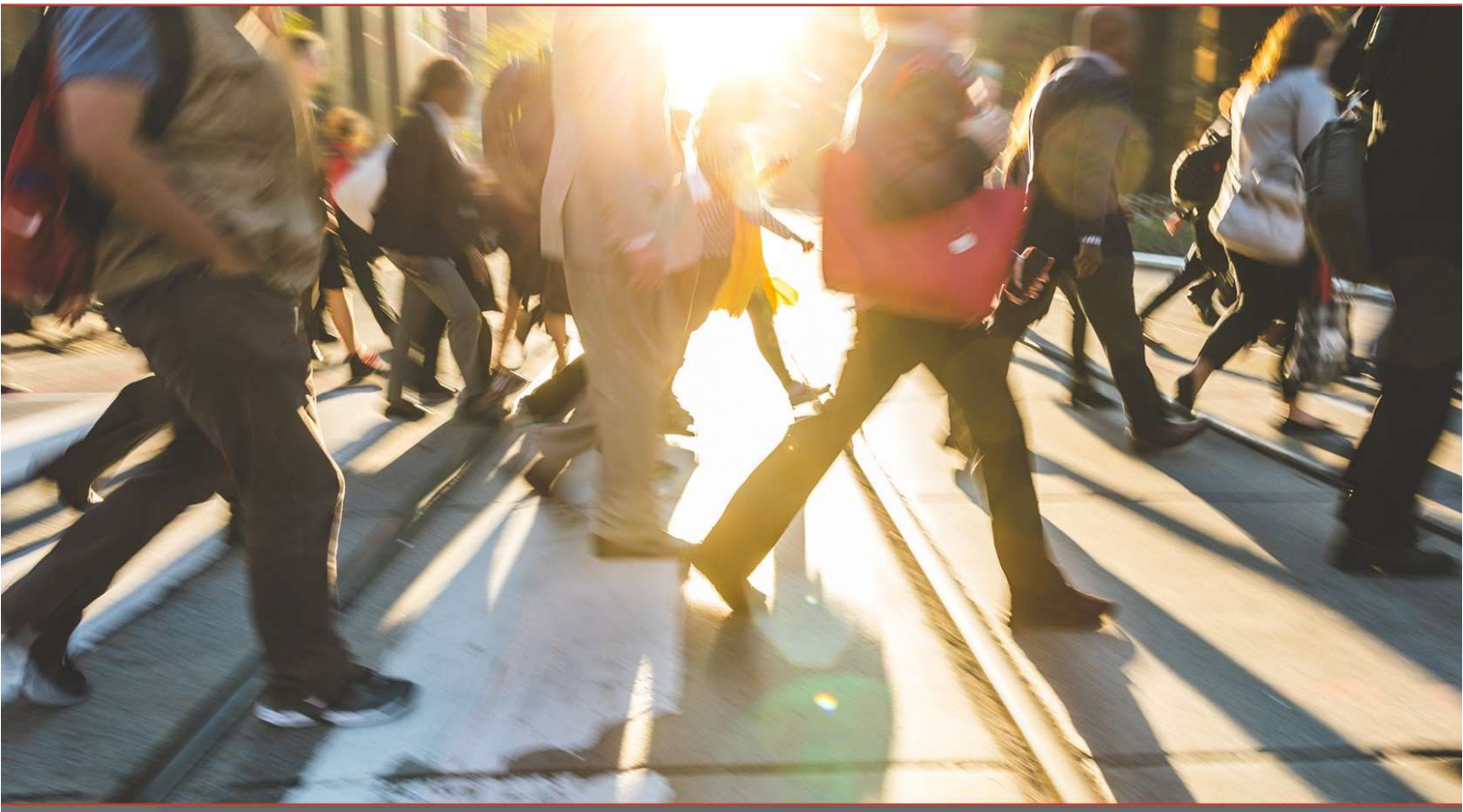
1543-1551 THE QUEENSWAY & 66-76 FORDHOUSE BLVD
PROPOSED MIXED-USE DEVELOPMENT

Urban Transportation Considerations
City of Toronto



Prepared For: Community Affordable Housing Solutions

December 2024

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Date	Revision	Update
12/05/2024	Version 1	Draft Report
12/06/2024	Version 2	Finalize Report

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1.0 INTRODUCTION

BA Group is retained by Community Affordable Housing Solutions to provide transportation advisory services in relation to the proposed redevelopment of the site municipally known as 1543-1551 The Queensway & 66-76 Fordhouse Boulevard in the Etobicoke district of the City of Toronto (referred to herein as the "site"). The site is located on the south side of The Queensway Drive between Atomic Avenue and Algie Avenue. The site location is illustrated in **Figure 1.**

1.1 Existing Site Context

The site is occupied by numerous commercial and warehouse buildings and extensive surface lots.

A brief description of the existing buildings on the site and uses are outlined as follows:

- **1543 The Queensway** is currently used for vehicular parking associated with the Cancore building services business located at 1545 The Queensway. Formerly, this site was occupied by a 1-storey residential building which was demolished in 2020.
- **1545 The Queensway** is an approximate 279 square metre office building which is occupied by the Cancore building services head office.
- **1547 The Queensway** is currently used as vehicular parking associated with Cancore building services. Formerly the site was occupied by a 1-storey residential building which was demolished in 2020.
- **1549 The Queensway** is an approximate 1,161 square metre commercial building which is operated by Haven on the The Queensway for donation storage.
- **1551 The Queensway** is currently developed with a 2-storey residential building which is uninhabitable.
- **66 Fordhouse Boulevard** is a 1-storey, 3,066 square metre commercial building that is occupied by the retail outlet for Hello Fresh Canada.
- **76 Fordhouse Boulevard** is a 2-storey, 2,508 square metres office building which is currently vacant. Formerly, it operated as the head office of Asset Recovery Management & Sales.

Currently, there is a total commercial and office gross floor of approximately 7,014 square metres on the subject site.

Vehicular access to the site is provided by four private driveway connections to The Queensway and numerous curb-cuts on Fordhouse Boulevard.

These private driveway connections and curb cuts will be removed as part of this application.

1.2 Development Concept Plan

Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications are being made to the City of Toronto to permit the development of one mixed-use building and three residential buildings, consisting of 1,819 residential units, 630 m^2 of ancillary retail Gross Floor Area (GFA), 3,755m^2 of Haven Gross Floor Area (GFA), and 700m^2 of daycare Gross Floor Area (GFA). A total of 583 vehicle parking spaces (485 resident spaces and 98 non-resident spaces), 1,392 bicycle parking spaces, as well as 4 Type 'G', 2 Type 'B' and 3 Type 'C' loading spaces are proposed to support the transportation related aspect of the proposed development.

A new North-South Public Street along the west property line and two east-west laneways (referred herein as Laneway Street 'A' and Street 'B'), connecting to the North-South Public Street, are proposed. Private driveway connections to the proposed east-west laneways will provide access to the parking ramps and loading facilities within each building.

Primary pedestrian access to the building lobbies will provided on The Queensway and the new North-South Public Street. Pedestrian access to the retail, daycare and Haven use will be provided on The Queensway. A summary of the proposed development programme is included in **Table 1.**

The development concept plan is illustrated in **Figure 2**. The reduced scale architectural plans of the ground floor and parking level plans are attached in **Appendix A.**

Table 1 Development Programme

Land Use			**Description**									
Development												
Building	**Unit Count / GFA**		**Building A**		**Building B**		**Building C**		**Building D**		**Total**	
Residential	Total (units)		342		449		504		524		**1,819 units**	
Daycare	GFA (m^2)		700		-		-		-		**700 m^2**	
Haven	GFA (m^2)		3,755		-		-		-		**3,755 m^2**	
Retail	GFA (m^2)		630		-		-		-		**630 m^2**	
Site Plan / Facilities												
Vehicular Parking	Resident	Non-Resident	77	19	172	24	174	27	62	28	**485**	**98**
Bicycle Parking	Long-Term	Short-Term	238	40	306	32	344	36	358	38	**1,246**	**146**
Loading			1 Type 'G' 2 Type 'B'		1 Type 'G' 1 Type 'C'		1 Type 'G' 1 Type 'C'		1 Type 'G' 1 Type 'C'		**4 Type 'G' 2 Type 'B' 3 Type 'C'**	
Site Vehicle Access			Driveway connection provided to Laneway Street 'A'		Driveway connection provided to Laneway Street 'A'		Driveway connection provided to Laneway Street 'B'		Driveway connection provided to Laneway Street 'B'			

Notes:

1. Site statistics are based upon the architectural plans from Hariri Pontarini Architects, dated November 27, 2024.

1.3 New Streets and Site Access

A key element of the development proposal is the new transportation infrastructure linkages and facilities that will be delivered to support the proposed development. The development concept plan illustrates an interim 19 metre right-of-way width along the west property line, connecting The Queensway in the north to Fordhouse Boulevard in the south. The interim condition will be provided until a full 24 metre right-of-way width can be realized in the ultimate condition, following potential redevelopment of the site to the west.

The functional road plan is provided in **Appendix B.**

Key functional design elements of the 24 metre right-of-way north-south public street are summarized below:

- 3.3 metre wide through lanes are provided (one in each direction);
- 3.0 metre northbound left turn lane at the intersection with The Queensway;
- A 2.4 metre lay-by provided along the west boulevard; and
- A minimum 2.1 metre pedestrian clearway provided along the east and west boulevard;
- A 2.7 metre in boulevard uni-directional cycle track (including buffers) provided along the east and west boulevard.

1.3.1 Proposed Signalized Intersection

The intersection of The Queensway and the new North-South Public Street is located equidistant, approximately 200 metres, between Atomic Avenue to the west and the Ikea Driveway to the east (centreline to centreline measurement). The intersection is proposed to be signalized. Left-turning lanes are proposed for the westbound, eastbound and northbound approaches of the intersection.

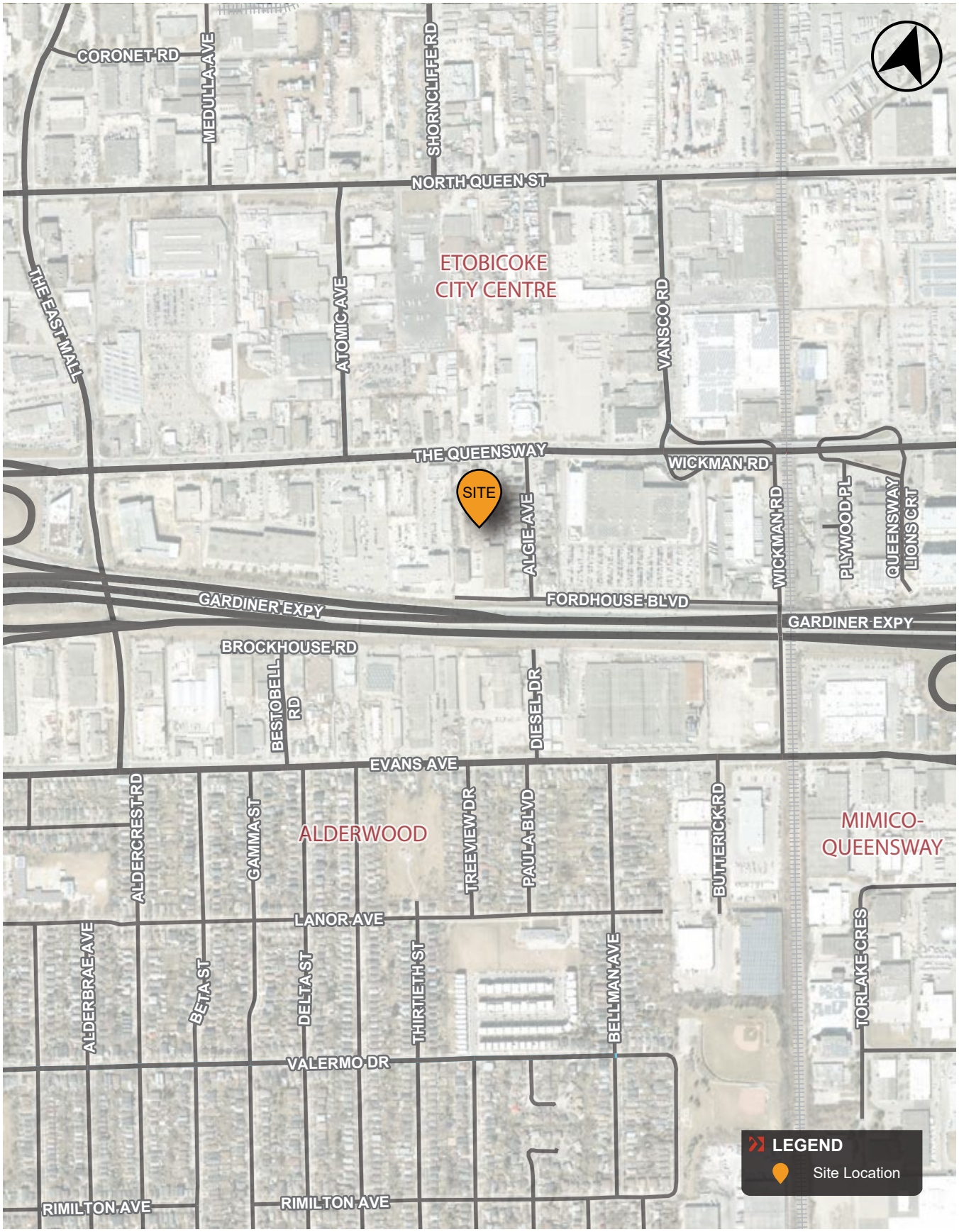
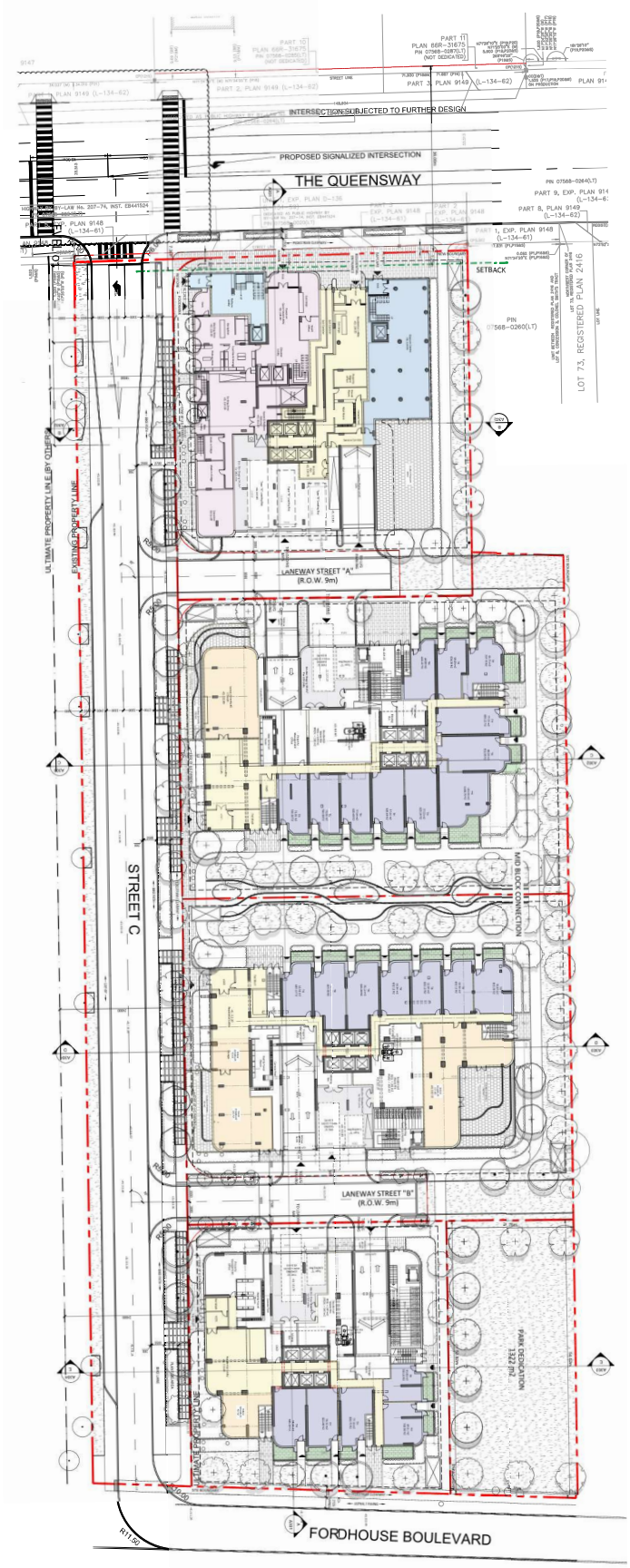


FIGURE 1 SITE LOCATION



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Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 2 SITE CONCEPT PLAN

1.4 Study Scope

BA Group has undertaken a review of the key transportation-related aspects of the proposed OPA and ZBA applications being submitted to the City of Toronto to permit the construction of the proposed development as planned. Key transportation-related aspects reviewed in this report include the following:

Planning and Transportation Context

- A review of the planning and policy context, including provincial and regional policies, as well as local and site-specific policies.
- A review of the area transportation context including existing and future transportation road, transit, cycling and pedestrian infrastructure.

