic Data Inc.
Broadview Avenue / Dearbourne Avenue		
Broadview Avenue / North Site Driveway		
Broadview Avenue / South Site Driveway		
Broadview Avenue / Fairview Boulevard		
Broadview Avenue / Wolfrey Avenue		

Where necessary, minor adjustments were made to balance traffic volumes between intersections to create a representative traffic volume base for the purposes of the traffic operations analyses undertaken as part of this study.

Existing, balanced traffic volumes for the weekday morning and afternoon peak hours are illustrated in **Figure 10.**

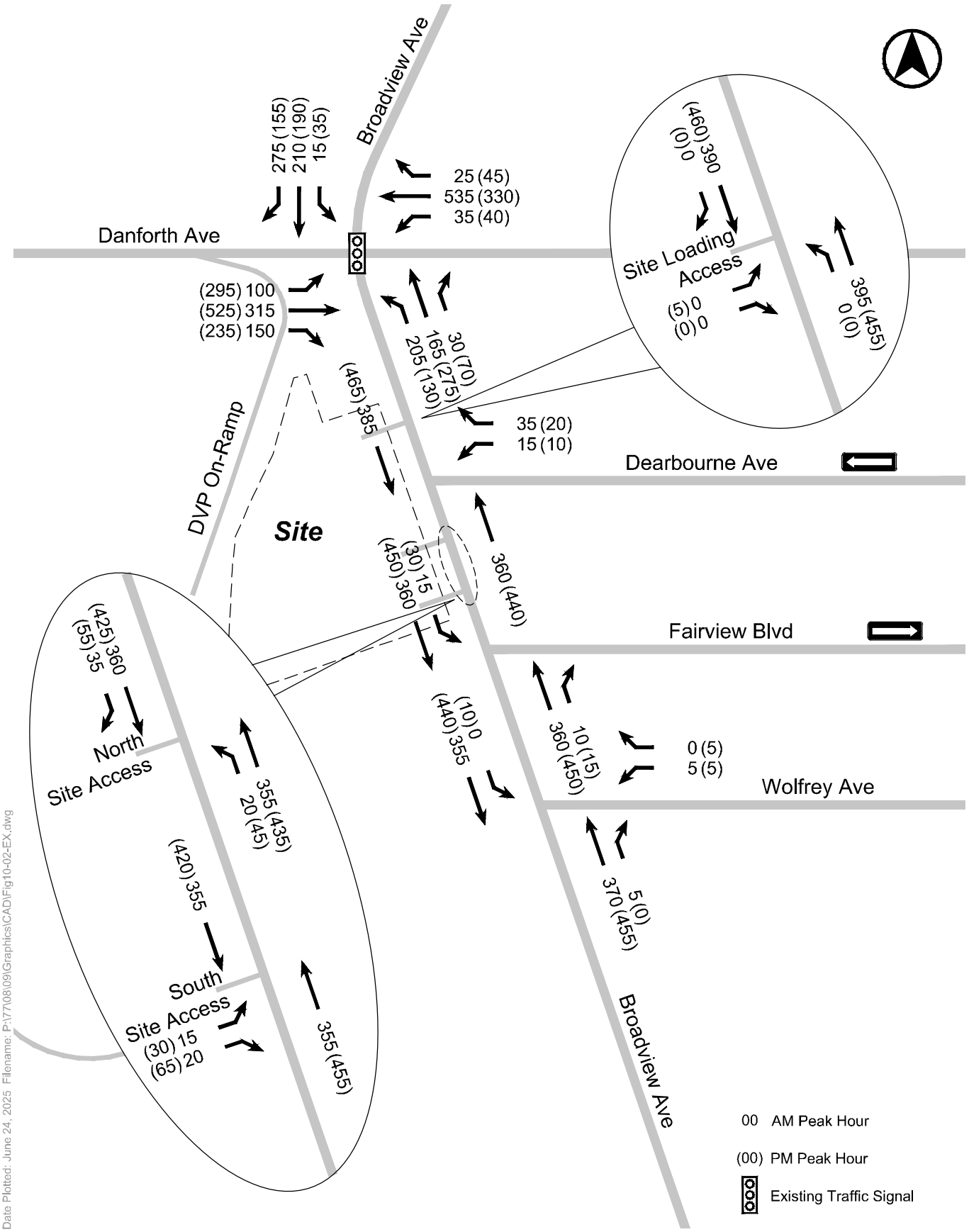

FIGURE 11 EXISTING TRAFFIC VOLUMES

11.2 Future Background Traffic Volumes

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

- general corridor growth; and
- specific area development traffic.

11.2.1 Corridor Growth Considerations

Consistent with previous submissions for the proposed development, no corridor growth was added to Broadview Avenue or Danforth Avenue.

11.2.2 Background Development Traffic

Specific traffic allowances were made for a comprehensive list of proposed area developments based on a review of the City of Toronto's list of current development proposals. A total of 7 development proposals have been considered, which represent in the order of 567 residential units, 536 m^2 retail GFA, and 133 m^2 office GFA. Background developments included in this analysis are summarized in **Table 24** and illustrated in **Figure 11.**

Table 24 Area Background Developments

	Development Address	Development Statistics	Source	Date
1	1001 Broadview Avenue	50 residential units	LEA	November 2017
2	741 Broadview Avenue	19 residential units	Trans-Plan	January 2021
3	954 Broadview Avenue[1]	306 residential units	BA Group	June 2025
4	796-802 Broadview Avenue[2]	33 residential units 133 m^2 office GFA	LMM Engineering	November 2014
5	838-844 Broadview Avenue[3]	107 residential units 536 m^2 retail GFA	LEA	March 2022
6	882 Broadview Avenue[3]	20 residential units	TY Lin	September 2022
7	285-297 Danforth Avenue[3]	32 residential units	N/A	N/A
Total		**567 residential units, 536 m^2 retail GFA, and 133 m^2 office GFA**		

Notes:

1. 954 Broadview Avenue: Based on preliminary site statistics. Final statistics to be included in anticipated June 2025 submission.
2. 796-802 Broadview Avenue: November 2014 TIS included 32,600 sqft of retail GFA. The recent 2024 DPOS submission for the site omits retail GFA and instead proposes 133 m2 of office GFA. As such, only the residential portion of site traffic from the November 2014 TIS was considered as part of this analysis
3. No resident parking is proposed as part of these developments. As such, no site traffic is expected to be generated per transportation reports for each development. These developments have been included in this table but do not contribute background development traffic to the area street network.

