MATTAMY HOMES CANADA

RESIDENTIAL DEVELOPMENT AT 26-38 HOUNSLOW AVENUE

RESPONSE TO MUNICIPAL TRANSPORTATION COMMENTS

MARCH 27, 2024

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MATTAMY HOMES CANAD

PROJECT NO.: CA0006134.3420-CA-MATTAMY HOMES - 26-38 HOUNSLOW AVENUE
DATE: MARCH 27, 2024

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March 27, 2024

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Dear Mr. Caden,

Subject: Residential Development at 26-38 Hounslow Avenue - Response to Municipal Transportation Comments

WSP prepared a Transportation Impact Study (TIS), dated October 12, 2023, in support of Official Plan Amendment ("OPA") and Zoning By-Law Amendment ("ZBLA") applications for the proposed residential development located at 26-38 Hounslow Avenue, in the City of Toronto.

WSP is pleased to submit our responses to the City of Toronto transportation-related comments, which are included in this Report.

Should you have any questions, please let us know.

Yours sincerely,

David Lukezic, M.Eng., LEL, RPP
Project Manager, Transportation Planning

WSP ref.: CA0006134.3420-CA-MATTAMY HOMES - 26-38 HOUNSLOW AVENUE

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1 INTRODUCTION

WSP prepared a Transportation Impact Study (TIS), dated October 12, 2023, in support of Official Plan Amendment (“OPA”) and Zoning By-Law Amendment (“ZBLA”) applications for the proposed residential development located at 26-38 Hounslow Avenue, in the City of Toronto. Subsequently, the City of Toronto provided comments on the submitted materials, including the TIS. A matrix with the comments was provided to WSP.

In the following sections, we have provided responses to the transportation comments. Responses to comments are structured by listing the comments, followed by WSP's response.

The City of Toronto comments received are provided in **Appendix A** for reference.

2 CURRENT OPA/ZBA APPLICATION RE-SUBMISSION

2.1 UPDATED SITE PLAN AND DENSITY

Since the previous October 2023 TIS submission, the site plan has been updated. Based on the updated site plan provided by Studio JCI on March 22, 2024, the proposed development has been maintained at 305 residential units as per the previous submission, but the unit types have been changed.

The updated site plan is provided in **Figure 1**.

2.2 PARKING SUPPLY

2.2.1 PROPOSED AUTO PARKING SUPPLY

Based on the updated site plan, the proposed development will provide 78 parking spaces. The proposed parking allocation is shown in **Table 1**. As shown in Table 1, P1 Level will have 35 spaces, consisting of 16 residential, 16 visitor parking spaces, two car share spaces, and one parking space for short-term small deliveries. P2 Level is proposed to be entirely for resident parking, consisting of 43 residential parking spaces. In total, the proposed development will provide 78 parking spaces.

Table 1: Proposed Parking Supply

Floor	Resident Parking (spaces)	Visitor Parking (spaces)	Car Share Parking (spaces)	Parking Space for Short-Term Small Deliveries	Total (spaces)
P1	16	16	2	1	35
P2	43	0	0	0	43
Total	**59**	**16**	**2**	**1**	**78**

The minimum and maximum required parking for the site based on By-law 569-2013 is calculated in **Table 2**.

Table 2: Resident Parking Requirement - By-Law 569-2013 (Parking Zone A)

Land Use / Unit Type		No. of Units	By-Law 569-2013 (Parking Zone A) [1]			
			Min. Parking Rate	Max. Parking Rate	Min. Parking Required [2]	Max. Parking Permitted [2]
Apartment Resident	1 BD	214	None	0.50 spaces per unit	0	107
	2 BD	61	None	0.80 spaces per unit	0	48
	3 BD	30	None	1.00 space per unit	0	30
				Sub Total	**0**	**185**
Apartment Visitor		305	2 + 0.01 spaces per unit	1.0 space per unit for the first five units, 0.1 spaces per unit for subsequent units	5	35
				Total	**5**	**220**

[1] *Parking rate requirements per City of Toronto Zoning By-law 569-2013 Table 200.5.10.1.*

[2] *Parking space requirements have been rounded down to the nearest whole number as per the Zoning By-law 569-201 Section 200.5.1.10(9).*

As shown in Table 2, the maximum required residential parking spaces are 185. The proposed parking supply for residents is 59 spaces, not exceeding the maximum requirement. It should be noted that two car share spaces are provided for the residents in P1 parking level, which would further reduce the parking demand at the site.