Proposed Development Concept Plan

- A review of the proposed development programme.
- A review of the active transportation strategy and mobility planning principles.
- A review of Transportation Demand Management (TDM) measures and specific active transportation interventions, which will encourage, facilitate, and support non-automobile travel to/from the site.

Zoning By-law Requirements

- A review of the vehicle parking, bicycle parking and loading requirements and the proposed supply strategy.

Travel Demand Forecasting

- An outline of travel characteristics and travel demand projections for auto users, transit users, cyclists, and pedestrians, which will be generated by the proposed development.
- An assessment of the existing vehicular traffic activity in the study area during the key weekday morning and afternoon peak periods.
- A comprehensive review of the changes that may occur in the area in the future, including consideration for general corridor growth and the development of a number of other background sites.
- Development of traffic forecasts that reflect future vehicular traffic activity in the study area during the key weekday morning and afternoon peak periods.

Traffic Operations Review

- A 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 methodology, analysis and findings are summarized in the following sections.

2.0 AREA TRANSPORTATION CONTEXT

2.1 Area Road Network

2.1.1 Existing Area Road Network

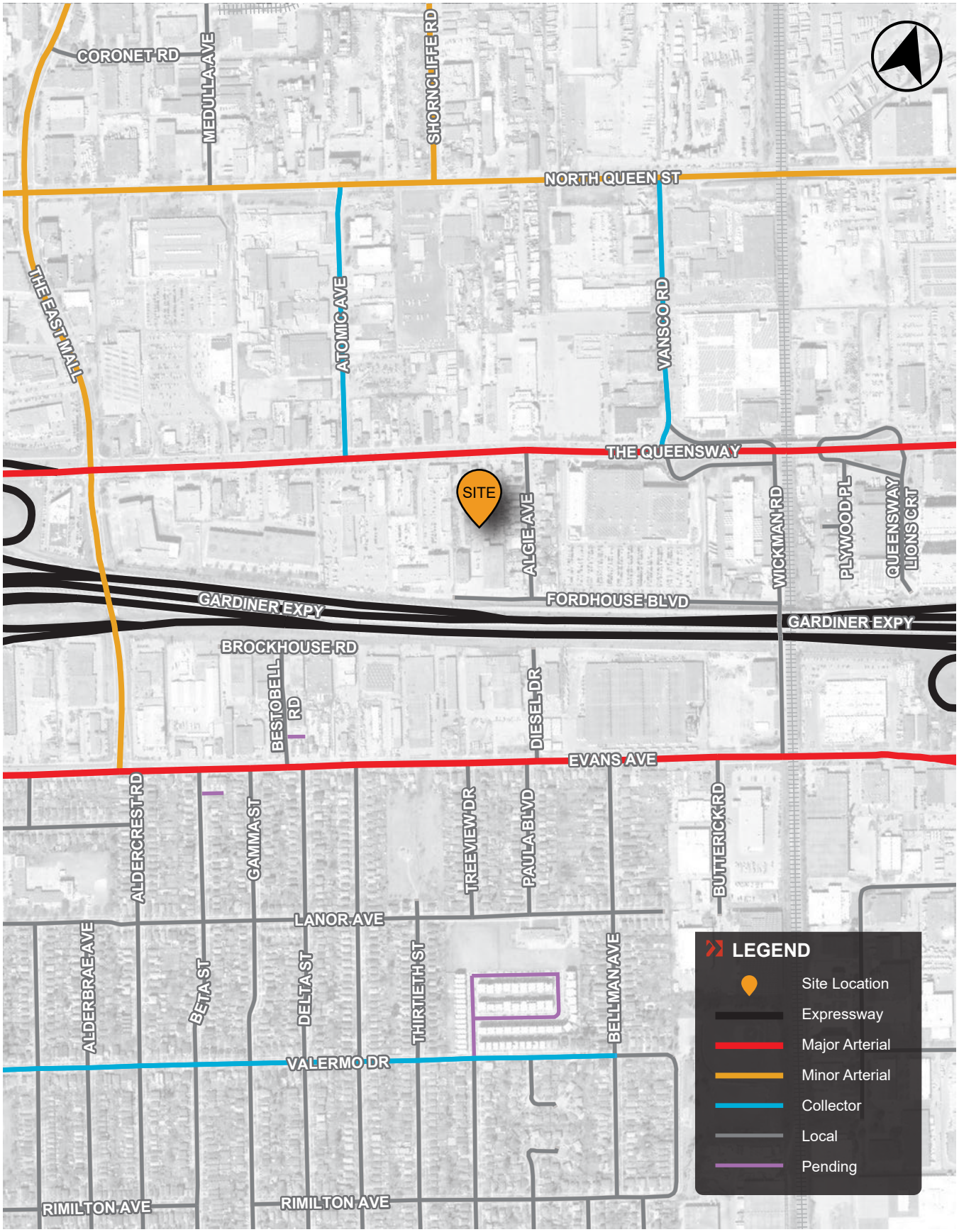
The site is well-located relative to roadway connections provided across the City and the Greater Toronto Area (GTA). A detailed description of the area road network surrounding the site is provided in **Table 2**.

The area road network is illustrated in **Figure 3** and existing and future lane configurations and traffic control are illustrated in **Figure 4** and **Figure 5**

Table 2 Area Road Network

Road Type / Name		Posted Speed	Parking Regulations	Description
Major Arterial	The Queensway	60 km/hr	Within the vicinity of the site, parking is not permitted along The Queensway	The Queensway generally extends in an east-west direction from Roncesvalles Avenue in Toronto to Glengarry Road in Mississauga. In the vicinity of the site, The Queensway operates with 3 traffic lanes in each direction, with localized widening at some intersections allowing for the provision of dedicated turn lanes.
Major Arterial	Kipling Avenue	60 km/hr	Within the vicinity of the site, parking is not permitted along Kipling Avenue.	Kipling Avenue generally extends in a north-south direction from Steeles Avenue West in Vaughan to Lake Shore Boulevard West in Toronto. In the vicinity of the site, Islington Avenue operates with two traffic lanes in each direction, with localized widening at some intersections allowing for the provision of dedicated turn lanes.
Minor Arterial	The East Mall	60 km/hr	Within the vicinity of the site, parking is not permitted along The East Mall.	The East Mall generally extends in a north-south direction from Eglinton Avenue West to Evans Avenue in Toronto. In the vicinity of the site, The East Mall operates with two traffic lanes in each direction, with localized widening at some intersections allowing for the provision of dedicated turn lanes.
Collector	Atomic Avenue	40 km/hr	Within the vicinity of the site, parking is not permitted along Atomic Avenue.	Atomic Avenue generally extends in a north-south direction from Queen Street to The Queensway in Toronto. In the vicinity of the site, Atomic Avenue operates with one traffic lane in each direction, with localized widening at North Queen Street to allow for the provision of dedicated left-turn lane.

Road Type / Name		Posted Speed	Parking Regulations	Description
	Vansco Road	40 km/hr	Within the vicinity of the site, parking is not permitted along Vansco Road.	Vansco Road generally extends in a north-south direction from Queen Street to The Queensway in Toronto. In the vicinity of the site, Atomic Avenue operates with one traffic lane in each direction, with localized widening at North Queen Street to allow for the provision of dedicated left-turn lane and a dedicated right-turn lane at The Queensway.
Local	Algie Road	30 km/hr	Within the vicinity of the site, parking is not permitted along Algie Road.	Algie Road generally extends in a north-south direction from The Queensway to Fordhouse Boulevard in Toronto. In the vicinity of the site, Atomic Avenue operates with one traffic lane in each direction.
	Fordhouse Boulevard	30 km/hr	Within the vicinity of the site, parking is not permitted along Fordhouse Boulevard.	Fordhouse Boluevard generally extends in an east-west direction from Wickman Road to 250m west of Algie Road in Toronto. In the vicinity of the site, Fordhouse Boulevard operates with one traffic lane in each direction.
	Wickman Road	30 km/hr	Within the vicinity of the site, parking is not permitted along Wickman Road.	Wickman Road generally extends in a north-south direction from The Queensway to Evans Avenue in Toronto. In the vicinity of the site, Wickman Road operates with one traffic lane in each direction.



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Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 3 AREA ROAD CLASSIFICATION

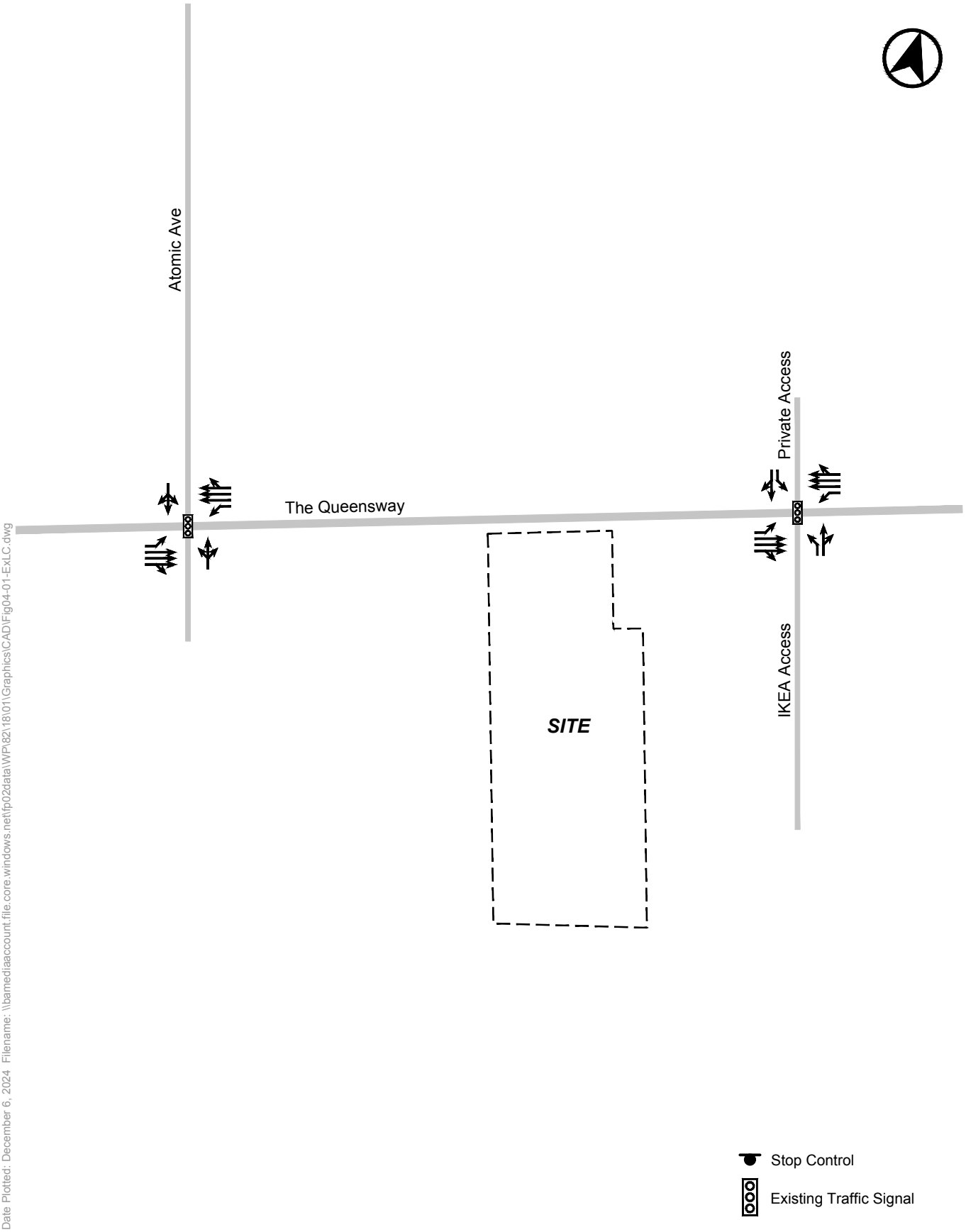

FIGURE 4 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

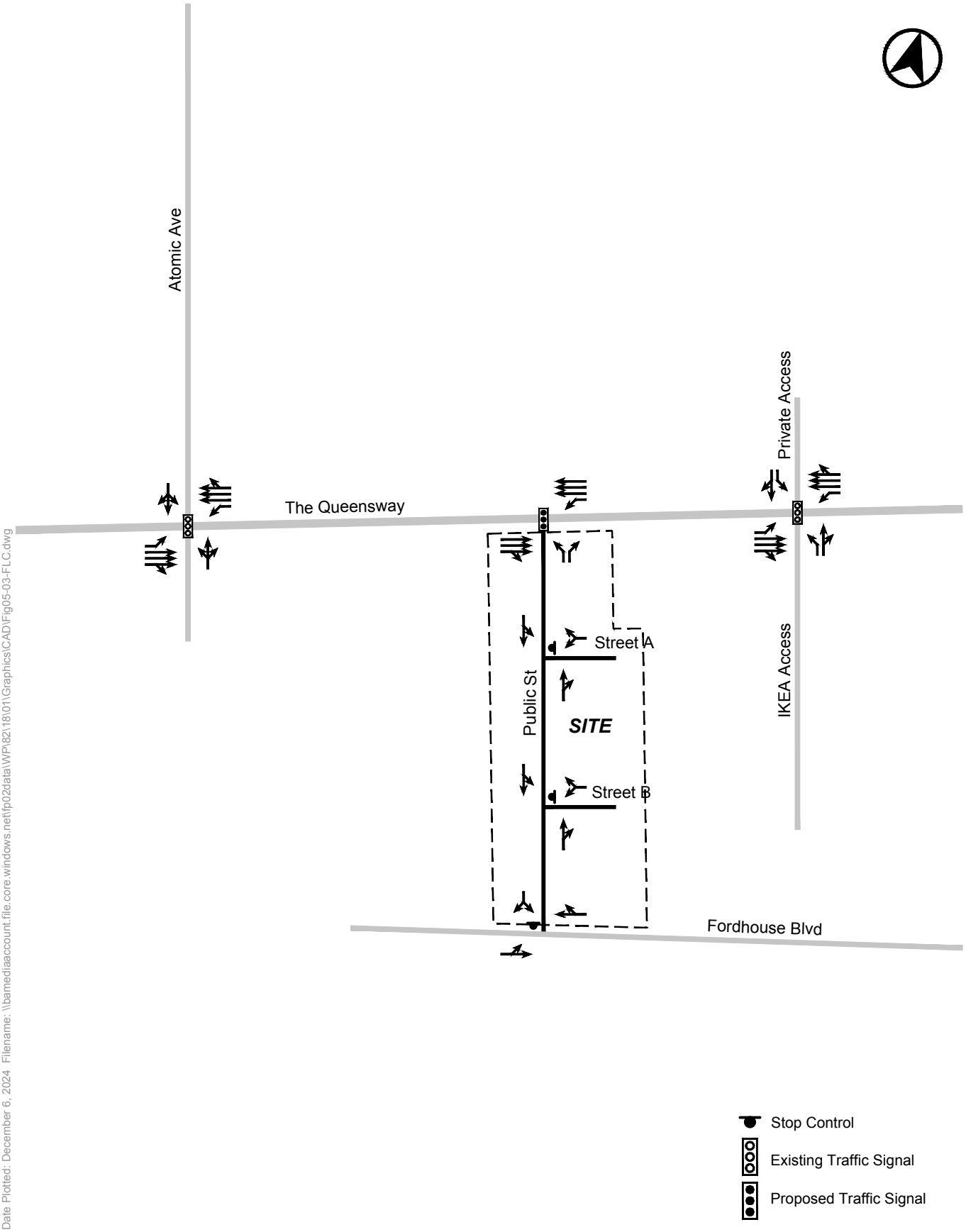

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FIGURE 5 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

2.2 Area Transit Context

2.2.1 Existing Area Transit Network

Today, the Site is serviced by very limited surface transit routes, operated by Toronto Transit Commission (TTC).