Future background traffic volumes, which include background development traffic for the weekday morning and afternoon peak hours are illustrated in **Figure 12.**

ID	Location/Name Residential
1	1001 Broadview Ave
2	741 Broadview Ave
3	954 Broadview Ave
4	796-802 Broadview Ave
5	838-844 Broadview Ave
6	882 Broadview Ave
7	285-297 Danforth Ave

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FIGURE 11 AREA BACKGROUND DEVELOPMENTS

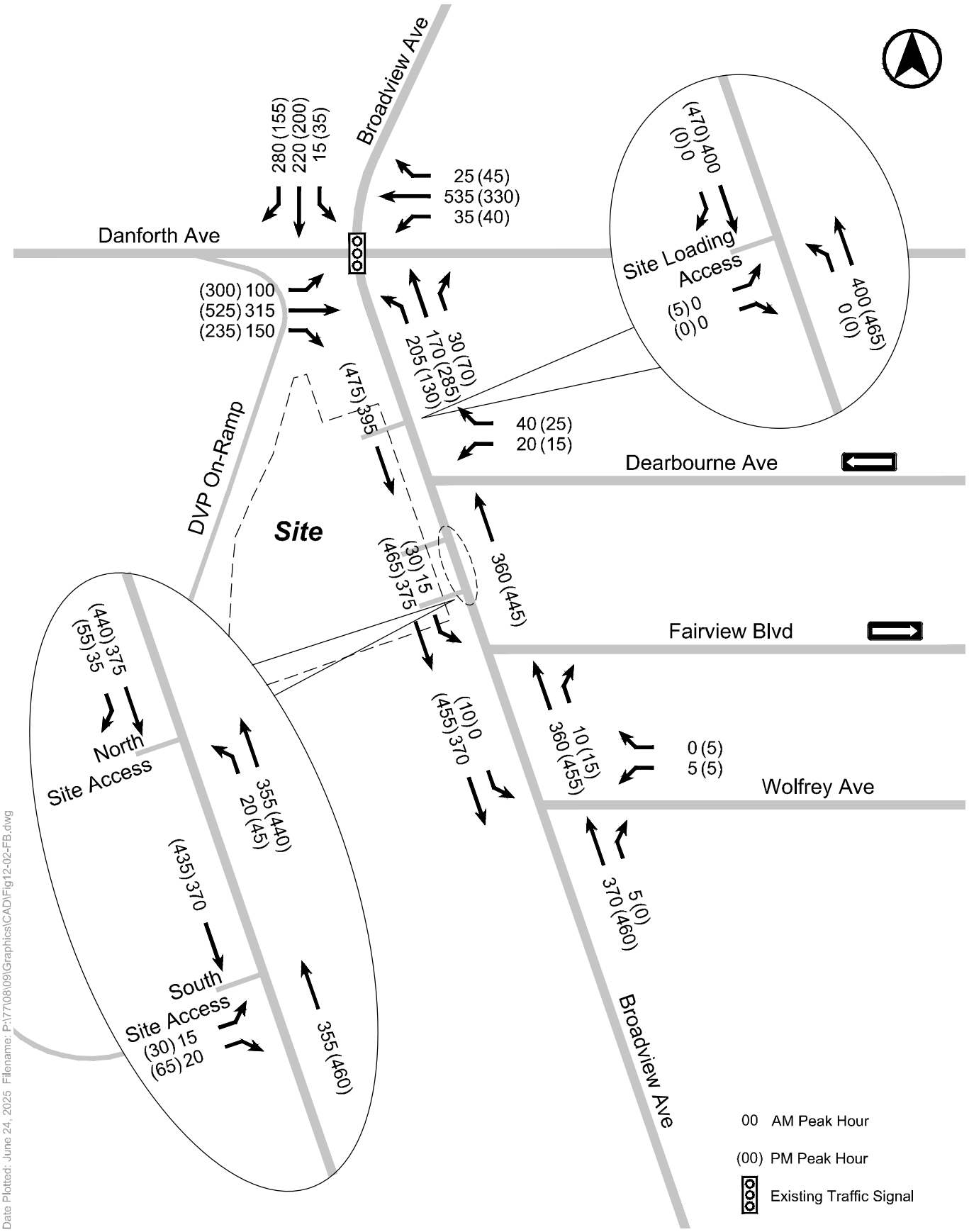


FIGURE 13 FUTURE BACKGROUND TRAFFIC VOLUMES

11.3 Site Traffic Volumes

11.3.1 Existing Site Traffic Volumes

The existing grocery store will be demolished to facilitate the proposed mixed-use development. Existing site traffic was derived from existing turning movement counts, as summarized in **Table 25.**

Table 25 Existing Site Traffic

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Site North Driveway	55	0	55	100	0	100
Site South Driveway	0	35	35	0	95	95
Loading Driveway	0	0	0	0	5	5
Total Existing Site Trips	**55**	**35**	**90**	**100**	**100**	**200**

Notes:
1. Rounded to the nearest 5 trips.

Existing site traffic from the north and south driveways were removed from the area street network based on existing travel patterns. Existing traffic from the loading access was retained to facilitate future loading activity for the new replacement grocery store, for which the loading area would remain in approximately the same location. Existing site traffic removals are illustrated in **Figure 13.**

11.3.2 New Site Traffic Volumes

Vehicular trip generation for the proposed development was developed using a multi-modal trip generation approach as discussed in **Section 10.0.** New vehicular site traffic for the proposed development is summarized in **Table 26**. Each PUDO person trip was reflected as one inbound and one outbound vehicle trip.

Table 26 Site Traffic Summary

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
New Residential Site Traffic	0	10	10	10	5	15
New Residential PUDO Traffic	5	5	10	10	10	20
New Grocery Site Traffic	30	15	45	50	50	100
Total New Site Traffic	**35**	**30**	**65**	**70**	**65**	**135**
Existing Site Traffic Removal	*-55*	*-35*	*-90*	*-100*	*-95*	*-195*
Net New Site Traffic	**-20**	**-5**	**-25**	**-30**	**-30**	**-60**

Notes:
1. Rounded to the nearest 5 trips.

The proposed development generates in the order of 65 and 135 new two-way vehicle trips in the weekday morning and afternoon peak hours, respectively. Following the removal of existing site traffic, the proposed development results in a net decrease of 25 and 60 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

11.3.3 Site Traffic Distribution and Assignment

Residential site traffic has been assigned to the area street network based on a review of the 2022 TTS, as summarized in **Table 27.**

Table 27 Residential Site Traffic Distribution

Street	Direction	Inbound	Outbound
To / From Broadview Avenue	North	30%	25%
	South	20%	15%
To / From Danforth Avenue	East	5%	10%
	West	45%	50%
Total		**100%**	**100%**

Notes:
1. Based on home-based trips to and from 2006 TTS zones 273-280 and 281-282.

New residential site traffic volumes are illustrated in **Figure 14.** Residential PUDO trips have been assigned to and from the proposed north driveway, which provides access to 2 dedicated PUDO spaces as well as the proposed south driveway, which provides access to 3 dedicated PUDO spaces.