Per the proposed 305 units, the minimum required parking spaces for visitor parking are 5, and the maximum required parking spaces are 35, as presented in Table 2. A total of 16 parking spaces are proposed for visitors, which meets the By-law minimum and maximum required spaces.

2.2.2 ACCESSIBLE PARKING REQUIREMENTS

Table 3 summarizes the effective parking space calculation for the purpose of determining accessible parking space requirements.

Table 3: Effective Parking Spaces - By-law 89-2022 (Parking Zone A)

Land Use / Unit Type		No. of Units	Rate for Calculating Effective Parking Space	Effective Parking Space
Apartment Resident	1 BD	214	0.50 spaces per unit	107
	2 BD	61	0.80 spaces per unit	49
	3 BD	30	1.0 space per unit	36
Apartment Visitor		305	0.10 space per unit	31
			Total	**223**

The accessible parking requirements are shown in **Table 4**.

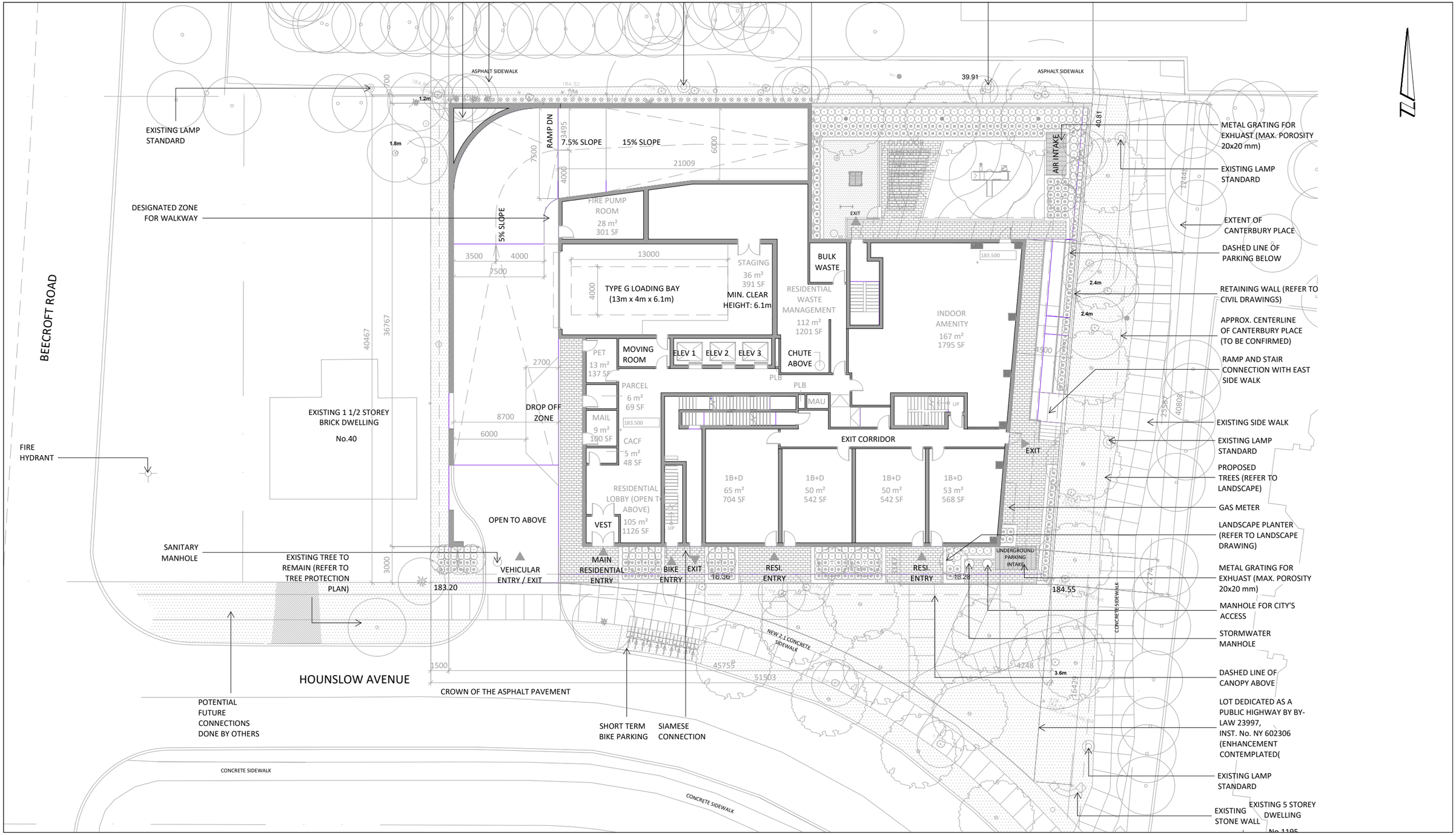
Table 4: Required Accessible Parking Spaces