The existing area transit services is summarized in **Table 3** and illustrated in **Figure 6.**

Table 3 Area Transit Services

Route		Headways	Closest Stop	Route Description
TTC Bus Routes	80 Queensway	25 min. weekday peak periods (25 min. off peak)	The Queensway at Algie Ave East Side (~200 m / 3 min walk)	The 80 Queensway bus route generally operates in an east-west direction, between Sherway Gardens in the west and the Keele Subway Station in the east.
	44 Kipling South	6 min. weekday peak periods (10 min. off peak)	Kipling Ave at The Queensway South Side (~1000 m / 14 min walk)	The 44 Kipling South bus route generally operates in a north-south direction, between Kipling Station on Line 2 Bloor-Danforth in the north and Humber College Lake Shore Boulevard in the south. It is noted that Kipling station provides connections to a number of Mi-Way, TTC, and GO bus routes, Line 2 subway service, and GO train service.
	15 Evans	15 – 17 min. weekday peak periods (25 min. off peak)	Kipling Ave at The Queensway North Side (~1200 m / 16 min walk)	The 15 Evans bus route generally operates in an east-west / north-south direction, between Royal York Station on Line 2 Bloor-Danforth in the east and Sherway Gardens in the west. It is noted that Royal York station provides connections to a number of TTC, and Line 2 subway service.
	123 Sherway	14 min. weekday peak periods (25 min. off peak)	North Queen Street at Atomic Avenue (~600 m / 9 min walk)	The 123 Sherway bus route generally operates in a north-south direction, between Kipling Station on Line 2 Bloor-Danforth in the north and the Long Branch Loop in the south.

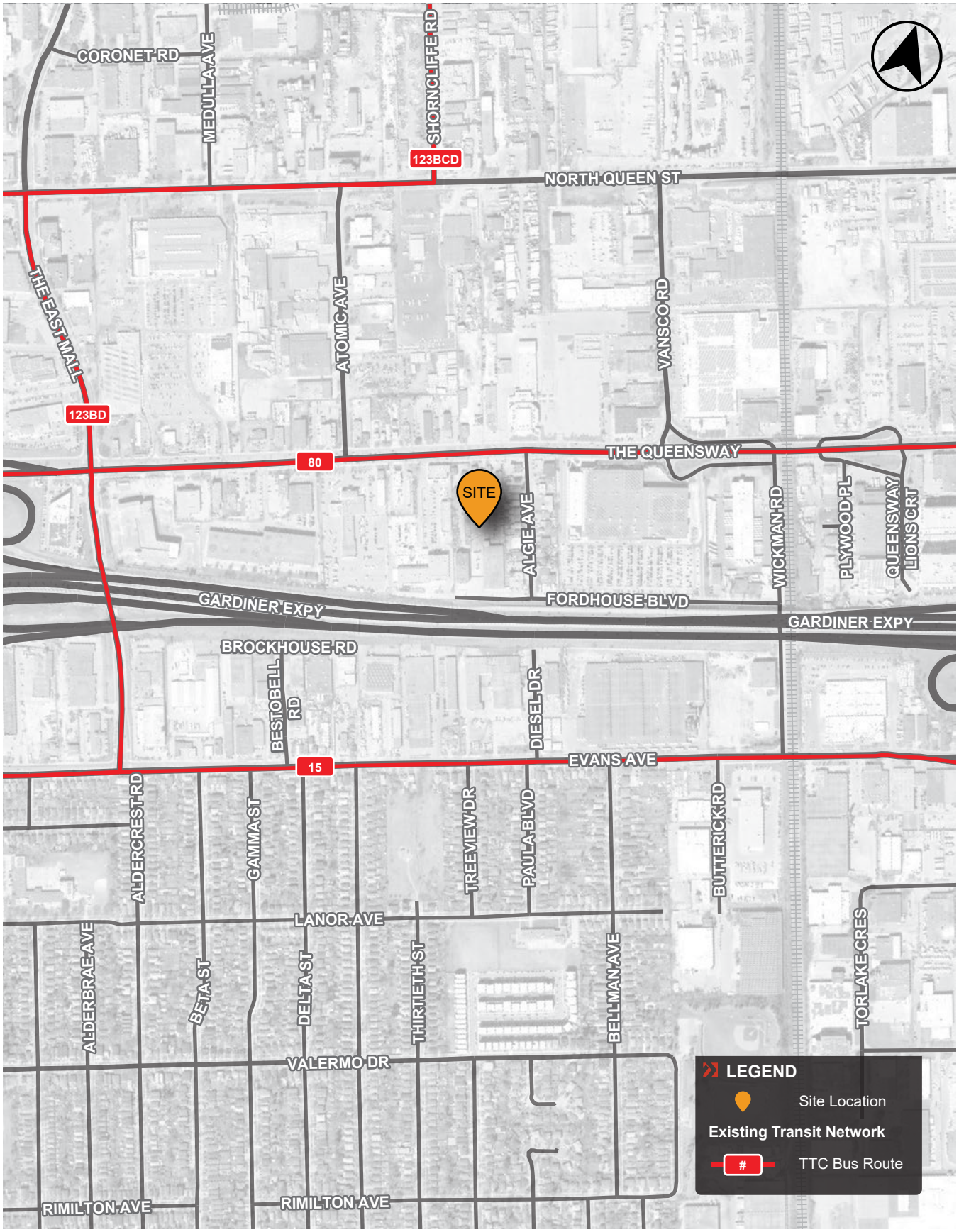


FIGURE 6 AREA TRANSIT CONTEXT

2.1 Area Pedestrian & Cycling Context

The existing area pedestrian and cycling context is illustrated in **Figure 7.**

2.1.1 Existing Area Pedestrian Connections

The site is situated between the intersections of Atomic Avenue and Algie Avenue along the south side of The Queensway, which affords site users access to a number of commercial and employment uses within a reasonable walking distance. There are existing continuous public sidewalks on both sides of the street along The Queensway and Kipling Avenue. The sidewalks generally range from 1.5 metres to 2 metres in width. Crossing opportunities are present at the adjacent signalized interstation Atomic Avenue / The Queensway and the Ikea Driveway / The Queensway. This proximity provides substantial opportunities for pedestrian travel for residents and visitors of the proposed development and serves to minimize the need for automobile travel to / from the site.

2.1.2 Existing Area Cycling Network

While the site is not serviced by cycling infrastructure in its immediate vicinity, there are connecting routes to bike lanes and multi-use trails.

Designated cycling routes are limited within the immediate site area. Royal York Road to the east has cycling lanes extending north from Lake Ontario (Lake Shore Boulevard) to north of Eglinton Avenue West. This subsequently connects to bicycle infrastructure along Eglinton Avenue West and to a bicycle trail along the lakefront.

2.1.3 Planned Cycling Network

Currently there are no plans on the Queensway, however there are multiple studies underway for cycling infrastructure according to the City Wide Cycling Program 2025-2027. This includes Kipling Avenue to the east, Dundas Street West and Bloor Street West to the North and Horner Avenue to the south.

FIGURE 7 AREA PEDESTRIAN AND CYCLING CONTEXT

3.0 TRANSPORTATION DEMAND MANAGEMENT PLAN

A Transportation Demand Management (TDM) Plan for the site is proposed to guide the provision of viable alternative transportation options beyond the personal automobile. This TDM Plan intends to support the proposed development plan by outlining specific measures and implementation strategies under consideration to promote the increased use of active and sustainable travel modes, respond to the mobility needs of residents and visitors, and reduce overall dependence on the personal automobile.

Four specific objectives guide the measures and strategies proposed within the TDM Plan:

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

A comprehensive framework has been developed that will serve as a guideline for the implementation of effective TDM strategies during the site design process, as well as throughout its operation following the redevelopment of the site.

3.1 Organizational Framework

Measures intended to fulfill the above objectives may be classified into the following categories:

- Facilitate reduced car ownership and usage;
- Manage vehicular parking supply;
- Encourage transit use;
- Encourage and facilitate bicycle use;
- Enhance pedestrian access and walkability; and
- Coordinate, communicate, and promote TDM strategies.

Within each of these six categories, strategies proposed may be further classified by the stage of implementation within the development program, including:

- **Infrastructure (external links and facilities)**, including measures to improve the active transportation realm along the boundaries of the site and to facilitate the integration of the site with surrounding pedestrian, cycling, and transit infrastructure.
- **Facilities and features of the development concept plan and design**, including physical components of the proposed development plan, such as the amenities and connections within the site footprint that facilitate and encourage alternative travel modes.
- **Building operations and property management**, including user-focused programs and policies enacted once the site is operational and occupied to encourage alternative travel modes.
- **Monitoring travel behaviours**, including post-occupancy data collection programs used to assess travel patterns and gauge the effectiveness of the incorporated TDM strategies as a collective.

3.2 TDM Plan Strategies

The site context provides for access to public transit services and good pedestrian connectivity. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities, ensuring the success for the TDM strategies is important. To this end, TDM Plan strategies are presented with targeted "intents" (i.e. what it is trying to achieve and for whom), accompanied by methods of implementation. Potential strategies are then framed in the context of the development and the strategies most appropriate for application are proposed.

A summary of the TDM Plan is provided in **Table 4**, below. It is important to note that this TDM Plan and associated strategies will continue to be refined through the development application process.

Table 4 TDM Strategies

Measure	Description	Cost Estimate	Implementation Strategy	Reduction in Single Occupancy Vehicle Trips
Hard Measures				
Pedestrian/Cycling Connections	Provide enhanced sidewalks along The Queensway, Fordhouse Boulevard the new N-S Street and provide walkways along the proposed east-west private driveways.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bicycle Parking	Provide bicycle parking spaces in accordance with the City of Toronto Zoning By-law 569-2013 Zone 2 and the TGS Tier 1.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bicycle Repair Station	Provide bicycle repair / maintenance station in long-term bicycle parking area(s) in accordance with the City of Toronto Zoning By-law 569-2013.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bike Share Station	Provide a new bike share station on the site or in close proximity.	$50,000-$80,000 subject to provision of electrical charging	To be determined in consultation with the City of Toronto.	-[2]
Vehicle Parking	Provide a reduced vehicle parking supply based on the maximum provisions of Zoning By-law 569-2013, as Amended	Integrated into overall development cost.	Construct as part of development.	74%[1]

Measure	Description	Cost Estimate	Implementation Strategy	Reduction in Single Occupancy Vehicle Trips
Soft Measures				
Travel Mode Information Packages	Implement programs to inform new residents of available travel mode choices and existing mobile apps providing transit information.	To be determined.	Travel mode information packages will be distributed at the sales centre or property management office.	-[2]
Presto Cards	Provide presto cards to new residents (one per unit).	To be determined.	Presto cards will be distributed at the sales centre or property management office.	-[2]

Notes:
1. See **Section 3.3** for detailed calculation.
2. Unable to reasonably quantify impact on driver mode at this time.

3.3 Toronto Green Standards Version 4 AQ1.1

The TGS Version 4 AQ1.1 requires that developments be designed to encourage low-emission and non-automobile transportation options. The standards also require that single-occupancy vehicle trips generated by the proposed development be reduced by 25% through a variety of multimodal infrastructure strategies and transportation demand management (TDM) measures.

To achieve the reduced automobile travel targets set in TGS Version 4, the benefits of the TDM measures, as discussed in greater detail in **Section 3.2,** are most effectively realized when implemented in conjunction with reduced rates of automobile parking.

To ensure this trip reduction, a reduction in parking supply compared to the maximum requirements of Zoning By-law 569-2013, as Amended, is proposed. While Zoning By-law 569-2013, as Amended, allows for a maximum of 2,187 spaces for the development, a total of 583 parking spaces are proposed. Overall, this equates to a parking supply reduction of 74%, exceeding the 25% trip reduction requirement.

4.0 VEHICULAR PARKING CONSIDERATIONS

4.1 Zoning By-law Requirements

4.1.1 Etobicoke Zoning Code Zoning By-law 11-737

The requirements of Etobicoke Zoning By-law 11-737 was applied to the entire site. A detailed summary of the minimum vehicular parking requirements for the proposed development is summarized in **Table 5**.

Table 5 Etobicoke Zoning By-law 11-737 Minimum Parking Requirements

Use		No. of Units / GFA	Minimum Parking Rate	Minimum Requirement
Residential	All Units	1,819 units	1.00 space per unit	1,819 spaces
Non-Resident	Residential Visitor	1,819 units	0.2 spaces per unit	363 spaces
	Non-Residential[1]	5,085m[2]	3.0 spaces per 93 sq. m. GFA	164 spaces
	Sub-Total Non-Residential			**527 spaces**
Total Site Requirement				**2,346 spaces**

Notes:
1. Site statistics are based upon the architectural plans from Hariri Pontarini Architects, dated November 27, 2024.
2. Non-Residential assumed to be retail for the purpose of this assessment.

Application of the parking requirements outlined in the Etobicoke Zoning By-law 11-737 results in the requirement for a total of 2,346 vehicle parking spaces, including 1,819 resident spaces and 527 non-resident spaces.