New grocery site traffic volumes have been assigned onto the area street network based on existing travel patterns, as illustrated in **Figure 15.**

Net new site traffic volumes, accounting for the removal of existing traffic associated with the existing grocery store, are illustrated in **Figure 16.**

11.3.4 Future Total Traffic Volumes

Future total traffic volumes, established by combining net new site traffic with future background traffic volumes, are illustrated in **Figure 17.**

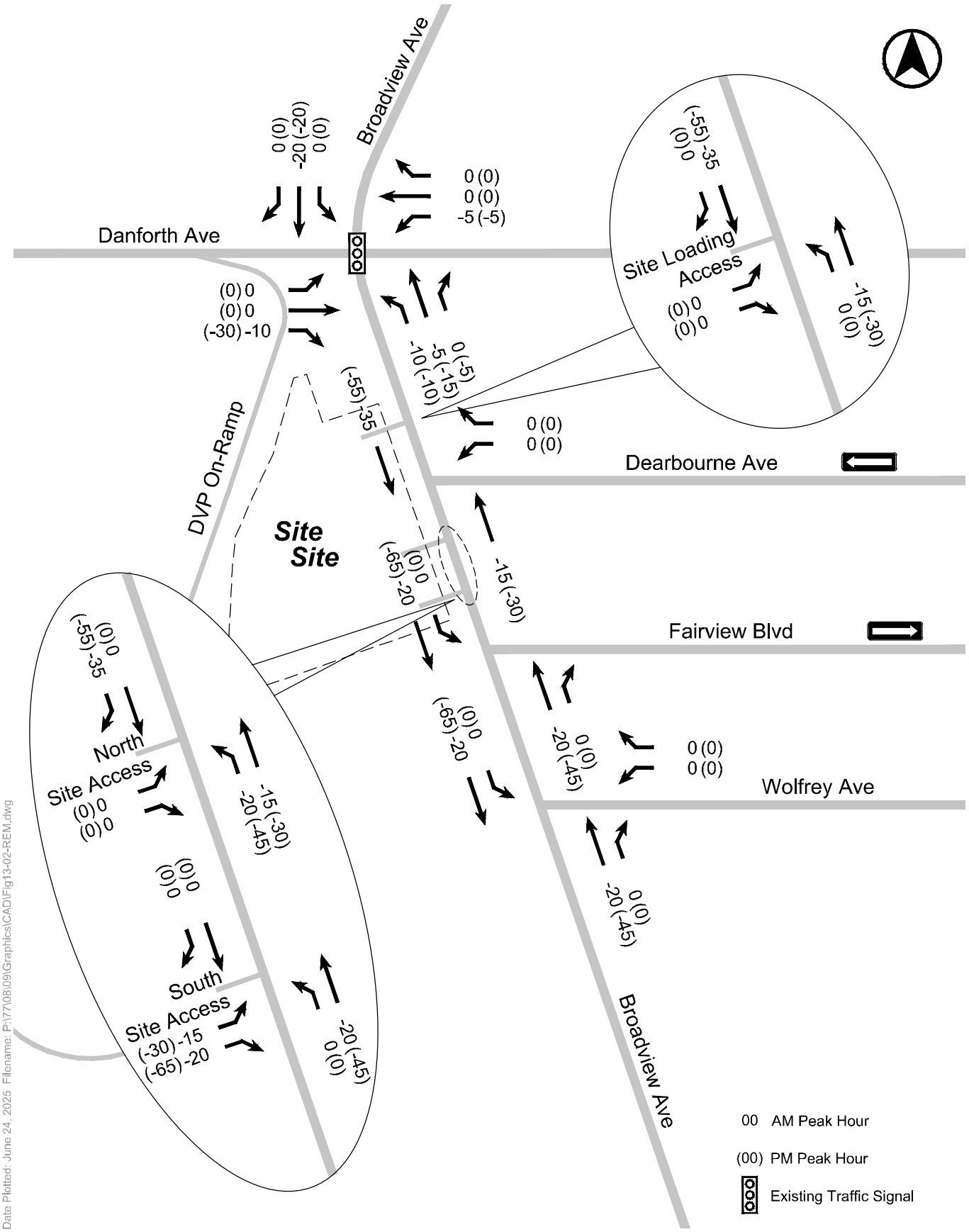


FIGURE 14 SITE REMOVAL TRAFFIC VOLUMES

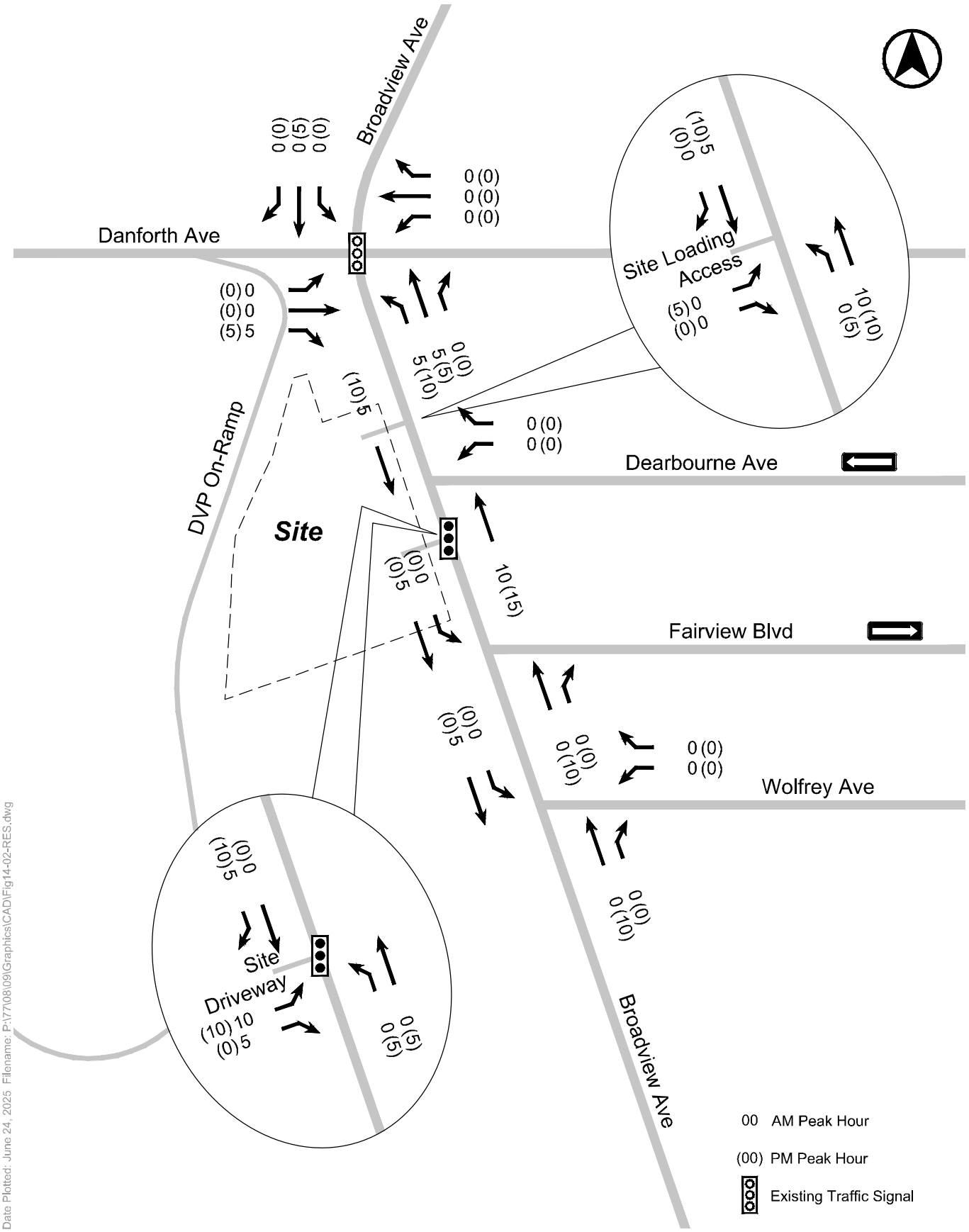
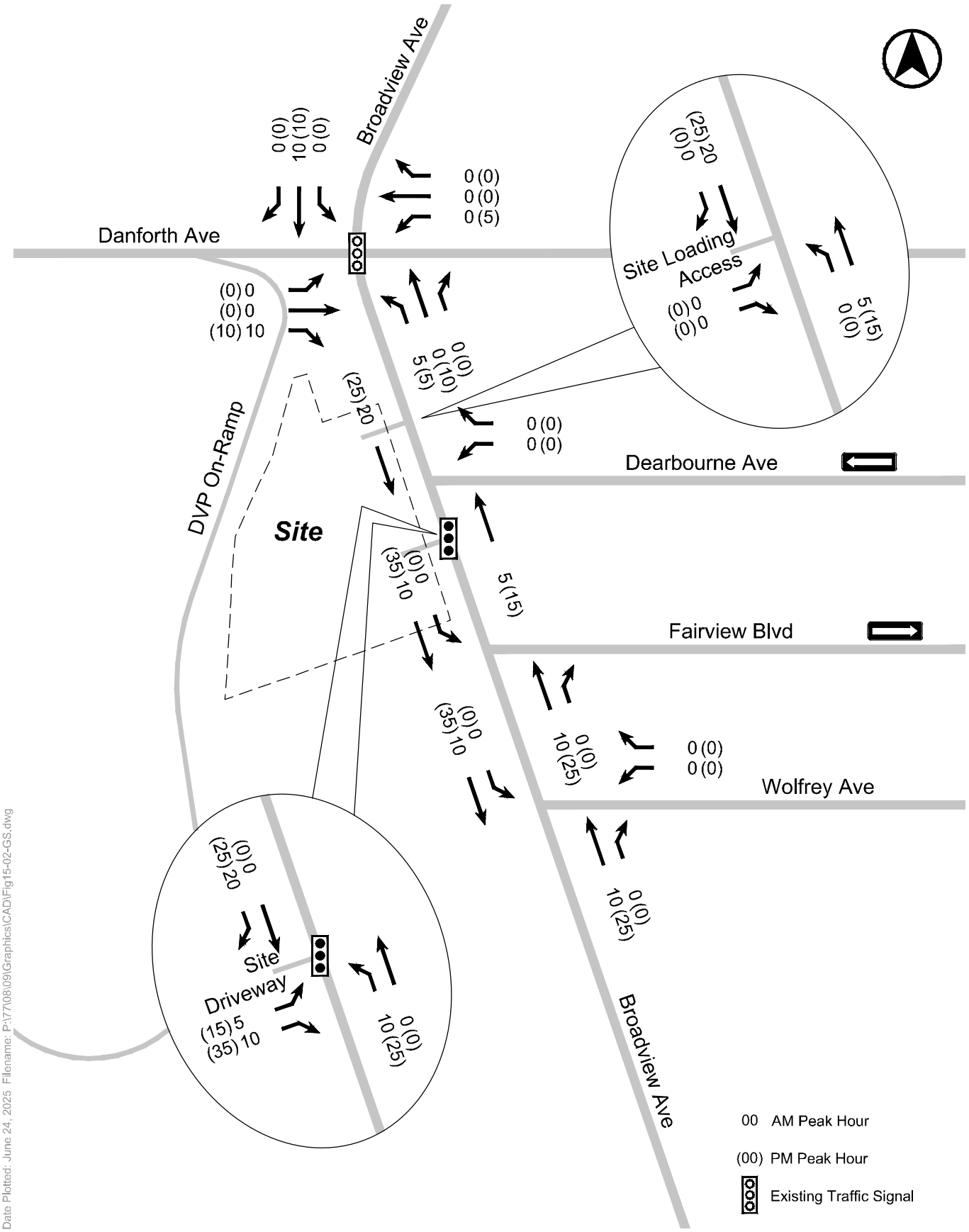
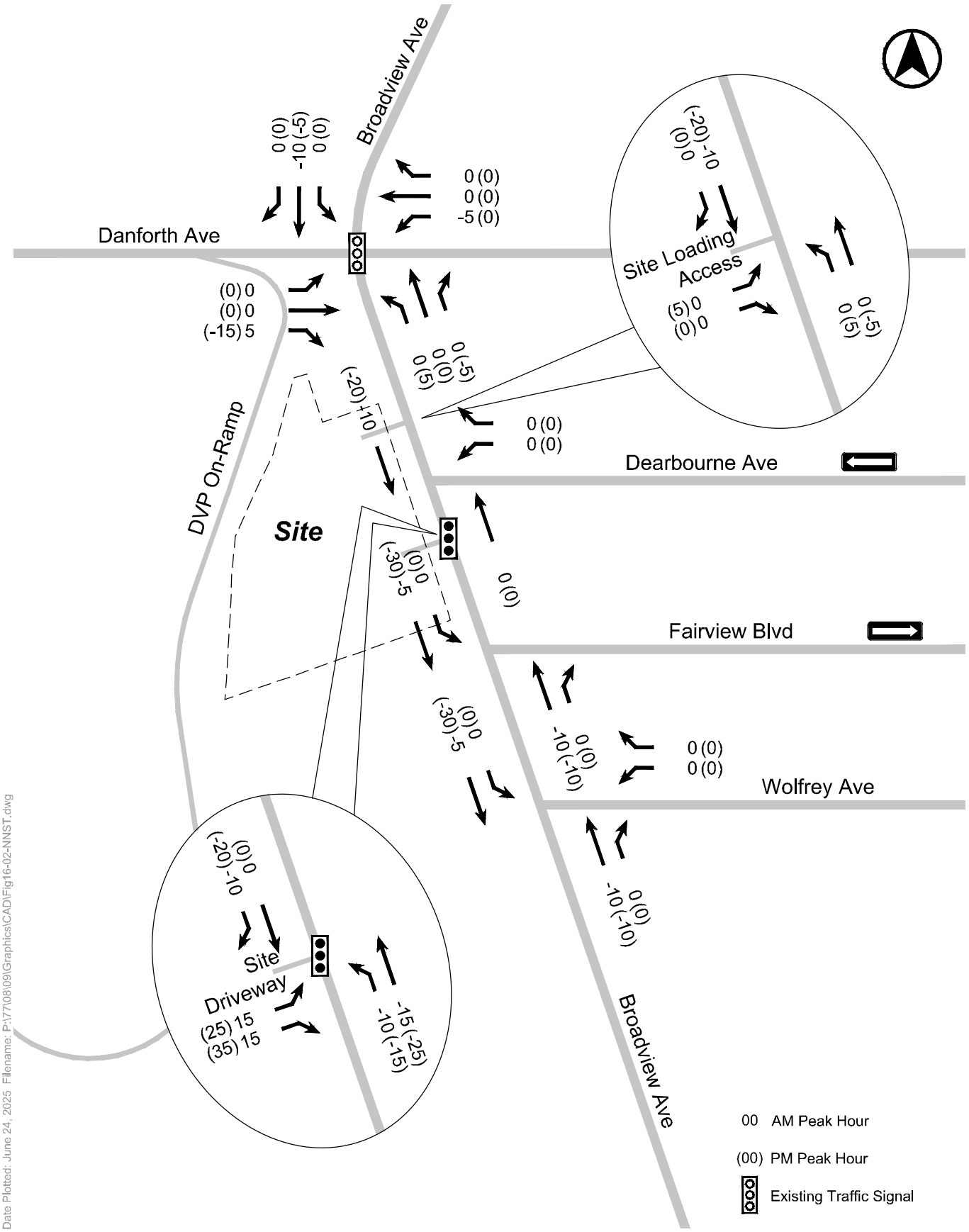