Total Number of Effective Parking Spaces	Minimum Number of Required Accessible Parking Spaces	Required Accessible Parking Spaces
100 or greater	5 + 1 parking space for every 50 parking spaces exceeding of 100 parking spaces required	5+ (223-100)/50 = 8

Based on Table 4, 8 accessible parking spaces will be required for the site. Accordingly, a total of 9 accessible parking spaces are provided for the proposed development. Therefore, the By-law requirement is met.

2.2.3 BICYCLE PARKING

Consistent with the October 2023 TIS submission, a total of 264 bicycle parking spaces including 230 long-term and 34 short-term will be provided at the site which exceeds the requirement.



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Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

Scale: 1:200

Figure 1
Site Plan
26-38 Hounslow Avenue Transportation Impact Study

3 RESPONSE TO CITY OF TORONTO COMMENTS (JANUARY 23, 2024)

3.1 REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR SITE PLAN

Transportation Services

1. *1.1.3 Label and dimension each parking space to ensure all parking spaces meet the minimum dimensions of Zoning By-law 569-2013.*

RESPONSE:

All parking spaces meet the minimum dimensions of Zoning By-law 569-2013 of 5.6m x 2.6m. Please refer to **Figure 4a** and **Figure 5a**. Also, the allocation of each parking space has been labelled. One residential parking space in P1 will be reallocated to a parking space for short-term small deliveries.

2. *1.1.4 Label and dimension each accessible parking space and drive aisle to ensure all accessible parking spaces meet the minimum dimensions of Zoning By-law 5692013. The entire length of an accessible parking space must be adjacent to a 1.5metre-wide accessible barrier free aisle.*

RESPONSE:

All accessible parking spaces and drive aisle meet the minimum dimensions of Zoning By-law 569-2013 of 5.6m x 3.4m and minimum drive aisle width of 6.0m. Additionally, all accessible spaces are adjacent to a 1.5m barrier free aisle. Please refer to **Figure 4a** and **Figure 5a**.

3. *1.1.5 Label the width of the site access at the property line.*

RESPONSE:

The width of the site access at the property line has been labeled, see **Figure 2**.

4. *1.1.6 Label the widths of the driveway on the ground floor and the ramp leading to the underground parking garage.*

RESPONSE:

Driveway widths and ramp widths have been labeled, see **Figure 2**.

5. *1.1.9 Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 4.0, as further discussed in Section D.*

RESPONSE:

Please refer to the response to comment #17 for the proposed TDM measures. The October 2023 TIS demonstrated that the proposed TDM measures satisfy the TGS AQ 1.1 requirements to reduce single-occupancy auto vehicle trips generated by the development by 25% through a variety of multi-modal infrastructure strategies and TDM measures. Several additional TDM measures are proposed which would further increase the SOV reduction beyond 25%.