4.1.2 City of Toronto Zoning By-law 569-2013, as Amended

The parking standards outlined in Zoning By-law 569-2013, as Amended, All Other Areas better reflect the current policy and site context. On this basis, a site-specific zoning by-law is proposed to conform with this By-law. The parking requirements for the site are summarized in **Table 6, Table 7, Table 8 and Table 9.**

Table 6 City of Toronto Zoning By-law 569-2013, as Amended (All Other Areas) Parking Requirements – Building A

Use	Units / Floor Area[1]		Minimum Rate	Minimum Parking Space Req[2]	Maximum Rate	Maximum Parking Space Req[2]	Effective Parking Rate[3]	Effective Parking Space Req[2,3]
Resident								
Resident	1-Bedroom	255 units	None	0	0.90 spaces / unit	229	0.90 spaces / unit	229
	2-Bedroom	52 units	None	0	1.00 spaces / unit	52	1.00 spaces / unit	52
	3-Bedroom	35 units	None	0	1.20 spaces / unit	42	1.20 spaces / unit	42
Resident Sub-Total		**342 units**	-	**0**	-	**323**		**323**
Non-Resident								
Visitor	342 units		2 plus 0.05 spaces / unit	19	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	38	0.10 spaces / unit	34
Daycare	700 m^2		None	0	3.5 spaces / 100 m^2	24	1.0 spaces / 100 m^2	7
Haven	3755 m^2		None	0	6.0 spaces / 100 m^2	225	2.0 spaces / 100 m^2	75
Retail	630 m^2		None	0	6.0 spaces / 100 m^2	37	2.0 spaces / 100 m^2	12
Non-Resident Sub-Total			-	**19**	-	**324**	-	**128**
TOTAL			-	**19**	-	**647**	-	**451**
Accessible Parking Spaces[4] (included in TOTAL)			**13**					

Notes:

1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.
2. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
3. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10
   (C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

Table 7 City of Toronto Zoning By-law 569-2013, as Amended (All Other Areas) Parking Requirements – Building B

Use	Units / Floor Area[1]		Minimum Rate	Minimum Parking Space Req[2]	Maximum Rate	Maximum Parking Space Req[2]	Effective Parking Rate[3]	Effective Parking Space Req[2,3]
Resident								
Resident	Studio	10 units	None	0	0.80 spaces / unit	8	0.8 spaces / unit	8
	1-Bedroom	298 units	None	0	0.90 spaces / unit	268	0.90 spaces / unit	268
	2-Bedroom	86 units	None	0	1.00 spaces / unit	86	1.00 spaces / unit	86
	3-Bedroom	55 units	None	0	1.20 spaces / unit	66	1.20 spaces / unit	66
Resident Sub-Total		**449 units**	-	**0**	-	**428**		**428**
Non-Resident								
Visitor	449 units		2 plus 0.05 spaces / unit	24	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	49	0.10 spaces / unit	44
Non-Resident Sub-Total			-	**24**	-	**477**	-	**44**
TOTAL			-	**24**	-	**647**	-	**472**
Accessible Parking Spaces[4] (included in TOTAL)				**13**				

Notes:

1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.
2. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
3. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10
   (C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

Table 8 City of Toronto Zoning By-law 569-2013, as Amended (All Other Areas) Parking Requirements – Building C

Use	Units / Floor Area[1]		Minimum Rate	Minimum Parking Space Req[2]	Maximum Rate	Maximum Parking Space Req[2]	Effective Parking Rate[3]	Effective Parking Space Req[2,3]
Resident								
Resident	Studio	19 units	None	0	0.80 spaces / unit	15	0.8 spaces / unit	15
	1-Bedroom	347 units	None	0	0.90 spaces / unit	312	0.90 spaces / unit	312
	2-Bedroom	81 units	None	0	1.00 spaces / unit	81	1.00 spaces / unit	81
	3-Bedroom	57 units	None	0	1.20 spaces / unit	68	1.20 spaces / unit	68
Resident Sub-Total		**507 units**	-	**0**	-	**476**		**476**
Non-Resident								
Visitor	507 units		2 plus 0.05 spaces / unit	27	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	54	0.10 spaces / unit	50
Non-Resident Sub-Total			-	**27**	-	**54**	-	
TOTAL			-	**27**	-	**647**	-	**526**
Accessible Parking Spaces[4] (included in TOTAL)			**14**					

Notes:

1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.
2. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
3. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10
   (C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

Table 9 City of Toronto Zoning By-law 569-2013, as Amended (All Other Areas) Parking Requirements – Building D

Use	Units / Floor Area[1]		Minimum Rate	Minimum Parking Space Req[2]	Maximum Rate	Maximum Parking Space Req[2]	Effective Parking Rate[3]	Effective Parking Space Req[2,3]
Resident								
Resident	1-Bedroom	376 units	None	0	0.90 spaces / unit	338	0.90 spaces / unit	338
	2-Bedroom	91 units	None	0	1.00 spaces / unit	91	1.00 spaces / unit	91
	3-Bedroom	57 units	None	0	1.20 spaces / unit	68	1.20 spaces / unit	68
Resident Sub-Total		**524 units**	-	**0**	-	**497**		**497**
Non-Resident								
Visitor	524 units		2 plus 0.05 spaces / unit	28	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	56	0.10 spaces / unit	52
Non-Resident Sub-Total			-	**28**	-	**56**	-	**52**
TOTAL			-	**28**	-	**553**	-	**549**
Accessible Parking Spaces[4] (included in TOTAL)			**14**					

Notes:
1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.
2. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
3. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10
   (C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

Based on the application of the City of Toronto Zoning By-law 569-2013, as Amended a site total of 98 visitor spaces and 54 accessible spaces are required.

4.2 Proposed Parking Supply

The current concept plan illustrates the provision of 583 parking spaces for the site, located within 2 levels of underground parking. Of this total, 485 spaces will be designated as resident spaces, and 98 visitor spaces will be designated as visitor spaces.

A detailed summary of the parking supply per building is provided in **Table 10**.

The proposed parking provision is less than what would otherwise be required based on the Etobicoke Zoning Code 11-737, however it falls within the range outlined in City of Toronto Zoning By-law 569-2013, as Amended.

Table 10 Summary of Proposed Parking Supply

Building	Resident (number of spaces)	Effective Resident Parking Supply Ratio	Non-Resident (number of spaces)	Total (number of spaces)
Building A	77	.22 spaces / unit	19	96
Building B	172	.38 spaces / unit	24	196
Building C	174	.35 spaces / unit	27	201
Building D	62	.12 spaces / unit	28	90
TOTAL	**485**	.26 spaces / unit	**98**	**583**

4.2.1 Accessible Parking Supply

The current proposal incorporates a total of 13 accessible parking spaces for Building A, 13 accessible spaces for Building B, 14 accessible spaces for Building C and 14 accessible spaces for Building D.

The proposed accessible parking supply is consistent with the supply requirements outlined in the City of Toronto Zoning By-law 569-22013, as Amended.

4.2.2 Electric Vehicle Charging

The Toronto Green Standards (TGS) Version 4 specifies requirements for electric vehicle charging for residential developments within Air Quality specification AQ 1.2. The standard specifies that all resident parking spaces and 25% of non-resident parking spaces must include energized outlets to accommodate electric vehicle supply equipment (EVSE).

The redevelopment proposes to energize 510 vehicle parking spaces to allow for EVSE installation, consisting of 485 resident parking spaces and 25 visitor parking spaces.

5.0 BICYCLE PARKING CONSIDERATIONS

5.1 Zoning By-law Requirements

5.1.1 Etobicoke Zoning Code Zoning By-law 11-737

There are no bicycle parking requirements set out in the Etobicoke Zoning Code Zoning By-law 11-737. Therefore, the requirements outlined in the City of Toronto Zoning By-law 569-2013 will be adopted.

5.1.2 City of Toronto Zoning By-law 569-2013 & Toronto Green Standards Version 4

Table 11 summarizes the bicycle parking requirement based on application of City of Toronto Zoning By-law 569-2013, as Amended.

Table 11 City of Toronto Zoning By-law 569-2013 (Bicycle Zone 2) Minimum Bicycle Parking Requirements

Unit Type		Minimum Parking Rate		Minimum Bicycle Parking Requirement				
				Building A	Building B	Building C	Building D	Total
Resident	Long Term	0.68 spaces/unit	*Number of units*	*342*	*449*	*504*	*524*	*1,819*
			Number of spaces	233	306	343	357	1,239
	Short Term	0.07 spaces/unit	*No. of Units*	*342*	*449*	*504*	*524*	*1,819*
			Number of spaces	24	32	36	37	129
Daycare	Long Term	0.06/100m^2	*IFA*	*700*	-	-	-	*700*
			Number of spaces	1	-	-	-	1
	Short Term	0.06/100 m^2 +3 spaces	*IFA*	*700*	-	-	-	*700*
			Number of spaces	4	-	-	-	1
Haven	Long Term	0.06/100m^2	*IFA*	*3,755*	-	-	-	*3,755*
			Number of spaces	3	-	-	-	3
	Short Term	0.06/100 m^2 +3 spaces	*IFA*	*3,755*	-	-	-	*3,755*
			Number of spaces	6	-	-	-	6
Retail	Long Term	0.13/100m^2	*IFA*	*630*	-	-	-	*630*
			Number of spaces	1	-	-	-	1
	Short Term	0.25/100 m^2 +3 spaces	*IFA*	*630*	-	-	-	*630*
			Number of spaces	5	-	-	-	5
Overall		**Total Long-Term Number of Spaces**		**238**	**306**	**343**	**357**	**1,244**
		Total Short-Term Number of Spaces		**39**	**32**	**36**	**37**	**144**
		Total Number of Spaces		**277**	**338**	**379**	**394**	**1,388**

Notes:

1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.
2. As per Section 230.5.1.10(2) of Zoning By-law 569-2013, if "the calculation of the minimum bicycle parking spaces for all uses results in a fraction of a bicycle parking space being required, the number of required bicycle parking spaces must be rounded up to the next whole number."
3. For a use other than a dwelling unit, if the GFA is less than 2000 sm, no bicycle parking is required as per 230.5.10.1(3) of Zoning By-law 569-2013.
4. AQ 2.4 of the TGS (Version 4) states to provide at least 15% of the required long-term bicycle parking spaces with an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.

5.2 Proposed Bicycle Parking Supply & Facilities

A total of 1,392 bicycle parking spaces are proposed to serve the project, comprised of 146 short-term bicycle parking spaces and 1,246 long-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 187 bicycle parking spaces will include an energized outlet to serve the cycling needs of the project.

A detailed summary of the bicycle parking supply per building is provided in **Table 12.**

The short-term and long-term bicycle parking spaces will be provided on the Level 1 Mezzanine, Level 1 Ground Floor and the P1 level of the below grade garage, in secure bicycle storage rooms. The bicycle parking spaces located on the Level 1 Mezzanine and the P1 level of the underground parking garage will be accessed through the lobby elevators.

Additionally, a bicycle repair / maintenance station will be provided in the long-term bicycle parking rooms, in accordance with the City of Toronto Zoning By-law 569-2013.

The proposed bicycle parking supply and facilities meet and exceed the minimum requirements within the Toronto Green Standards Version 4 Tier 1 bicycle parking requirements.

Table 12 Summary of Proposed Bicycle Parking Supply

	Building A		Building B		Building C		Building D	
	Short-term	Long-term	Short-term	Long-term	Short-term	Long-term	Short-term	Long-term
Level 1 Mezzanine	--	--	--	306	--	344	--	358
Level 1 Ground	--	--	32	--	36	--	38	
P1 Level	40	238	--	--	--	--	--	--
Sub-Total	40	238	32	306	36	344	38	358
Total	**1,392 (1,246 Long-term spaces and 146 short-term spaces)**							

Notes:

1. Based on site statistics provided by Hariri Pontarini Architects, dated November 27, 2024.

6.0 LOADING CONSIDERATIONS

6.1 Zoning By-law Requirements

6.1.1 Etobicoke Zoning Code Zoning By-law 11-737

There are no loading requirements specified in the Etobicoke Zoning Code By-law 11-737. Therefore, the requirements outlined in the City of Toronto Zoning By-law 569-2013 will be adopted.

6.1.2 City of Toronto Zoning By-law 569-2013

For comparison purposes, the loading requirements of the City of Toronto Zoning By-law 569-2013 have also been applied to the proposal in **Table 13**. Application of the below rates results in an overall requirement of four (4) Type G, two (2) Type B and one (3) Type C loading space for the proposed development.

Table 13 City of Toronto Zoning By-law 569-2013 Loading Requirements

Phase	Land Use	Size / Units	Loading Criteria	Loading Requirement / Loading Space Type				
				Type A	Type B	Type C	Type G	Total
Building A	Residential	342 units	31-399 units	0	0	0	1	1
	Retail	630 m^2	500 to 1,999 m^2	0	1	0	0	1
	Other Uses	4455 m^2	2300-7500 m^2	0	2	0	0	2
	Total Before Sharing			**0**	**3**	**0**	**1**	**4**
	Total After Sharing (Section 40.10.90 (1))[3]			**0**	**2**	**0**	**1**	**3**
Building B	Residential	449 units	400+ units	0	0	1	1	2
	Total			**0**	**0**	**1**	**1**	**2**
Building C	Residential	504 units	400+ units	0	0	1	1	2
	Total			**0**	**0**	**1**	**1**	**2**
Building D	Residential	524 units	400+ units	0	0	1	1	2
	Total			**0**	**0**	**1**	**1**	**2**
SITE TOTAL				**0**	**2**	**3**	**4**	**9**

Notes:
1. Site statistics based on site plans prepared by Hariri Pontarini Architects., dated November 27, 2024.
2. For the purposes of the loading requirement calculations, it is assumed that the site is zoned as a commercial residential zone (i.e. CR Zone).
3. Section 40.10.90.1 (1): “In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space”.

6.2 Proposed Loading Facilities

A summary of the proposed loading space allocation per building is provided in **Table 14**. The loading spaces will be located on the ground floor of the proposed development to accommodate waste collection, loading, and delivery activities. Vehicular access to the loading spaces is provided via the proposed driveway connection to the proposed east-west laneways. Building A and Building B connects to Street 'C' via the new proposed laneway, Street 'A'. Building 'C' and Building C and D connects to Street 'C' via the new proposed laneway, Street 'B'.

The design vehicles used in assessing the configuration of the proposed loading spaces are the City of Toronto front-loading garbage truck and single unit truck (TAC SU).

Vehicular manoeuvring diagrams are provided in **Appendix C** and illustrate the turning movements for the design vehicles entering / exiting the proposed loading space.

Based on this review, the loading facilities illustrated within the proposed site plans are appropriate and will meet the servicing and loading needs of the proposed development.

Table 14 Summary of Proposed Loading Spaces

Building	At-Grade			Total
	Type G	Type B	Type C	
Building A	1	2	-	**3**
Building B	1	-	1	**2**
Building C	1	-	1	**2**
Building D	1	-	1	**2**
Total	**4**	**2**	**3**	**9**

7.0 VEHICLE TRAFFIC ASSESSMENT

7.1 Analysis Scenarios and Horizons

The traffic operations analyses have been completed for the following weekday morning and afternoon peak hour scenarios:

- **Existing Traffic Conditions** – travel patterns and activity levels on the existing area road network based on the baseline existing traffic volumes;
- **Future Background Conditions** – volumes on the road network prior to the full build-out of the site, which also consider corridor growth allowances and area background developments within the five-year study horizon;
- **Future Total Conditions** – volumes on the road network which consider the full build-out of the site, which also consider corridor growth allowances and area background developments within the five-year study horizon. The adopted road network reflects the removal of the associated existing site traffic located at 66 Fordhouse Boulevard.

7.2 Study Area

The intersections analyzed as part of this study include:

- The Queensway / Atomic Avenue / Ford Access
- The Queensway / IKEA Access / Private Access
- The Queensway / Internal Driveway
- North-South Public Street / Laneway Street 'A'
- North-South Public Street / Laneway Street 'B'
- North-South Public Street / Fordhouse Boulevard

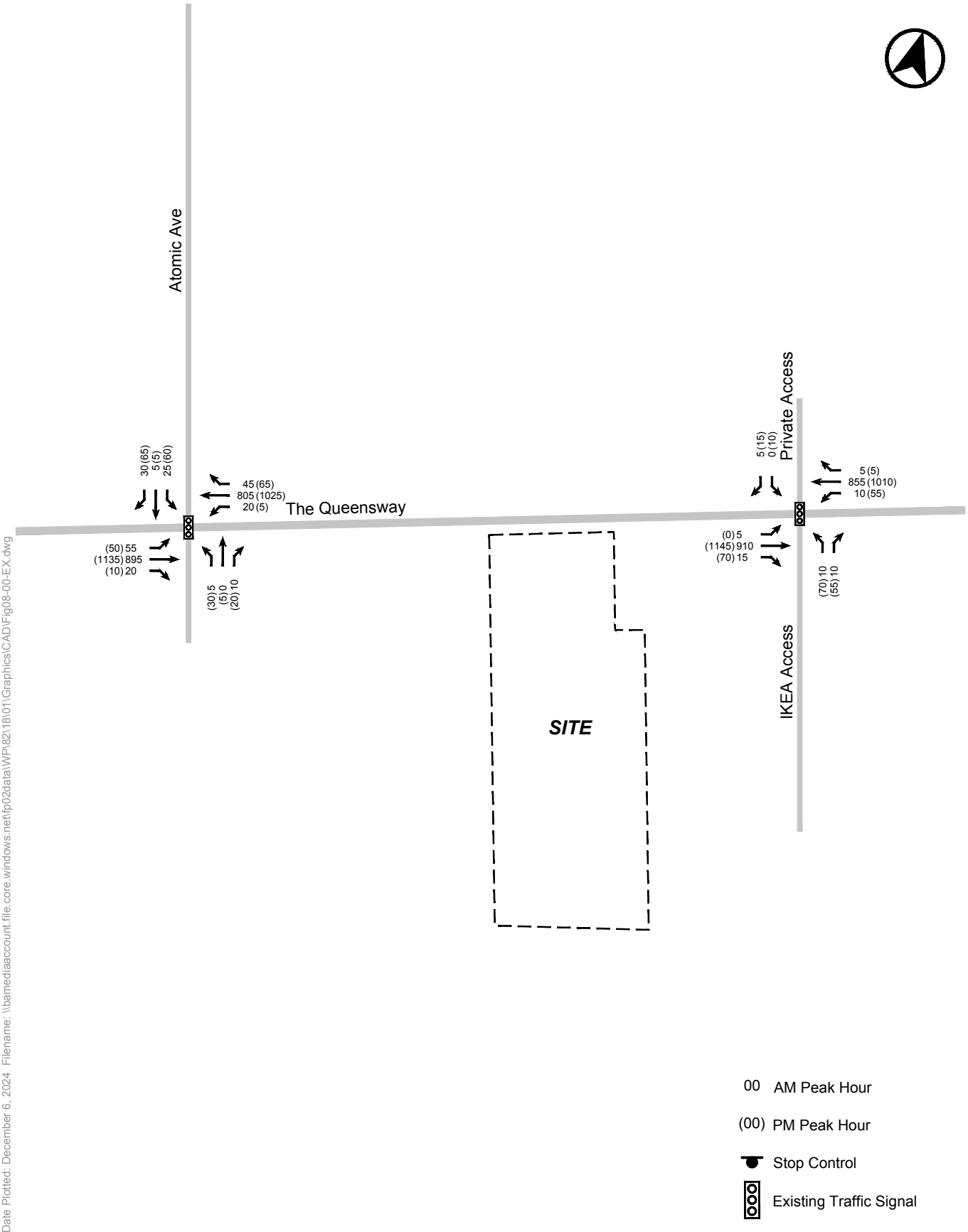
7.3 Existing Traffic Volumes

Existing baseline traffic volumes were established at intersections and driveways within the study area for the weekday morning and afternoon peak hours generally using traffic count information obtained from surveys undertaken by Spectrum Traffic Data Inc. A list of the count data and sources are provided in **Table 15**.