FIGURE 15 RESIDENTIAL SITE TRAFFIC VOLUMES



Date Plotted: June 24, 2025 Filename: P:\77\08\09\Graphics\CAD\Fig15-02-GS.dwg

FIGURE 16 GROCERY STORE SITE TRAFFIC VOLUMES



Date Plotted: June 24, 2025 Filename: P:\77\08\09\Graphics\CAD\Fig16-02-NNST.dwg

FIGURE 17 NET NEW SITE TRAFFIC VOLUMES

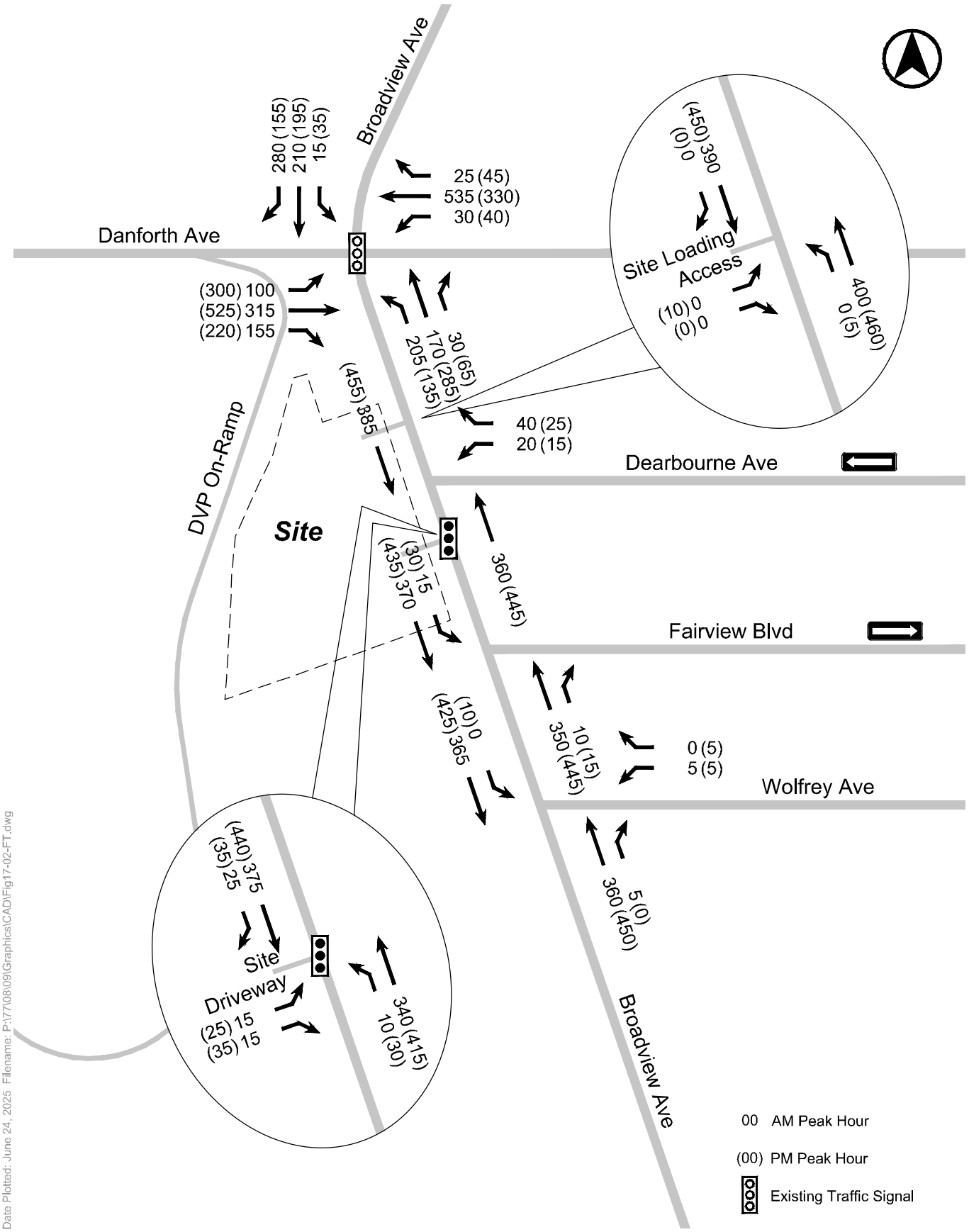


FIGURE 18 FUTURE TOTAL TRAFFIC VOLUMES

12.0 SIGNAL WARRANT ANALYSIS

A signal warrant analysis was undertaken at Broadview Avenue and the future site driveway, which would be constructed as part of the proposed development. The signal warrant analysis was undertaken in accordance with *Ontario Traffic Manual – Book 12* methodology.