Zoning Comments

6. *Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.*

RESPONSE:

Noted. All gradients, vertical clearance, and minimum widths have been provided for access driveways and drive-aisles used by collection vehicles.

3.2 ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS

7. *4. Preliminary Site Plan Control Comments:*

   4.1. Label and dimension the driveway width on both the public and private portion of the property;

   4.2. Relocate short term bicycle parking on the public boulevard to not conflict with the proposed 2.1m pedestrian clearway;

   4.3. Provide physical separation between visitor and residential parking spaces;

   4.4. Provide convex mirrors on all underground parking garage corners;

   4.5. Show the provision of a warning system, on the plans, which alerts motorists exiting the parking garage to watch for larger trucks maneuvering in the area near the entrance to the garage. As such, provide documentation describing the elements of the warning system and how it will be operated;

   4.6. Submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up/drop-off activity that is intended to be accommodated by the site;

   4.7. Label and dimension the pick-up and drop-off zone;

   4.8. Revise the VMDs for waste collection vehicles to ensure vehicle sweep paths do not encroach into the proposed drop-off zone on-site;

   4.9. Revise the VMDs for vehicles using the pick-up and drop-off zone to ensure vehicle sweep paths do not encroach into the proposed pedestrian walkway;

   4.10. Show the width of the site access curb radius on all architectural, site, and landscape plans;

   4.11. Label and identify each parking space on the site plan with a unique number;

   4.12. The site plan drawings and landscape plans must be revised to include a notation stating that, "The reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality."

RESPONSE:

4.1 Driveway widths have been labelled on the property. Please refer to **Figure 2**.

4.2 Short-term bicycle parking does not conflict with the 2.1m pedestrian clearway (See **Figure 1**).

4.3 Two gates have been provided between visitor and residential parking spaces on P1 (See **Figure 4a**)

4.4 Convex mirrors have been provided at all corners of the underground parking levels, except on the northwest corner of P2. Please refer to **Figure 4a** and **Figure 5a**. It is our understanding that the site plan for a future SPA submission will add this convex mirror.

4.5 A truck warning system has been proposed in **Figure 3** with documentation for how it will be operated.

4.6 On-site signage has been proposed in **Figure 3** to facilitate safe movement of traffic.

4.7 The PUDO area has been dimensioned in **Figure 2**.

4.8 Revised VMD of the waste collection vehicle are shown in **Figure 6a** and **Figure 7a**.

4.9 Revised VMDs for vehicles using the PUDO area are provided in **Figure 10** and **Figure 11**.

4.10 The width of the site access curb radius is shown in **Figure 2**.

4.11 Each parking space has been labeled with a unique number, as shown in **Figure 4a** and **Figure 5a**.

4.12 It is our understanding that the site plan for submission will add a note stating "The reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality.".

In addition, the review of the critical parking spaces in the updated underground parking garage are shown in **Figure 12** for P1 Level, and **Figure 13** for P2 Level.

8. *6. Off-street Vehicle Loading, Parking Lots and Driveways*

   6.1. Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Executive Director, Engineering and Construction Services; and

   6.2. The owner must install and maintain appropriate signage and pavement markings on-site directing such as but not limited to: vehicle stopping and circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director, Engineering and Construction

RESPONSE:

6.1 Noted.

6.2 Noted. Please refer to **Figure 3**, **Figure 4b**, and **Figure 5b** for the updated pavement marking and signage plan, including signage for the PUDO area and accessible parking spaces signage.

Solid Waste Management Services - Site Plan Comments

9. *1. Revised drawings must indicate and annotate two collection vehicle movement diagrams. The first is a front-end load collection vehicle that has a length of 10 metres and a width of 2.4 metres. The second is a rear-pack collection vehicle that has a length of 12 metres and a width of 2.4 metres. Both trucks must have a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site, and entering/exiting the type G loading space.*

These collection vehicles must be shown entering/exiting the site in a forward motion with no more than a three-point turn on site to turn around. Currently, only the front-end collection vehicle movement diagram is provided.