Existing turning movement counts were reviewed in detail to ensure a general consistency in the traffic volumes on the roadways between intersections. Where necessary, further minor adjustments were made to balance traffic volumes between intersections to create a representative traffic volume base for the purpose of the traffic operations analyses undertaken as part of this study. The raw traffic count data is provided in **Appendix D**. The adopted existing and balanced traffic volumes observed during the weekday peak hours are illustrated in **Figure 8**.

Table 15 Existing Traffic Data Sources

Study Area Intersections	Date of Count	Source
The Queensway / Atomic Avenue / Ford Access	Thursday, November 14, 2024	Spectrum Traffic Data Inc.
The Queensway / IKEA Access / Private Access		



Date Plotted: December 6, 2024 Filename: \\bamediaaccount.file.core.windows.net\fp02data\WP\8218\01\Graphics\CAD\Fig08-00-EX.dwg

FIGURE 8 EXISTING TRAFFIC VOLUMES

7.4 Future Background Traffic Volumes

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

- General corridor growth on The Queensway within the study area;
- Specific area development traffic (i.e., traffic generated by area background developments).

7.4.1 General Corridor Growth

Historical traffic volume counts at the signalized intersection of The Queensway / Kipling Avenue were reviewed between 2018 and 2024 to determine if there have been any changes in traffic activity levels along The Queensway due to general corridor traffic growth within the study area. The intersection of The Queensway / Kipling Avenue is located approximately 900 metres to the east of the site.

The historical traffic volume data suggests that peak hour traffic volumes at the intersection of The Queensway / Kipling Avenue have plateaued, with no traffic growth occurring along the east-west corridor within the past seven years. On this basis, no general corridor growth was applied to The Queensway within the study area. A comparison of the historical growth is provided in **Appendix E**.

7.4.2 Background Development Traffic

Traffic allowances were made for other specific proposed developments in the area, based on a review of the City of Toronto's list of current development applications. These sites, which are summarized in **Table 16**, have either active development applications, have been approved, or are currently under construction. The locational context of the background developments is illustrated in **Figure 9**.

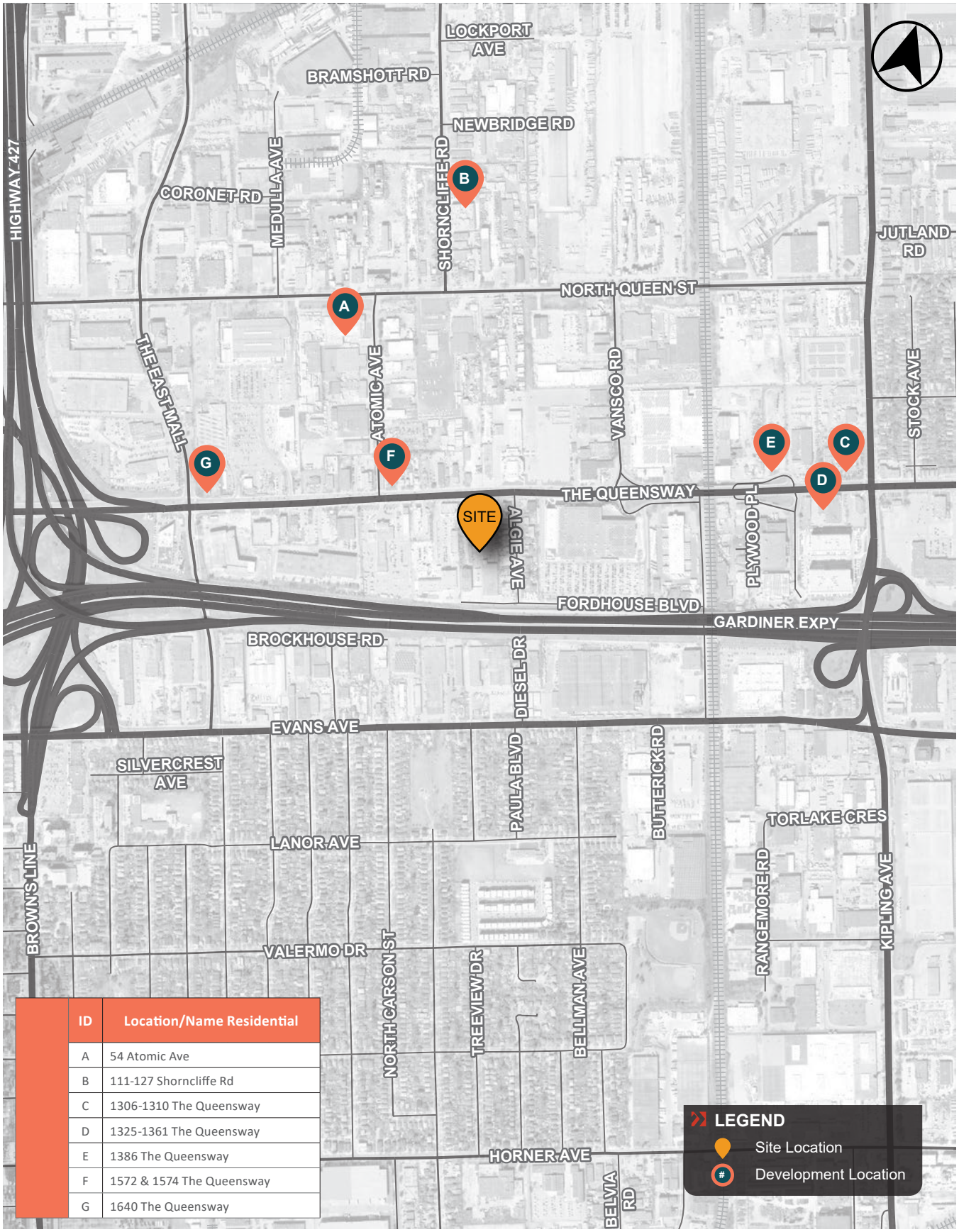
Table 16 Area Background Developments

Development Address	Development Statistics	Trip Generation Source
54 Atomic Avenue	2,525 m^2 warehouse GFA	Trans-Plan (April 2024)
111-127 Shorncliffe Road	6,642 m^2 warehouse GFA 632 m^2 office GFA 113 m^2 retail GFA	Nextrans (August 2021)
1306-1310 The Queensway	1,124 residential units 1,168 m^2 retail GFA	BA Group (December 2019)
1325-1361 The Queensway	1,187 residential units 1,324 m^2 daycare GFA	BA Group (September 2021)
1386 The Queensway	3,452 m^2 auto dealership GFA	LEA Consulting Ltd. (April 2022)
1572 & 1574 The Queensway	2,225 m^2 auto dealership GFA	LEA Consulting Ltd. (July 2023)
1640 The Queensway	287 m^2 retail GFA	Nextrans (July 2020)
Total	**2,311 residential units, 9,167 m^2 warehouse GFA, 5,677 m^2 auto dealership GFA, 1,568 m^2 retail GFA, 1,324 m^2 daycare GFA, 632 m^2 office GFA**	--

The total background development traffic allowance is illustrated in **Figure 10**.

7.4.3 Future Background Traffic

Future background traffic volumes are the sum of the existing traffic volumes and traffic volume allowances made for area background developments. Future background traffic volumes are illustrated for the weekday peak hours in **Figure 11**.



ID	Location/Name Residential
A	54 Atomic Ave
B	111-127 Shorncliffe Rd
C	1306-1310 The Queensway
D	1325-1361 The Queensway
E	1386 The Queensway
F	1572 & 1574 The Queensway
G	1640 The Queensway

FIGURE 9 BACKGROUND AREA DEVELOPMENTS

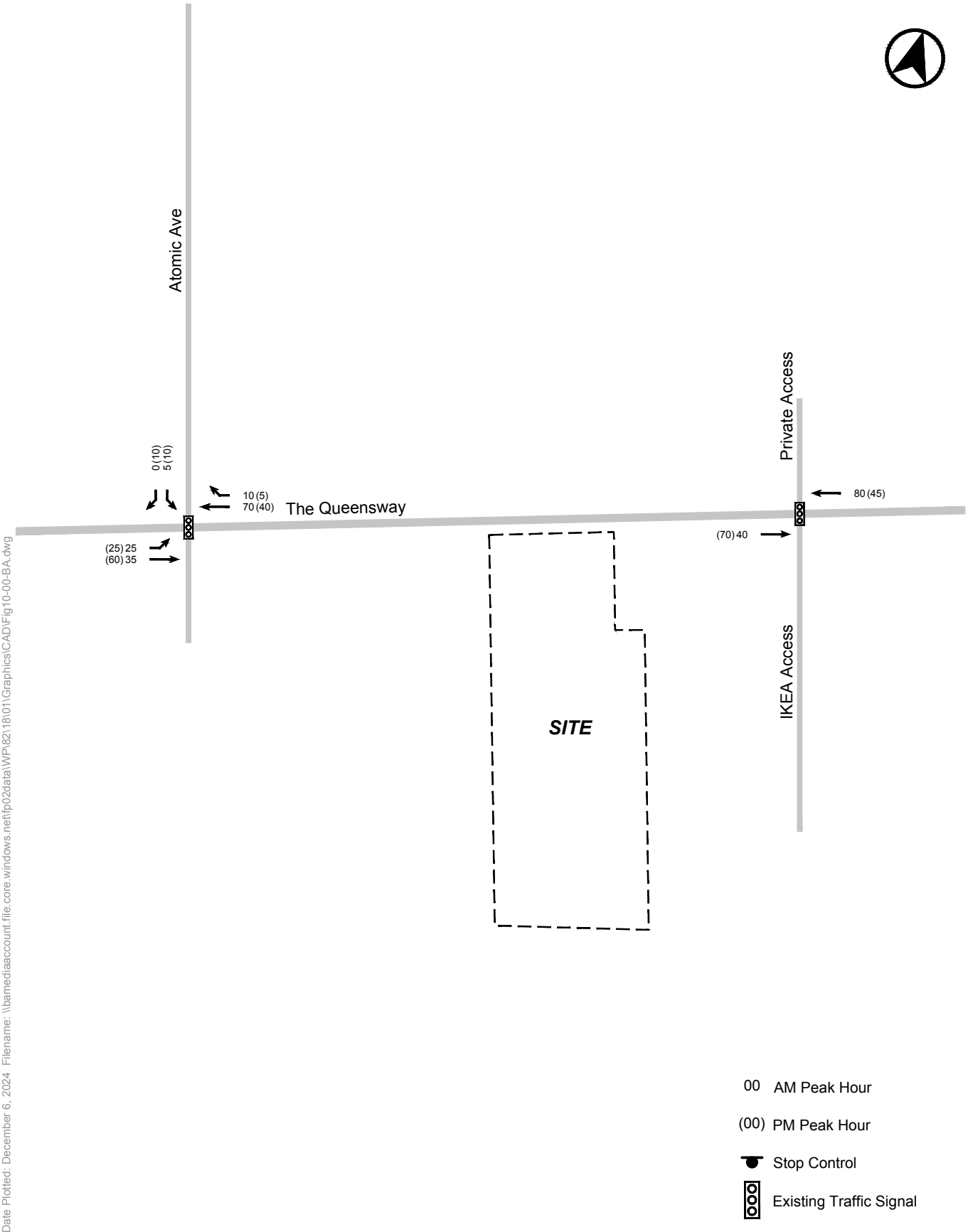


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FIGURE 10 TOTAL BACKGROUND DEVELOPMENT TRAFFIC VOLUMES

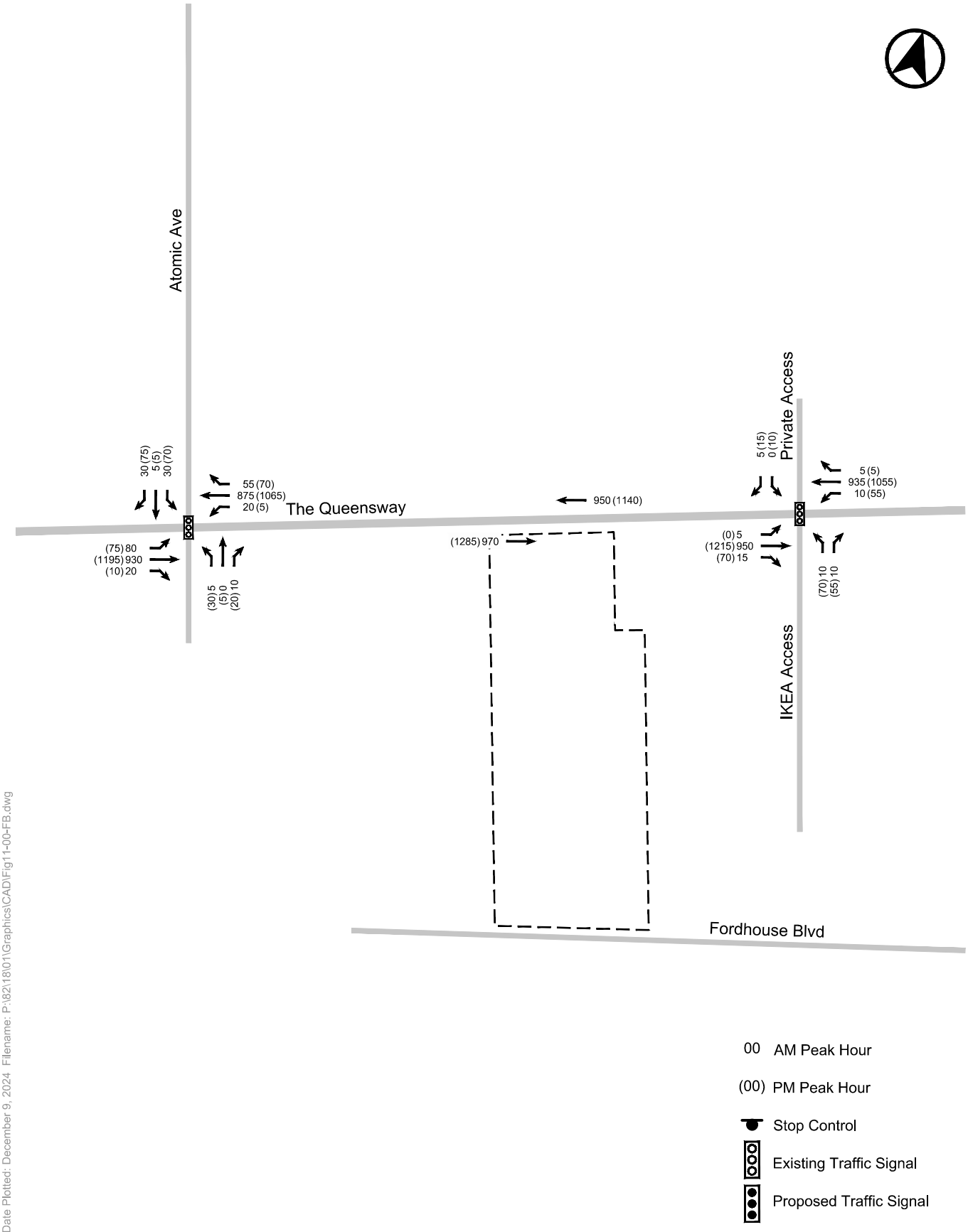

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FIGURE 11 FUTURE BACKGROUND TRAFFIC VOLUMES

7.5 Site Traffic Volumes

7.5.1 Existing Site Vehicular Trips

Counts were undertaken by BA Group on Thursday, November 14, 2024, to determine the number of trips made to and from the existing site. As stated in **Section 1.1**, the site is currently occupied by various commercial and warehouse uses. Notably, the 66 Fordhouse Boulevard site is currently occupied by Hello Fresh Canada and serves as a retail outlet, generating minor traffic activity. The existing site-related traffic volumes located at 66 Fordhouse Boulevard, as surveyed, are summarized in **Table 17**.