The preferred approach for using future volumes at existing intersections as outlined in Justification 7 of *OTM - Book 12* would be to estimate weekday peak 8-hourly volumes and then evaluate such volumes against Justifications 1, 2, and 3. For cases where peak 8-hourly volume estimations are not available or not of sufficient accuracy, Justification 7 of *OTM - Book 12* also outlines the derivation of average hourly volumes (AHV) from peak hour volume projections. For the intersection of Broadview Avenue / New Site Driveway, only weekday morning and afternoon peak hour volumes were projected as part of this analysis**.** As such, the signal warrant analysis for this intersection was undertaken using average hourly volumes and compared to Justifications 1 and 2 in accordance with the methodology set out in *OTM - Book 12.*

The results of the signal warrant analysis are summarized in **Table 28** with the full analysis attached in **Appendix E.**

Table 28 Broadview Avenue / New Site Driveway Signal Warrant (AHV)

Justification 1 – Minimum Vehicle Volume		Justification 2 – Delay to Cross Traffic		Case
1A	49%	2A	46%	**Case 3 – Warrant is Unlikely**
1B	9%	2B	63%	

Notes:

1. Per OTM - Book 12, analysis conducted using AHV must meet a compliance of 150% for a future intersection.

The signal warrant for the proposed intersection at Broadview Avenue / New Site Driveway falls under Case 3, where a warrant is unlikely, as neither Justification 1 nor 2 exceed 100%.

Notwithstanding, the implementation of a traffic signal at this location will serve to support the following traffic operations and urban design objectives:

- Creates mid-block connections along this section of Broadview Avenue, between Danforth Avenue approximately 140 metres to the north, and the PXO north of Wolfrey Avenue approximately 110 metres to the south.
- Provides urban signal spacing along this section of Broadview Avenue, minimizing delays along minor and side streets.
- The provision of a signalized intersection for sites that provide residential and retail uses has been adapted within the City of Toronto in other instances and offers direct and high-quality access to the surrounding road networks, in a way that best accommodates the activity levels related to the Site uses.

- The addition of a signal reinforces the mid-block pedestrian crossing location and provides crossing opportunities for the residents of the site, retail customers, and neighbourhood residents. The location of the signal also responds directly to the central open space and potential trail routes to / from the Don Valley trail network.
- Provides for better travel routing options for site traffic, minimizing delays for inbound and outbound traffic.

Based on the foregoing, signalization for the proposed Broadview Avenue / New Site Driveway intersection will be proposed and recommended as part of the proposed development.

13.0 TRAFFIC OPERATIONS ANALYSIS

13.1 Analysis Methodology

Intersection capacity analysis was completed using Synchro Version 11.0 and the Highway Capacity Manual (HCM) methodology. Detailed Synchro analysis sheets are provided in **Appendix F**.

For signalized intersections, the volume-to-capacity ratio (v/c) is an indicator of the capacity utilization for the key movements in the intersection. A v/c of 1.00 indicates that certain governing traffic movements through the intersection are operating at or near maximum capacity. The primary overall level of service (LOS) indicator is delay, both on individual movements and expressed as an average for all vehicles processed. Many busy urban intersections operate at LOS D to E, which reflects average delays in the range of 35 to 80 seconds.

For unsignalized intersections, level of service (LOS) characterizes operational conditions for key movements in terms of delay within the traffic stream. LOS A represents a good level of service with short delays. LOS F represents a poor level of service with long delays. The volume to capacity ratio (v/c) is an indicator of the capacity utilization for key movements at the intersection and the resultant residual capacity potential.

The LOS criteria provided by the HCM methodology is summarized as follows:

1. Signalized Intersection LOS
    a. LOS A: Control Delay ≤ 10s
    b. LOS B: 10s < Control Delay ≤ 20s
    c. LOS C: 20s < Control Delay ≤ 35s
    d. LOS D: 35s < Control Delay ≤ 55s
    e. LOS E: 55s < Control Delay ≤ 80s
    f. LOS F: Control Delay > 80s

2. Unsignalized Intersection LOS
    a. LOS A: Control Delay ≤ 10s
    b. LOS B: 10s < Control Delay ≤ 15s
    c. LOS C: 15s < Control Delay ≤ 25s
    d. LOS D: 25s < Control Delay ≤ 35s
    e. LOS E: 35s < Control Delay ≤ 50s
    f. LOS F: Control Delay > 50s

13.2 Modelling and Input Calibration Parameters

Heavy Vehicle Assumptions

Heavy and medium truck percentages incorporated into the analysis were based upon information provided as part of intersection turning movement counts.

Saturation Flow Assumptions

The *City of Toronto Guidelines for using Synchro 11 (including SimTraffic 11)* specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for signalized and unsignalized intersections. These default rates were adopted in the analysis for the conceptual development.

Lost Time Adjustments

The City of Toronto Guidelines for using Synchro 11 (including SimTraffic 11) specifies a base lost time adjustment factor of -1.0 seconds (i.e. a total lost time per phase equal to the amber plus all-red time minus 1 second). This default value was adopted for all signalized intersections.

Signal Timings

Existing signal timings, phasing plans, and cycle lengths were obtained from the City of Toronto and were maintained in the analysis of future scenarios where possible. Existing signal timing plans are provided in **Appendix G**.

The proposed signal at Broadview Avenue and the new site driveway was assumed to operate with a cycle length of 104 seconds, consistent with the adjacent intersection of Broadview Avenue / Danforth Avenue.

Peak Hour Factor

The *City of Toronto Guidelines for using Synchro 11 (including SimTraffic 11)* specifies that default peak hour factors should be used except where site-specific values can be calculated from existing traffic count information. Peak hour factors were calculated based on the existing 15-minute traffic counts utilized in this study for the operations analysis.

Lane Utilization Factors

The default Synchro lane utilization factors (LUF) were adopted, which take into consideration the distribution of individual lane usage within each movement group.

13.3 Signalized Intersections Analysis

Capacity analysis results for the signalized intersections in the study area are summarized in **Table 29.**

The existing pedestrian crossover (PXO) north of Broadview Avenue / Wolfrey Avenue was analyzed separately as a signalized intersection for the purposes of this analysis. Based on a review of video footage for the intersection, the PXO flashes at a phase of 50 seconds, which has been incorporated into the assumed signal timing plan. It was assumed that the PXO phase is triggered via pedestrian actuation 20 times during each peak hour.

All signalized intersections and the PXO north of Wolfrey Avenue operate acceptably under existing and future conditions in both peak hours with v/c ratios of under 1.00 for all movements.