RESPONSE:

The simulations of a front-end load collection vehicle are shown in **Figure 6a** and **Figure 7a**. Collection vehicles can enter and exit the type G loading space without conflict. As requested by the City, the longer rear-end collection vehicle simulations are shown in **Figure 6b** and **Figure 7b** for illustration only. This type of collection vehicle would not be able to enter the loading space. It should be noted that the new requirement for the rear-loader waste collection vehicle will not be enforced as confirmed in the correspondence with the City of Toronto on February 21, 2024 (See **Appendix E**).

10. *2. The planned movement of the collection vehicle is adjacent to entrance/exit from the parking garage. Revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.*

RESPONSE:

Acknowledged. Please refer to **Figure 3** for the warning system for truck maneuvers which includes lights and signs.

11. *3. Revised drawings must indicate and annotate the Type G loading space and Staging Pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete.*

RESPONSE:

It is our understanding that the site plan for a future SPA submission will add a note stating " Type G loading space and Staging Pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete ".

12. *4. Revised drawings must annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.*

RESPONSE:

This note has been incorporated in the latest pavement marking and signage plan. Please refer to **Figure 3**. It is our understanding that the site plan for a future SPA submission will include the same note.

3.3 BACKGROUND GENERAL COMMENTS

Traffic Assessment

13. *1) Background Growth Background growth rates are based on traffic counts more than 10 years old (pre-2012). Please use more recent traffic counts on Yonge Street to calculate corridor growth rates. Background growth rate should have a minimum of 3 data points.*

RESPONSE:

The previously submitted October 2023 TIS considered a background growth rate of 0.5% for the northbound through movements along Yonge Street during the a.m. and p.m. peak hours. In order to revisit the corridor growth in traffic volumes along Yonge Street in the vicinity of the proposed site, we compared 2023 TMCs to the past TMCs that were collected for the Horsham Avenue at Yonge Street in 2016 and 2019. Detailed growth rate calculations and the three sets of counts conducted between 2016 and 2023 can be found in **Appendix B**.

Based on this information, this segment of Yonge Street experienced negative growth for the northbound and southbound during the a.m. and p.m. peak hours between 2016 and 2023. This observed trend is consistent with 5318-5334 Yonge Street and 11 Churchill Avenue - Traffic Impact Study (TIS) by BA Group in April 2023 which was based on the review of the historical traffic volume counts at the Yonge Street and Churchill Avenue/Church Avenue intersection between 2012 and 2022. Excerpts of relevant pages are provided in **Appendix B**. Therefore, applying an average growth rate of 0.5% growth per year for the northbound movements along Yonge Street still represents a very conservative assumption.

14. *2) Traffic Analysis Summary Table Separate tables must be included to summarize the level-of-service, volume/capacity ratio, delay information, traffic volume, 50th and 95th percentile queue, and available storage areas for all intersections and all movements. It is important to note that this information should not include any applicable taper areas. Mitigation measures are required if delays and queues are expected to be beyond capacity or LOS at signalized intersections are at LOS of F in the Future Total conditions. Please provide further information comparing delay for the intersection of Yonge Street at Horsham Avenue between existing, future background, and future total conditions.*

RESPONSE:

Detailed traffic operation summary tables including levels of service, volume/capacity ratio, delay and queueing information for all the intersections and movements are provided in **Appendix C**. For the complete context, **Table 5** provides a summary of the intersection capacity analysis for Yonge Street at Horsham Avenue under existing and future traffic conditions. In addition, **Table 6** summarizes the projected 95th percentile queues for all the movements at this study intersection.