Table 17 Existing Site Trips

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
66 Fordhouse Boulevard	0	2	2	9	7	16
Total Existing Site Trips	**0**	**2**	**2**	**9**	**7**	**16**
Total Existing Site Trips (To Be Removed)[1]	**0**	**0**	**0**	**10**	**5**	**15**

Notes:
1. Total existing site trips rounded to the nearest five.

The existing site, as surveyed, generated in the order of 2 and 16 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively. In the order of 0 and 15 two-way vehicle trips were removed from the study area network during the weekday morning and afternoon peak hours, respectively. The traffic assignment for the removal of existing site traffic was assumed based on a review of existing travel patterns using traffic counts and trip distribution patterns documented in **Section 7.5.5**. The removal of existing site volumes is illustrated in **Figure 12**.

7.5.2 Future Residential Site Traffic Volumes

Forecast site-related vehicle trips are derived upon proxy data from nearby residential buildings. A summary of the proxy data is documented in **Table 18**.

Table 18 Residential Vehicular Trip Generation – Proxy Data

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
1040 & 1050 The Queensway[1]	0.13	0.31	0.44	0.29	0.18	0.47
1185 The Queensway[2]	0.03	0.29	0.32	0.22	0.10	0.32
1900 & 1910 Lake Shore Boulevard West[3]	0.04	0.16	0.20	0.14	0.07	0.21
Average Trip Rate	**0.07**	**0.25**	**0.32**	**0.22**	**0.12**	**0.34**
Adopted Trip Rate	**0.07**	**0.25**	**0.32**	**0.22**	**0.12**	**0.34**

Notes:
1. Based on traffic counts conducted by BA Group on Wednesday, April 10, 2019.
2. Based on traffic counts conducted by BA Group on Tuesday, September 26, 2017.
3. Based on traffic counts conducted by BA Group on Tuesday, January 8, 2013.

Based on the foregoing, the average trip rates were adopted to forecast site-related traffic. The resulting residential vehicular traffic generation to and from the development site during the peak hours are summarized in **Table 19**.

Table 19 Residential Site Vehicular Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Adopted Trip Rate[1]	0.07	0.25	0.32	0.22	0.12	0.33
Total Vehicle Trips (1,819 units)	**125**	**455**	**580**	**400**	**220**	**620**

Notes:
1. Based on results shown in **Table 18**.
2. Trips rounded to the nearest five.

Based on the foregoing, the residential component of the proposed development is expected to generate in the order of 580 and 620 two-way trips during the morning and afternoon peak hours, respectively.

7.5.3 Future Retail Site Traffic Volumes

The proposed retail land uses include a Haven and a retail use and are described in further detail in the following sections.

7.5.3.1 HAVEN

The proposed Haven use on the site will replace the existing Haven (non-profit organization) building, located on the lands municipally known as 1533 The Queensway. Based on correspondence with the applicant, the majority of Haven's visitors use public transit to access the existing sites food, clothing and other resources services. On this basis, it is assumed that Haven's visitors will continue using public transit. It is also noted that there is no parking dedicated to the Haven use. As such, no vehicular trips are generated for the Haven use.

7.5.3.2 RETAIL

The development proposal also contemplates a retail use that will comprise approximately 630 square metres in gross floor area (GFA). It is expected that the operations of the proposed retail use will be ancillary in nature. On this basis, vehicular trips associated with the retail component will be minimal and internal to the development site. As such, no vehicular trips are generated for the retail use.

7.5.4 Future Daycare Site Traffic Volumes

The development concept plan also considers a daycare use that will comprise approximately 700 square metres in gross floor area (GFA).

Traffic volumes were forecast for the daycare use based on a review of proxy daycare sites collected by BA Group. The review of the proxy traffic generation information is summarized in **Table 20**.

Table 20 Daycare Vehicular Trip Generation – Proxy Site Information

Proxy Site Location	Daycare Capacity (no. of children)	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
108 Strathmore Boulevard	122	0.09	0.16	0.25	0.18	0.23	0.41
High Park Early Learning Centre (17 High Park Avenue)	62	0.23	0.24	0.47	0.16	0.23	0.39
Little Tots Manor Daycare (211 Belsize Drive)	75	0.39	0.41	0.80	0.36	0.37	0.73
Metamorphosis Early Learning Child Care Centre (53 Strathmore Boulevard)	39	0.21	0.21	0.42	0.18	0.21	0.39
Average Trip Rates (Trips/Child)		**0.23**	**0.26**	**0.49**	**0.22**	**0.26**	**0.48**
Adopted Trip Rates		**0.23**	**0.26**	**0.49**	**0.22**	**0.26**	**0.48**

Notes:
1. Based on traffic counts conducted by BA Group on Thursday, January 7, 2016.
2. Based on traffic counts conducted by BA Group on Wednesday, November 25, 2015.
3. Based on traffic counts conducted by BA Group on Tuesday, April 27, 2010.
4. Based on traffic counts conducted by BA Group on Thursday, December 27, 2015.

For the purpose of the analysis, the average trip rates were adopted to forecast the number of two-way vehicle trips associated with the daycare use. It is assumed that approximately 150 children will attend the daycare. The resultant vehicular traffic generation for the proposed daycare use is summarized in **Table 21**.

Table 21 Daycare Site Vehicular Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Adopted Trip Generation Rate[1]	0.23	0.26	0.49	0.22	0.26	0.48
Total New Trips (150 Children)	**35**	**40**	**75**	**35**	**40**	**75**

Notes:
1. Based on the adopted trip rates shown in **Table 20**.
2. Trips are rounded to the nearest five.

Based on the foregoing, the proposed daycare use is forecast to generate in the order of 75 two-way vehicle trips during both the peak weekday morning and afternoon periods.

7.5.5 Site Trip Distribution and Assignment

The travel patterns for the forecast vehicular site traffic have been developed based on a review of data for home-based (apartment) vehicle trips to and from the study area (i.e., 2006 TTS traffic zones 288, 292, 297, 298, 299, 300, 301, and 309) during the weekday morning and afternoon peak hours. The distribution of inbound and outbound vehicle trips is derived from the peak direction of travel during the peak periods. A summary of the adopted vehicle distribution is provided in **Table 22**. Detailed TTS queries are attached in **Appendix F**.

Table 22 Site Traffic Distribution

Direction	Inbound	Outbound
To/ From the East on The Queensway	30%	35%
To / From the West on The Queensway	60%	55%
To / From the East on Fordhouse Boulevard	10%	10%

Notes:
1. Based on TTS data for home-based (apartment) trips to and from TTS traffic zones 288, 292, 297, 298, 299, 300, 301, and 309 during the weekday morning and afternoon peak hours.

The forecast site traffic is assigned to the road network based on the abovementioned distributions and is illustrated in **Figure 13**.

7.5.6 Net New Site Vehicle Trips

A summary of the net new vehicle trips generated by the proposed development is provided in **Table 23**, which accounts for the new trips generated by the proposed development subtracted by the existing site trips.

Table 23 Net New Site Vehicular Trips

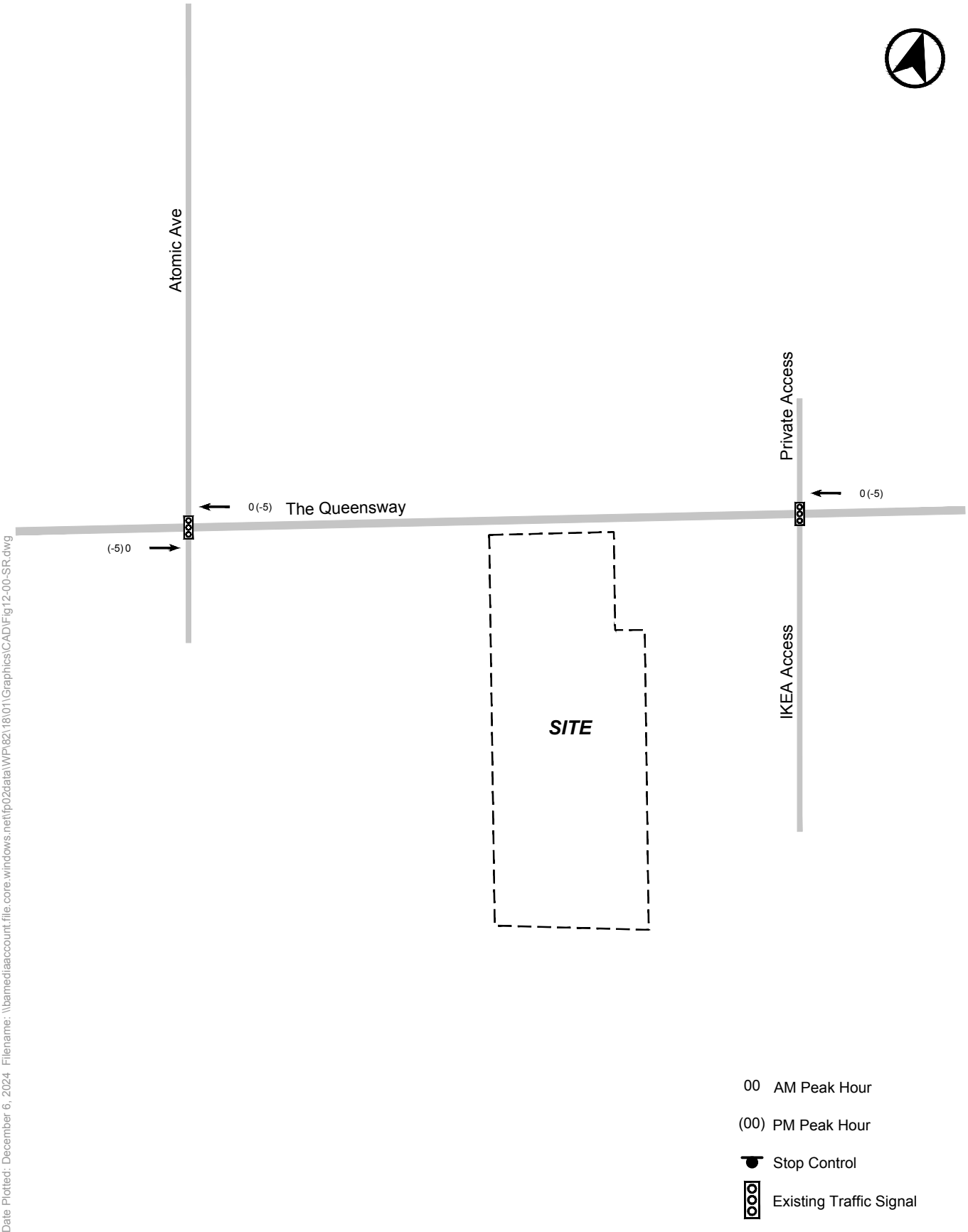
	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Proposed Residential Trips[1]	125	455	580	400	220	620
Proposed Retail Trips	0	0	0	0	0	0
Proposed Daycare Trips[2]	35	40	75	35	40	75
Existing Site Trips (To Be Removed)[3]	-0	-0	-0	-10	-5	-15
Net New Site Trips	**160**	**495**	**655**	**425**	**255**	**680**

Notes:
1. Based on results shown in **Table 19**.
2. Based on results shown in **Table 21**.
3. Based on results shown in **Table 17**.
4. Trips are rounded to the nearest five.

Based on the foregoing, the site is anticipated to generate in the order of 655 and 680 net new site trips during the weekday morning and afternoon peak periods, respectively. The net new site traffic volumes are illustrated in **Figure 14**.

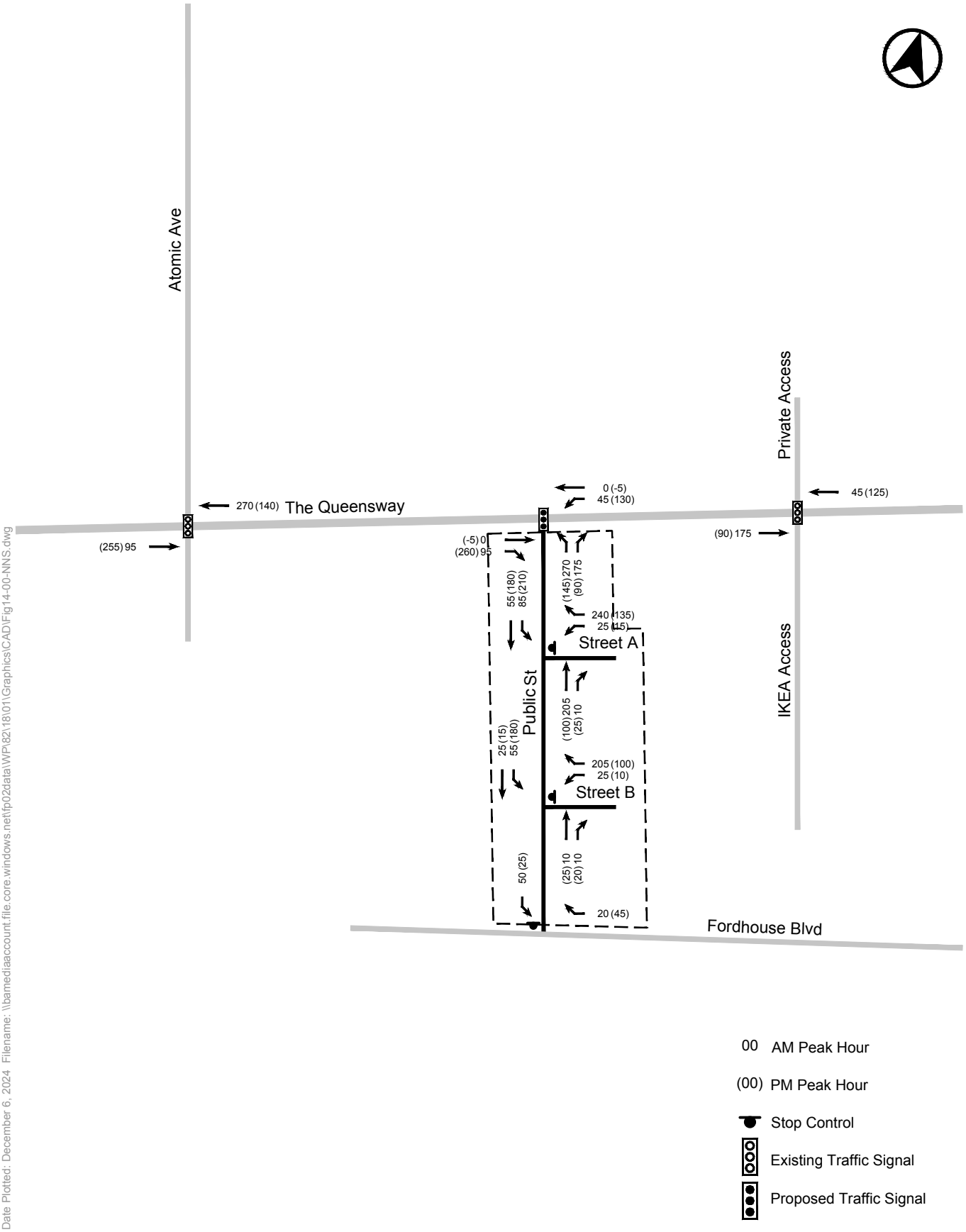
7.6 Future Total Traffic Volumes

Future total traffic volumes were established by adding the site-generated traffic to the future background traffic volumes. **Figure 15** illustrates the future total traffic volumes for the weekday morning and afternoon peak hours.