Table 29 Signalized Intersections Capacity Analysis Results

Lane Group	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
Broadview Avenue / Danforth Avenue						
EBL	0.58 (0.62)	D (B)	0.58 (0.63)	D (B)	0.58 (0.63)	D (B)
EBT	0.48 (0.54)	C (B)	0.48 (0.55)	C (B)	0.48 (0.55)	C (B)
EBR	0.17 (0.28)	C (B)	0.17 (0.28)	C (B)	0.18 (0.25)	C (B)
WBL	0.15 (0.19)	C (C)	0.16 (0.19)	C (C)	0.13 (0.19)	B (C)
WBTR	0.45 (0.34)	C (C)	0.45 (0.35)	C (C)	0.45 (0.35)	C (C)
NBL[2]	0.59 (--)	B (--)	0.60 (--)	B (--)	0.59 (--)	B (--)
NBTR[2]	0.31 (--)	B (--)	0.32 (--)	B (--)	0.32 (--)	B (--)
NBTLR[2]	-- (0.72)	-- (C)	-- (0.73)	-- (C)	-- (0.73)	-- (C)
SBTLR	0.84 (0.37)	D (C)	0.86 (0.38)	D (C)	0.85 (0.37)	D (C)
Overall	**0.67 (0.74)**	**C (C)**	**0.68 (0.76)**	**C (C)**	**0.68 (0.76)**	**C (C)**
Broadview Avenue / New Site Driveway						
EBLR					0.26 (0.25)	D (D)
NBTL					0.16 (0.20)	A (A)
SBTR					0.17 (0.20)	A (A)
Overall					**0.18 (0.20)**	**A (A)**
Broadview Avenue / PXO						
NBT	0.17 (0.19)	A (A)	0.17 (0.20)	A (A)	0.17 (0.19)	A (A)
SBT	0.17 (0.19)	A (A)	0.18 (0.20)	A (A)	0.17 (0.18)	A (A)
Overall	**0.16 (0.17)**	**A (A)**	**0.16 (0.18)**	**A (A)**	**0.16 (0.17)**	**A (A)**

Notes:

1. xx (xx) – AM (PM)
2. The leftmost northbound lane operates as a de facto left turn lane during the AM peak hour. As such, the northbound approach was analyzed with a dedicated left turn lane and a shared through-right lane in the weekday AM peak hour to obtain the most representative capacity results.

13.4 Unsignalized Intersections Analysis

Capacity analysis results for the unsignalized intersections in the study area are summarized in **Table 30.**

All unsignalized intersections in the study area operate acceptably under existing and future conditions in both peak hours at LOS E or better for all movements.

Table 30 Unsignalized Intersections Capacity Analysis Results

Lane Group	Existing		Future Background		Future Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Broadview Avenue / Site Loading Access						
EBLR	0.0 (40.5)	A (E)	0.0 (41.4)	A (E)	0.0 (41.8)	A (E)
Broadview Avenue / Dearbourne Avenue						
WBLR	15.5 (21.2)	C (C)	16.1 (22.8)	C (C)	15.4 (21.4)	C (C)
Broadview Avenue / North Site Driveway						
NBTL	1.4 (2.9)	A (A)	1.5 (2.9)	A (A)		
Broadview Avenue / South Site Driveway						
EBLR	13.6 (28.5)	B (D)	13.8 (29.3)	B (D)		
Broadview Avenue / Fairview Boulevard						
SBTL	1.1 (1.9)	A (A)	1.1 (1.9)	A (A)	1.1 (1.9)	A (A)
Broadview Avenue / Wolfrey Avenue						
WBLR	17.1 (21.1)	C (C)	17.1 (21.2)	C (C)	16.9 (20.9)	C (C)
SBTL	0.0 (0.8)	A (A)	0.0 (0.8)	A (A)	0.0 (0.9)	A (A)

Notes:

1. xx (xx) – AM (PM)

14.0 SUMMARY AND CONCLUSIONS

The following provides a summary overview of the study findings of the transportation-related aspects of the site.

Introduction / Background

1. BA Group is retained by Choice Properties to provide transportation advisory services in support of the Zoning By-law Amendment for a proposed mixed-use redevelopment located at 682, 686, 688, 720, 740 and 742 Broadview Avenue in the City of Toronto.

2. The initial Transportation Impact Study was prepared by BA group as part of the initial Zoning By-law Amendment application in July 2021.

3. The site is currently occupied by a grocery store with a surface parking lot that operates as a public pay parking facility.

Proposed Development

4. As part of the development proposal, 2 buildings are being contemplated, one 39-storey residential tower and one 42-storey mixed-use tower, including a total of 857 units and 1,961.35 m^2 of grocery GFA.

5. Vehicle access to / from the site will be provided via two proposed site driveways at the north and south sides of the development, off Broadview Avenue. The north driveway is proposed unsignalized while the south driveway is proposed signalized. Pedestrian and cycling access to the site will be provided via Broadview Avenue.

6. A total of 48 vehicle parking spaces (including 12 accessible parking spaces), 7 pick-up and drop-off spaces, 771 bicycle parking spaces (including 10 publicly accessible spaces per building), and 7 loading spaces are proposed to support the development. Vehicle parking will be located within a one-level underground parking garage, while bicycle parking will be located on the mezzanine, at-grade, and P1 levels.

Transportation Context

7. The site is well-situated relative to an existing network of streets, cycling, pedestrian, transit, and shared mobility (car share and bike share) infrastructure.

8. The site is subject to the City of Toronto Zoning By-law 569-2013 ‘Policy Area 3’ which would result in a minimum of 674 spaces for building A (including 299 resident spaces and 39 resident visitor spaces) and 432 spaces for building B (including 364 resident spaces, 47 resident visitor spaces and 21 grocery spaces).

Vehicle Parking

9. It is proposed to adopt the requirements specified in the City of Toronto Zoning By-law 569-2013 (as amended) ‘Parking Zone A’ would result in a minimum of 6 resident visitor spaces and maximum of 280 spaces (237 resident spaces and 43 resident visitor spaces) for building A and a minimum of 6 resident visitor spaces and maximum of 410 spaces (285 resident spaces, 51 resident visitor spaces and 74 grocery spaces) for building B.

10. The recently updated accessible parking standards as per Zoning By-law 569-2013, as amended by Zoning By-law 223-2025, results in a minimum requirement of 8 accessible parking spaces for building A and 12 accessible parking spaces for building B.

11. It is proposed to provide a total of 0 parking spaces for building A and 48 parking spaces for building B, located in an underground garage accessed from the south site driveway off Broadview Avenue. This includes the provision of 3 non-resident parking and 11 resident spaces. Of the 48 spaces, a total of 12 accessible parking spaces is proposed. The proposed parking supply meets the latest minimum requirements of Zoning By-law 569-2013 (as amended by Zoning By-law 89-2022 and 223-2025).

12. A total of 19 spaces are proposed to be equipped with an energized outlet with Level 2 charging or higher, which meets the requirements of the Toronto Green Standards Version 4 (TGS V4).

Bicycle Parking

13. The site is subject to the City of Toronto Zoning By-law 569-2013 (Bicycle Zone 1), which requires 386 spaces for building A (including 39 short-term spaces and 347 long-term spaces) and 488 spaces for building B (including 58 short-term spaces and 430 long-term spaces).

14. It is proposed to adopt the requirements specified in the City of Toronto Zoning By-law 569-2013 as amended by Zoning By-law 233-2025, which requires 457 spaces for building A (83 short-term spaces and 374 long-term spaces) and 504 spaces for building B (96 short-term spaces and 408 long-term spaces). Of the 457 spaces for building A, 17 oversized bicycle spaces are required and of the 520 spaces for building B, 21 oversized bicycle spaces are required.

15. It is proposed to provide 424 bicycle parking spaces for building A, including 77 short-term spaces and 347 long-term spaces, and 535 bicycle parking spaces for building B, including 105 short-term spaces and 430 long-term spaces. The long-term bicycle parking supply further includes 18 and 22 oversized bicycle parking spaces for building A and building B, respectively. The overall bicycle parking supply meets the requirements of Zoning By-law 569-2013 as amended by Zoning By-law 223-2025.

16. All long-term bicycle parking is located within secure, weather-protected facilities on the mezzanine level and underground P1 level of the site. All short-term bicycle parking is located in publicly accessible areas at-grade, mezzanine level, and underground P1 level of the site. The proposed bike parking facilities meets the requirements outlined in the TGS V4.

17. A total of 53 and 64 resident long-term spaces are proposed to be equipped with Energized Outlets for building A and building B, respectively. The proposed electric bike parking spaces meets the requirements outlined in the TGS V4.

18. 10 publicly accessible, short-term bicycle parking spaces are proposed for each building and are located within the public boulevard adjacent to the proposed development along Broadview Avenue, which meets the requirements outlined in the TGS V4.

Loading

19. Zoning By-law 569-2013 requires the provision of 1 Type ‘C’ loading space and 1 Type ‘G’ loading space for building A and 1 Type ‘C’ loading space, 1 Type ‘G’ loading space and 1 Type ‘A’ loading space for building B.

20. Two site loading facilities will be provided, one for each building. The loading facility for building A, which is located at-grade, includes 1 Type ‘C’ and 1 Type ‘G’ loading space. The loading facility for building B includes 1 Type ‘A’ loading space, 1 Type ‘G’ loading space, 1 Type ‘B’ loading space and 2 Type ‘C’ loading spaces. The proposed loading facilities meets and exceeds the City’s minimum loading requirements and waste management guidelines regarding bin staging, garbage room, height clearances, and truck manoeuvres.

Pick-up and Drop-off

21. Based on the emergence of auto-based shared mobility options, limited short-term parking within the immediate area, and proposed development type, a pick-up / drop-off facility is recommended on-site.

22. Pick-up and drop-off spaces are proposed at-grade from the private laneway for building A (3 spaces). 2 parallel pick-up and drop-off spaces are proposed at-grade from the north site driveway for building B. In addition, 2 pick-up and drop-off spaces are proposed on the P1 level of the underground parking garage. The proposed pick-up and drop-off facilities will accommodate short-term, delivery, or service maintenance activities, holding a total capacity of 7 vehicles.

23. While not formally required from a Zoning By-law perspective, the proposed PUDO facilities are anticipated to meet the practical needs of the proposed development and help limit vehicle impacts to the area street network.

Transportation Demand Management (TDM)

24. A comprehensive TDM plan will be implemented to support the use of transit and active transportation while reducing the number of single-occupant vehicle trips during the peak hours.

Multi-Modal Travel Demand Forecasting

25. Person-based travel demand forecasts for residential trips were established based on trip generation surveys of proxy sites in the City of Toronto with similar transportation characteristics.

26. It is proposed to provide a low resident parking supply of 17 parking spaces, corresponding to a residential parking supply of approximately 0.02 parking spaces per unit. Based on BA Group’s experience, peak hour parking turnover, corresponding to trips generated, does not exceed the available parking supply. As such, the existing mode split was adjusted to reflect the constrained parking supply proposed on site.

27. The residential use of the site is projected to generate in the order of 295 and 435 two-way person trips in the weekday morning and afternoon peak hours, respectively.

28. As part of the proposed development, the existing grocery store will be demolished and replaced by a new grocery store constructed alongside new residential uses for the site. Future grocery store trips have been generated based on traffic demand for the existing grocery store.

29. The future grocery store is projected to generate the order of 235 and 470 two-way person trips in the weekday morning and afternoon peak hours, respectively.

30. The proposed development is projected to generate in the order of 530 and 905 two-way person trip sin the weekday morning and afternoon peak hours, respectively.

31. It is anticipated that the majority of site transit users will utilize the Line 2 subway via Broadview Station, located north of the site. Additional services provided at Broadview Station include various streetcar and bus routes. Potential transit users would also access the 504 King and 505 Dundas streetcar lines at stops located on Broadview Avenue at Danforth Avenue or Wolfrey Avenue.

32. The majority of site pedestrian trips are anticipated to occur to and from local pedestrian destinations in the immediate site vicinity. Access to the surrounding area is provided by sidewalks on both sides of the street and several formalized pedestrian crossings around the site.

33. Site-generated cycling trips are anticipated to occur east-west to various destinations in the city as well as via wider connectivity to the city's cycling network using the Bloor and Danforth cycle tracks, located in close proximity to the site.

Vehicular Traffic Volumes

34. Base existing traffic volumes were established for the weekday morning and afternoon peak hours for intersections within the study area based on turning movement counts collected by Spectrum Traffic Data Inc. on behalf of BA Group.

35. Consistent with previous submissions for the proposed development, no corridor growth was added to Broadview Avenue or Danforth Avenue.

36. Specific traffic allowances were made for a comprehensive list of proposed area developments based on a review of the City of Toronto's list of current development proposals. A total of 7 development proposals have been considered, which represent in the order of 567 residential units, 536 m^2 retail GFA, and 133 m^2 office GFA.

37. Existing site traffic from the north and south driveways were removed from the area street network based on existing travel patterns. Existing traffic from the loading access was retained to facilitate future loading activity for the new replacement grocery store, for which the loading area would remain in approximately the same location.

38. The proposed development generates in the order of 65 and 135 new two-way vehicle trips in the weekday morning and afternoon peak hours, respectively. Following the removal of existing site traffic, the proposed development results in a net decrease of 25 and 60 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.

Signal Warrant Analysis

39. A signal warrant analysis was undertaken at Broadview Avenue and the future site driveway, which would be constructed as part of the proposed development. The signal warrant analysis was undertaken in accordance with *Ontario Traffic Manual – Book 12* methodology.

40. The signal warrant for the proposed intersection at Broadview Avenue / New Site Driveway falls under Case 3, where a warrant is unlikely, as neither Justification 1 nor 2 exceed 100%.

41. Notwithstanding, signalization for the proposed Broadview Avenue / New Site Driveway intersection will be proposed and recommended as part of the proposed development to support various traffic operations and urban design objectives.

Traffic Operations Analysis

42. Intersection capacity analysis was completed using Synchro Version 11.0 and the Highway Capacity Manual (HCM) methodology.

43. All signalized intersections and the PXO north of Wolfrey Avenue operate acceptably under existing and future conditions in both peak hours with v/c ratios of under 1.00 for all movements.

44. All unsignalized intersections in the study area operate acceptably under existing and future conditions in both peak hours at LOS E or better for all movements.