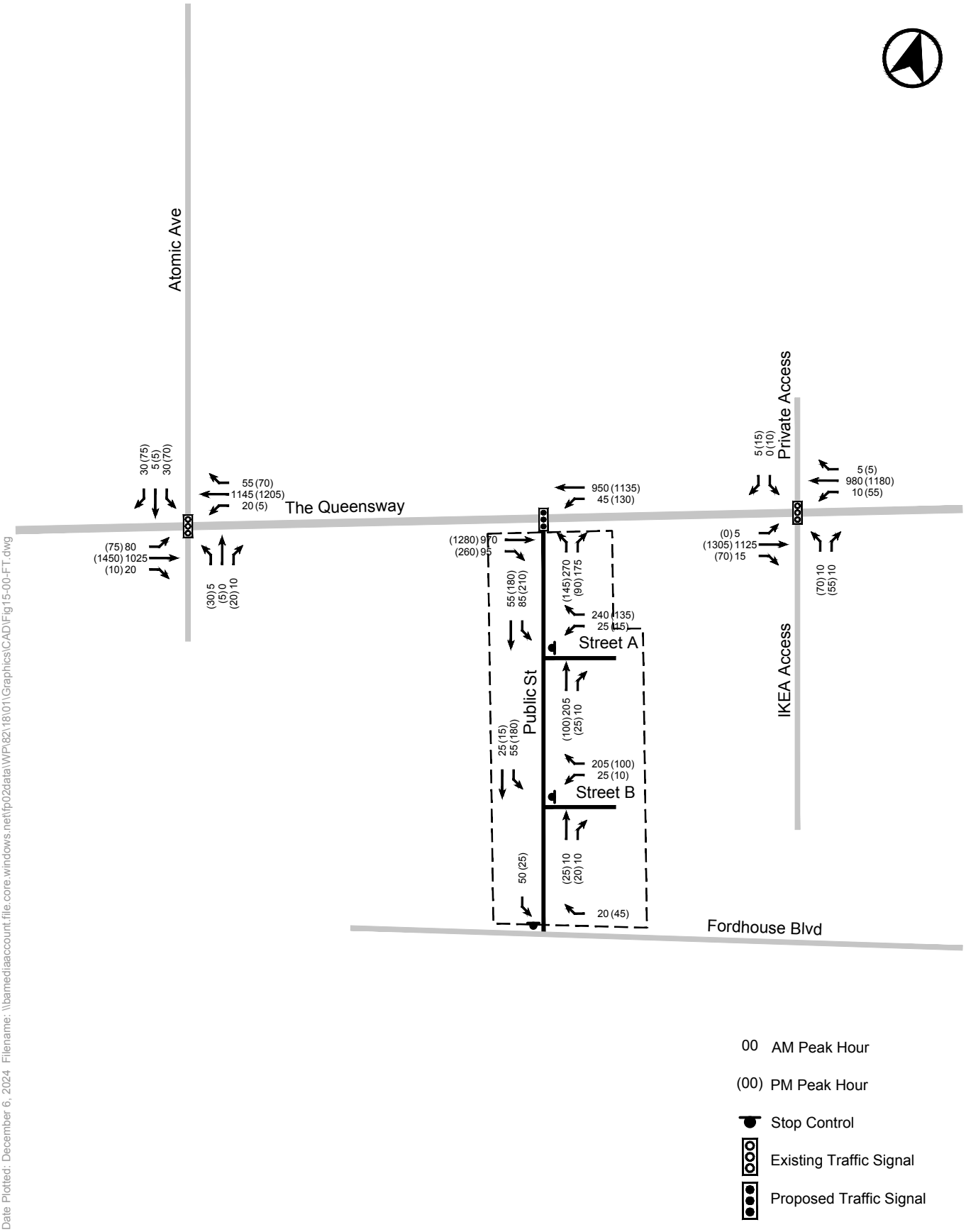
Date Plotted: December 6, 2024 Filename: \\bamediaaccount.file.core.windows.net\fp02data\WP\8218\01\Graphics\CAD\Fig12-00-SR.dwg

FIGURE 12 EXISTING SITE REMOVAL TRAFFIC VOLUMES



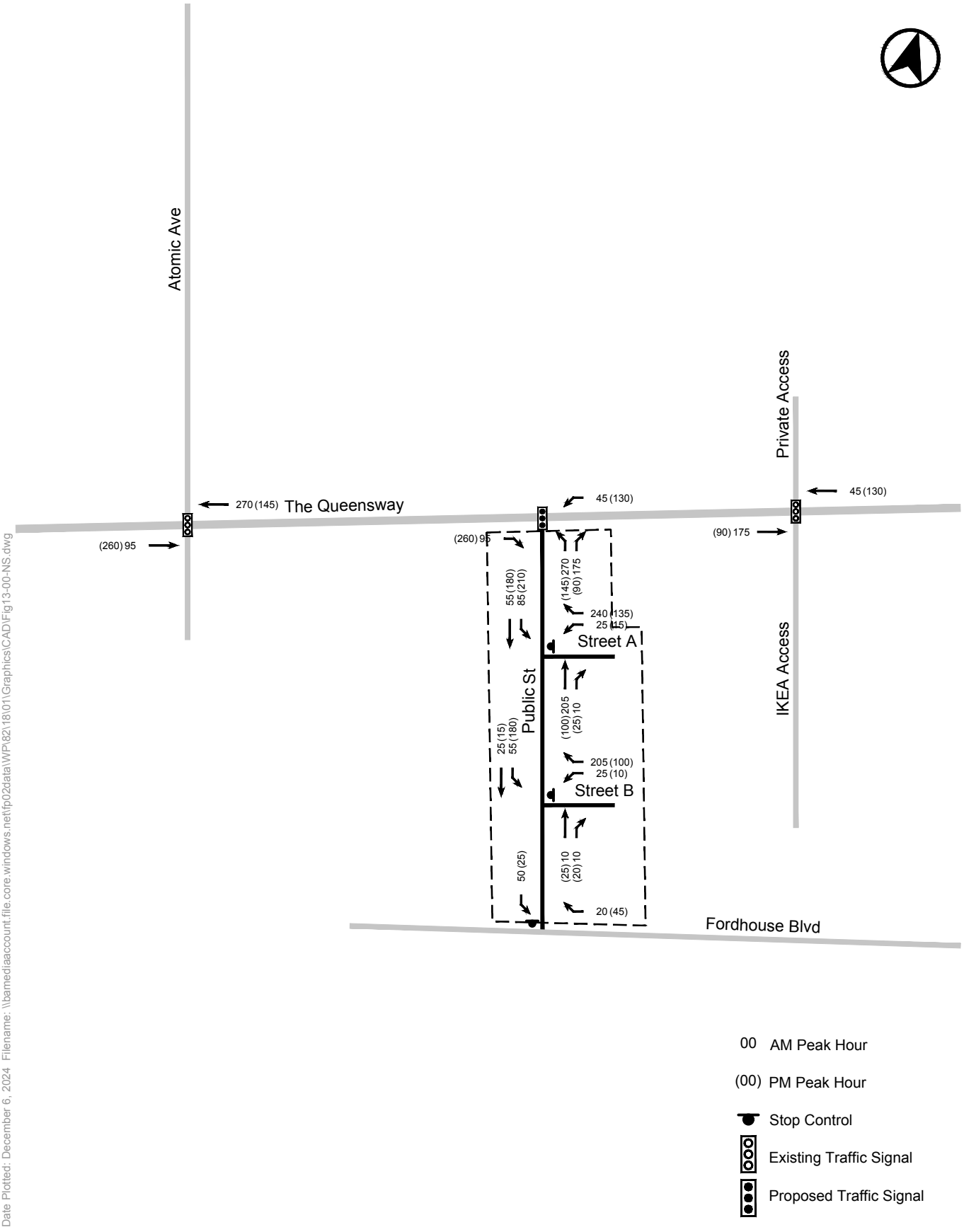
Date Plotted: December 6, 2024 Filename: \\bamediaaccount.file.core.windows.net\fp02data\WP\8218\01\Graphics\CAD\Fig14-00-NNS.dwg

FIGURE 14 NET NEW SITE TRAFFIC VOLUMES



Date Plotted: December 6, 2024 Filename: \\bamediaaccount.file.core.windows.net\fp02data\WP\8218\01\Graphics\CAD\Fig15-00-FT.dwg

FIGURE 15 FUTURE TOTAL TRAFFIC VOLUMES



Date Plotted: December 6, 2024 Filename: \\bamediaaccount.file.core.windows.net\fp02data\WP\8218\01\Graphics\CAD\Fig13-00-NS.dwg

FIGURE 13 NEW SITE TRAFFIC VOLUMES

8.0 TRAFFIC OPERATIONS ANALYSIS

8.1 Analysis Methodology

The traffic operations analysis has been undertaken at the area study intersections using standard capacity analysis procedures as follows:

Signalized Intersections:

The analysis undertaken at intersections operating under traffic signal control has been undertaken using the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000, and in accordance with the City of Toronto's guidelines for analysis undertaken using Synchro 11 software. The product of the signalized intersection evaluation is an intersection performance index (volume-to-capacity ratio or 'v/c'), where a v/c index of 1.00 indicates 'at or near capacity' conditions.

HCM level of service (LOS) criteria for signalized intersections is as follows:

- LOS A: Control Delay ≤ 10s
- LOS B: 10s < Control Delay ≤ 20s
- LOS C: 20s < Control Delay ≤ 35s
- LOS D: 35s < Control Delay ≤ 55s
- LOS E: 55s < Control Delay ≤ 80s
- LOS F: Control Delay > 80s

Unsignalized Intersections:

The unsignalized intersection analysis was completed using standard capacity analysis for intersections operating under "two-way" and "all-way" stop control and in accordance with the methodologies outlined in the Highway Capacity Manual (HCM) 2000.

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

HCM level of service (LOS) criteria for unsignalized intersections is as follows:

- LOS A: Control Delay ≤ 10s
- LOS B: 10s < Control Delay ≤ 15s
- LOS C: 15s < Control Delay ≤ 25s
- LOS D: 25s < Control Delay ≤ 35s
- LOS E: 35s < Control Delay ≤ 50s
- LOS F: Control Delay > 50s

8.2 Modelling Input and Calibration Parameters

Key analysis parameters were assumed based on requirements contained within the City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), summarized as follows:

Lane Configurations

The current lane configurations and traffic control settings are presumed for both the existing and future analysis conditions.

The existing area road network lane configuration and traffic control is illustrated in **Figure 4**, while the future area road network lane configuration and traffic control, which considers the construction of the North-South Public Street providing access to and from the site, is illustrated in **Figure 5**.

Under future traffic conditions, it is assumed that a dedicated westbound left turn lane will be constructed at the intersection of The Queensway / North-South Public Street to accommodate site traffic. It is also proposed that a dedicated northbound left turn lane will be constructed to facilitate outbound movement onto The Queensway.

Lane Widths

In accordance with the City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), through and turning lanes are modelled with lane widths of 3.5 metres and 3.0 metres, respectively.

Signal Timing Plans

The existing signal timing plans, inclusive of signal phasing and cycle lengths, for the study area's signalized intersections were provided by the City of Toronto.

The existing signal timing plans are adopted for the future background and future total analysis conditions. The existing signal timing plans for the intersection of The Queensway / Atomic Avenue are proposed to be applied to the future signalized intersection of The Queensway / North-South Public Street. Existing traffic signal timings adopted as the basis for the traffic operations analysis are provided in **Appendix G**.

The SCATS adaptive traffic control system has been implemented at the intersection of The Queensway / IKEA Access / Private Driveway. However, the typical signal timings have been adopted for the purpose of modelling the intersection. Given that the intersection is expected to operate with residual capacity under future total traffic conditions, the methodology of applying the typical signal timings is considered appropriate.

Ideal Saturation Flow Assumptions

The City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021) 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 proposed development.

Heavy Vehicle Assumptions

Heavy and medium truck percentages incorporated into the analysis were based upon information provided within the intersection turning movement counts (TMCs).

Lost Time Adjustment (LTA)

The City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021) 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). The default value was applied to all movements of the signalized intersections in the analysis.

Peak Hour Factors (PHF)

The City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021) specifies that default peak hour factors should be used except where site-specific values can be calculated from existing traffic count information. The PHF values observed from the intersection TMCs were applied to the intersections within the analysis. If the PHF data is unknown, a default value of 0.90 is applied for the morning peak period, while a default value of 0.95 is applied for the through movements in the afternoon peak period.

The calculated existing peak hour factors is summarized in **Table 24**.

Table 24 Summary of Calculated Peak Hour Factors

Intersection	AM Peak	PM Peak
Signalized Intersections		
The Queensway / Atomic Avenue / Ford Access	0.98	0.96
The Queensway / IKEA Access / Private Driveway	0.97	0.95
The Queensway / Private Street	0.90	0.90[1]
Unsignalized Intersections		
North-South Public Street / Laneway Street 'A'	0.90	0.90[1]
North-South Public Street / Laneway Street 'B'	0.90	0.90[1]
North-South Public Street / Fordhouse Boulevard	0.90	0.90[1]

Notes:
1. A peak hour factor of 0.95 is applied for through movements.

8.3 Traffic Analysis Summary – Signalized Intersections

A summary of the traffic analysis results for the area signalized intersections within the study area is provided in this section. Detailed Synchro analysis output worksheets are provided in **Appendix H**.

8.3.1 The Queensway / Atomic Avenue / Ford Access

8.3.1.1 CAPACITY ANALYSIS

The signalized intersection of The Queensway / Atomic Avenue / Ford Access operates under a cycle length of 140 seconds in both the weekday morning and afternoon peak periods.

The traffic operations analysis results for the signalized intersection of The Queensway / Atomic Avenue / Ford Access for the existing, future background, and future total analysis scenarios are summarized in **Table 25**.

Table 25 The Queensway / Atomic Avenue / Ford Access – Capacity Analysis Results

	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
EBL	0.13 (0.19)	A (A)	0.20 (0.28)	A (A)	0.26 (0.32)	A (A)
EBTR	0.23 (0.31)	A (A)	0.24 (0.32)	A (A)	0.26 (0.39)	A (A)
WBL	0.05 (0.02)	A (A)	0.05 (0.02)	A (A)	0.06 (0.03)	A (B)
WBTR	0.24 (0.33)	A (A)	0.27 (0.35)	A (A)	0.35 (0.39)	A (B)
NBLTR	0.01 (0.23)	E (D)	0.01 (0.25)	E (E)	0.01 (0.25)	E (E)
SBLTR	0.40 (0.55)	E (E)	0.47 (0.67)	E (E)	0.47 (0.67)	E (E)
Overall	**0.26 (0.38)**	**A (B)**	**0.30 (0.41)**	**A (B)**	**0.37 (0.46)**	**A (B)**

Notes:
1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).
2. '--' indicates no volumes observed or projected for the individual movement.

Under existing traffic conditions, the signalized intersection of The Queensway / Atomic Avenue / Ford Access operates under capacity with v/c ratios of 0.26 and 0.38 in the weekday morning and afternoon peak hours, respectively.

Under future background traffic conditions, with the addition of area background developments, the intersection is expected to continue operating under capacity with v/c ratios of 0.30 and 0.41 in the weekday morning and afternoon peak hours, respectively.

Under future total traffic conditions, with the addition of site-generated traffic, the intersection is expected to continue operating under capacity with v/c ratios of 0.37 and 0.46 in the weekday morning and afternoon peak hours, respectively.

Based on the foregoing, it is projected that future site traffic can be accommodated at the signalized intersection of The Queensway / Atomic Avenue / Ford Access. No mitigation measures are proposed for this intersection.

8.3.1.2 QUEUEING ANALYSIS

Projected 50th and 95th percentile queues are summarized on Synchro worksheets attached in **Appendix H**. Resultant queue lengths of the key left-turn movements are summarized in **Table 26** and are compared to the existing storage and taper lengths.

Table 26 The Queensway / Atomic Avenue / Ford Access – Queueing Considerations (Key Turning Movements)

Key Movements	Storage Length (m)	Storage Length with Taper (m)	Existing		Future Background		Future Total	
			50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue
EBL	25	40	2.2 (2.8)	5.6 (10.3)	3.3 (4.7)	8.1 (11.3)	3.3 (4.7)	8.1 (11.3)
WBL	30	40	1.3 (0.4)	4.5 (3.0)	1.4 (0.4)	4.8 (2.6)	1.3 (0.4)	m3.2 (m2.5)

Notes:
1. The taper length is measured to the point where the minimum width of the lane is 2.5 metres wide.
2. Storage and taper lengths are rounded to the nearest five metres.

Under all operating conditions, the 50th and 95th percentile queue lengths for the eastbound and westbound left turn movements at the intersection of The Queensway / Atomic Avenue / Ford Access are accommodated within the existing storage and taper lengths.

Based on the review of queueing considerations for key turning movements, site traffic can be accommodated at the intersection of The Queensway / Atomic Avenue / Ford Access. No mitigation measures are proposed.

8.3.2 The Queensway / IKEA Access / Private Driveway

8.3.2.1 CAPACITY ANALYSIS

The signalized intersection of The Queensway / IKEA Access / Private Driveway operates under SCATS control and typically operates with a cycle length range between 85 to 110 seconds in the weekday morning peak hour and a cycle length range between 85 to 118 seconds in the weekday afternoon peak hour.

As mentioned in **Section 8.2**, the typical signal timings were adopted for the purpose of the analysis. Given that the overall intersection is expected to operate with residual capacity under future total traffic conditions, the application of the typical signal timings is considered appropriate.

The traffic operations analysis results for the signalized intersection of The Queensway / IKEA Access / Private Driveway for the existing, future background, and future total analysis scenarios are summarized in **Table 27**.

Table 27 The Queensway / IKEA Access / Private Driveway – Capacity Analysis Results

	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
EBL[2]	0.01 (--)	A (--)	0.01 (--)	A (--)	0.01 (--)	A (--)
EBTR	0.27 (0.39)	A (A)	0.28 (0.40)	A (A)	0.33 (0.43)	A (A)
WBL	0.03 (0.19)	A (A)	0.03 (0.18)	A (A)	0.03 (0.20)	A (A)
WBTR	0.22 (0.28)	A (A)	0.24 (0.28)	A (A)	0.25 (0.31)	A (A)
NBL	0.16 (0.45)	D (D)	0.16 (0.55)	D (D)	0.16 (0.55)	D (D)
NBTR	0.01 (0.04)	D (D)	0.01 (0.04)	D (D)	0.01 (0.04)	D (D)
SBL[2]	-- (0.07)	-- (D)	-- (0.09)	-- (D)	-- (0.09)	-- (D)
SBTR	0.00 (0.01)	D (D)	0.00 (0.01)	D (D)	0.00 (0.01)	D (D)
Overall	**0.27 (0.41)**	**A (A)**	**0.29 (0.43)**	**A (A)**	**0.35 (0.46)**	**A (A)**

Notes:
1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).
2. '--' indicates no volumes observed or projected for the individual movement.

Under existing traffic conditions, the signalized intersection of The Queensway / IKEA Access / Private Driveway operates under capacity with v/c ratios of 0.27 and 0.41 in the weekday morning and afternoon peak hours, respectively. It is noted that there are no volumes observed or projected for the southbound left movement during the weekday morning peak hour, and no volumes observed or projected for the eastbound left movement during the weekday afternoon peak hour.

Under future background traffic conditions, with the addition of area background developments, the intersection is expected to continue operating under capacity with v/c ratios of 0.29 and 0.43 in the weekday morning and afternoon peak hours, respectively.

Under future total traffic conditions, with the addition of site-generated traffic, the intersection is expected to continue operating under capacity with v/c ratios of 0.35 and 0.46 in the weekday morning and afternoon peak hours, respectively.

Based on the foregoing, it is projected that future site traffic can be accommodated at the signalized intersection of The Queensway / IKEA Access / Private Driveway. No mitigation measures are proposed for this intersection.

8.3.2.2 QUEUEING ANALYSIS

The resultant queue lengths of the key left turn movements at the intersection of The Queensway / IKEA Access / Private Driveway are summarized in **Table 28** and are compared to the existing storage and taper lengths.

Table 28 The Queensway / IKEA Access / Private Driveway – Queueing Considerations (Key Turning Movements)

Key Movements	Storage Length (m)	Storage Length with Taper (m)	Existing		Future Background		Future Total	
			50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue
EBL	10	25	0.2 (--)	1.4 (--)	0.2 (--)	1.4 (--)	0.2 (--)	1.4 (--)
WBL	100	135	0.1 (2.5)	1.2 (10.2)	0.1 (2.5)	1.2 (6.5)	0.1 (2.5)	1.2 (6.5)
NBL	100	--	2.2 (16.1)	7.8 (25.7)	2.2 (16.1)	7.8 (30.3)	2.2 (16.1)	7.8 (30.3)
SBL	20	35	-- (2.3)	-- (6.4)	-- (2.3)	-- (7.6)	-- (2.3)	-- (7.6)

Notes:
1. The taper length is measured to the point where the minimum width of the lane is 2.5 metres wide.
2. Storage and taper lengths are rounded to the nearest five metres.

Under all operating conditions, the 50th and 95th percentile queue lengths for all key left turn movements at the intersection of The Queensway / IKEA Access / Private Driveway are accommodated within the existing storage and taper lengths.

Based on the review of queueing considerations for key turning movements, site traffic can be accommodated at the intersection of The Queensway / IKEA Access / Private Driveway. No mitigation measures are proposed.

8.3.3 The Queensway / North-South Public Street

8.3.3.1 CAPACITY ANALYSIS

The proposed intersection of The Queensway / North-South Public Street will operate under traffic signal control under future conditions. An assumed 140 second cycle length, during both the weekday morning and afternoon peak hours, has been applied. The cycle length has been adopted based on the intersection of The Queensway / Atomic Avenue / Ford Access located adjacent to this intersection.

A summary of the traffic analysis results for the intersection of The Queensway / North-South Public Street is provided in **Table 29**.

Table 29 The Queensway / North-South Public Street – Capacity Analysis Results

	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
EBTR	Does not exist under existing conditions.		0.21 (0.25)	A (A)	0.33 (0.39)	A (A)
WBL[2]			-- (--)	-- (--)	0.18 (0.61)	A (B)
WBT			0.21 (0.22)	A (A)	0.29 (0.28)	A (A)
NBL[2]			-- (--)	-- (--)	0.80 (0.66)	E (E)
NBR[2]			-- (--)	-- (--)	0.30 (0.10)	D (D)
Overall			**0.23 (0.27)**	**A (A)**	**0.45 (0.62)**	**B (A)**

Notes:
1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).
2. '--' indicates no volumes observed or projected for the individual movement.

Under future background traffic conditions, with the addition of area background developments, the intersection is expected to operate under capacity with v/c ratios of 0.23 and 0.27 in the weekday morning and afternoon peak hours. All volumes associated with area background developments are expected to travel along The Queensway. As such, North-South Public Street not expected to accommodate any inbound or outbound traffic associated with background volumes.

Under future total traffic conditions, with the addition of site-generated traffic, the intersection is expected to continue operating under capacity with v/c ratios of 0.45 and 0.62 in the weekday morning and afternoon peak hours, respectively.

Based on the foregoing, it is projected that the future site traffic can be accommodated at the signalized intersection of The Queensway / North-South Public Street. No mitigation measures are proposed for this intersection.

8.3.3.2 QUEUEING ANALYSIS

The resultant queue lengths of the key turning movements at the intersection of The Queensway / North-South Public Street are summarized in **Table 30**.

Table 30 The Queensway / North-South Public Street – Queueing Considerations (Key Turning Movements)

Key Movements	Storage Length (m)	Storage Length with Taper (m)	Existing		Future Background		Future Total	
			50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue	50th %-ile Queue	95th %-ile Queue
WBL	30[3]	40[3]	Does not exist under existing conditions.		-- (--)	-- (--)	4.6 (13.1)	13.0 (#58.5)
NBL	15	25			-- (--)	-- (--)	83.4 (40.8)	110.0 (61.7)
NBR	50	--			-- (--)	-- (--)	16.4 (2.1)	37.7 (18.0)

Notes:
1. The taper length is measured to the point where the minimum width of the lane is 2.5 metres wide.
2. Storage and taper lengths are rounded to the nearest five metres.
3. As the intersection does not exist under existing conditions, the storage length and the storage length with taper are assumed to be 30 metres and 40 metres, respectively.

Westbound Left Turn

Under future total traffic conditions, the 50th percentile queue lengths for the westbound left turn movement at the intersection of The Queensway / North-South Public Street are accommodated within the assumed storage and taper lengths.

Under future total traffic conditions, the 95th percentile queue lengths will continue to be accommodated within the assumed storage and taper lengths in the weekday morning peak hour. Under the weekday afternoon peak hour, the 95th percentile queue lengths will extend beyond the storage and taper lengths for parts of the signal cycle but clear on every cycle.

Northbound Left Turn

Under future total traffic conditions, the 50th and 95th percentile queue lengths for the northbound left turn movement at the intersection of The Queensway / North-South Public Street will extend beyond the storage and taper lengths for parts of the signal cycle but clear on every cycle. It is noted that North-South Public Street will be constructed under future conditions and will serve as an internal roadway for residents and visitors of the site. As such, the storage and taper lengths will be refined as necessary and confirmed in the future architectural plans.

Northbound Right Turn

Under future total traffic conditions, the 50th and 95th percentile queue lengths for the northbound right turn movement at the intersection of The Queensway / North-South Public Street will be accommodated within the assumed storage and taper lengths.

Based on the review of queueing considerations for key turning movements, site traffic can be accommodated at the intersection of The Queensway / North-South Public Street. No mitigation measures are proposed.

8.4 Traffic Analysis Summary – Unsignalized Intersections

A summary of the capacity analysis for the area unsignalized intersections and site driveways is provided in

Table 31 Area Unsignalized Intersections – Capacity Analysis Results

	Existing		Future Background		Future Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
North-South Public Street / Laneway Street 'A'						
WBLR	Does not exist under existing conditions.		0.0 (0.0)	A (A)	12.6 (10.9)	B (B)
SBLT			0.0 (0.0)	A (A)	5.0 (5.0)	A (A)
North-South Public Street / Laneway Street 'B'						
WBLR	Does not exist under existing conditions.		0.0 (0.0)	A (A)	9.6 (9.4)	A (A)
SBLT			0.0 (0.0)	A (A)	5.1 (7.1)	A (A)
North-South Public Street / Fordhouse Boulevard						
SBLR	Does not exist under existing conditions.		0.0 (0.0)	A (A)	8.8 (8.7)	A (A)

Notes:
1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

9.0 SUMMARY AND CONCLUSIONS

BA Group is retained by Community Affordable Housing Solutions to provide transportation advisory services in relation to the proposed redevelopment of the site municipally known as 1543-1551 The Queensway & 66-76 Fordhouse Boulevard in the Etobicoke district of the City of Toronto.

Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications are being made to the City of Toronto to permit the development of one mixed-use building and three residential buildings, consisting of 1,819 residential units, 630 m^2 of ancillary retail Gross Floor Area (GFA), 3,755m^2 of Haven Gross Floor Area (GFA), and 700m^2 of daycare Gross Floor Area (GFA). A total of 583 vehicle parking spaces (485 resident spaces and 98 non-resident spaces), 1,392 bicycle parking spaces, as well as 4 Type 'G', 2 Type 'B' and 3 Type 'C' loading spaces are proposed to support the transportation related aspect of the proposed development.

Key findings are summarized as follows:

The Site

1. The site is occupied by numerous commercial and warehouse buildings and extensive surface lots.
2. The four existing driveway connections to The Queensway and numerous curb-cuts on Fordhouse Boulevard will be removed. A new North-South Public Street and two east-west laneways will be provided. Access to the parking garage ramps and loading facilities will be provided by driveway connections to the east-west laneways.

Transportation Demand Management (TDM)

3. A Transportation Demand Management (TDM) Plan has been prepared which will aim to reduce automobile dependence and reliance on single-occupancy vehicle travel; promote and incentivize walking and cycling as alternative modes of travel to and from the site; and promote transit and low carbon-emitting alternatives relative to automobile ownership and use.

Vehicle Parking Considerations

4. Application of vehicular parking requirements outlined in the Etobicoke Zoning By-law 11-737 requires a total minimum of 2,346 spaces for the development, consisting of 1,819 resident parking spaces and 527 non-resident parking spaces.
5. Application of the City of Toronto Zoning By-law 569-2013, as Amended, minimum parking requirements to the site results in a total site requirement of 98 visitor spaces and 54 accessible spaces.
6. The site plan illustrates the provision of 583 parking spaces for the site, including 485 spaces resident space and 98 non-resident spaces. Of the proposal total, 54 accessible parking spaces for the site are provided, consistent with the supply requirements outlined in the City of Toronto Zoning By-law 569-2013, as Amended.
7. Additionally, of the proposed total, 510 spaces will provide energized outlets with Level 2 charging or higher, meeting the minimum requirements within City of Toronto Zoning By-law 569-2013, as Amended and Tier 1 of the Toronto Green Standards (Version 4).

Bicycle Parking Considerations

8. Application of bicycle parking requirements outlined in City of Toronto Zoning By-law 569-2013 (Bicycle Zone 2) and Tier 1 of TGS Version 4 requires a total of 1,388 bicycle parking spaces, including 144 short-term and 1,244 long-term bicycle parking spaces.

9. A total of 1,392 bicycle parking spaces are proposed to serve the project, comprised of 146 short-term bicycle parking spaces and 1,246 long-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 187 bicycle parking spaces will include an energized outlet to serve the cycling needs of the project.

10. The short-term and long-term bicycle parking spaces will be provided on the Level 1 Mezzanine, Level 1 Ground Floor and the P1 level of the below grade garage, in secure bicycle storage rooms. The bicycle parking spaces located on the Level 1 Mezzanine and the P1 level of the underground parking garage will be accessed through the lobby elevators.

Loading Considerations

11. Application of the loading requirements outlined in the City of Toronto Zoning By-law 569-2013 to the proposed development proposal results in an overall requirement of four (4) Type 'G', two (2) Type 'B' and three (3) Type 'C' loading spaces.

12. The current proposal incorporates a total of four (4) Type 'G', two (2) Type 'B' and three (3) Type 'C' loading spaces.

13. The proposed loading supply and loading area arrangements are functionally appropriate, meet the minimum requirements of Zoning By-law 569-2013, and will accommodate the loading demands of the site as planned.

Vehicle Traffic Assessment

14. The site is anticipated to generate in the order of 655 and 680 net new site trips during the weekday morning and afternoon peak periods, respectively.

Traffic Operations Analysis

15. Under future total traffic conditions, all area signalized intersections are expected to operate acceptably with no mitigation measures or improvements required.

16. Based on a review of queueing considerations for key turning movements, site traffic can be accommodated at all signalized intersections with no mitigation measures or improvements required.

17. Under future total traffic conditions, all area unsignalized intersections within the study area network are expected to operate acceptably.