Table 5: Intersection Operations at Yonge Street at Horsham Avenue intersection

Movement		AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
Existing Intersection Operations							
Yonge Street at Horsham Avenue		**0.30**	**1**	**A**	**0.47**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.16	27	D	0.33	46	E
Westbound Through+Left+Right	WBTLR	0.12	19	C	0.47	44	E
Northbound Left	NBL	0.02	13	B	0.06	15	C

Movement		AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
Existing Intersection Operations							
Northbound Through+Right	NBTR	0.24	0	A	0.25	0	A
Southbound Left	SBL	0.05	12	B	0.19	19	C
Southbound Through+Right	SBTR	0.30	0	A	0.25	0	A
2028 Future Background Conditions							
Yonge Street at Horsham Avenue		**0.30**	**1**	**A**	**0.49**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.19	33	D	0.31	67	F
Westbound Through+Left+Right	WBTLR	0.13	21	C	0.49	47	E
Northbound Left	NBL	0.02	13	B	0.03	15	C
Northbound Through+Right	NBTR	0.27	0	A	0.27	0	A
Southbound Left	SBL	0.05	13	B	0.20	20	C
Southbound Through+Right	SBTR	0.30	0	A	0.26	0	A
2028 Total Future Conditions							
Yonge Street at Horsham Avenue		**0.37**	**1**	**A**	**0.52**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.37	40	E	0.43	73	F
Westbound Through+Left+Right	WBTLR	0.13	22	C	0.52	51	F
Northbound Left	NBL	0.03	13	B	0.08	16	C
Northbound Through+Right	NBTR	0.27	0	A	0.27	0	A
Southbound Left	SBL	0.05	13	B	0.20	20	C
Southbound Through+Right	SBTR	0.30	0	A	0.26	0	A

The existing traffic operations indicate that the turning movements at the east and west approaches of the Horsham Avenue at Yonge Street intersection operate at LOS ‘E’ during the p.m. peak hour but these movements are still operating well within capacity. Similar to the existing conditions, under 2028 background conditions, turning movements at the westbound approach of the Horsham Avenue at Yonge Street intersection are projected to operate at LOS ‘E’ during the p.m. peak hour. In addition, the eastbound turning movements at this intersection are projected to deteriorate to LOS ‘F’ during the p.m. peak hour. Compared to the existing conditions, the increase in average delay for the eastbound and westbound movements are 6 and 2 seconds per vehicle during the a.m. peak hour and 21 and 3 seconds per vehicle during p.m. peak hour at this intersection.

The projected 2028 future total traffic operations indicate that the eastbound and westbound at the Horsham Avenue at Yonge Street intersection are projected to operate at LOS ‘F’ during both the a.m. and p.m. peak hours. Compared to the future background conditions, the addition of site-generated volumes results in a maximum increase in average delay of 7 and 6 seconds per vehicle for the eastbound movements at the Yonge Street at Horsham Avenue intersection during the a.m. and p.m. peak hours, respectively.

It should be noted that the intersection of Horsham Avenue at Yonge Street is proposed to be signalized as part of the Reimagining Yonge Street Environmental Assessment (EA). The EA is currently at the design stage. This planned improvement could result in reduced delays for the side streets.

Table 6: Queuing at Horsham Avenue intersection

Movement		Available Storage (m)	95th Percentile Queues	
			AM Peak Hour	PM Peak Hour
Existing Intersection Operations				
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	4	11
Westbound Through+Left+Right	WBTLR	30	3	18
Northbound Left	NBL	100	1	1
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	5
Southbound Through+Right	SBTR	180	0	0
2028 Future Background Conditions				
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	6	9
Westbound Through+Left+Right	WBTLR	30	4	19
Northbound Left	NBL	100	1	1
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	6
Southbound Through+Right	SBTR	180	0	0
2028 Total Future Conditions				
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	13	14
Westbound Through+Left+Right	WBTLR	30	4	20
Northbound Left	NBL	100	1	2
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	6
Southbound Through+Right	SBTR	180	0	0

The queuing assessment for the existing traffic conditions reveals that the 95th percentile queues at the intersection of Yonge Street at Horsham Avenue are currently negligible and do not exceed the available storage lengths. Similar to existing and future background conditions, no queuing issues are anticipated at this intersection under 2028 future total conditions. For example, the 95th percentile queues for the eastbound movements at the Yonge Street at Horsham Avenue intersection are forecast to be 13 and 14 metres during the a.m. and p.m. peak hours, respectively under 2028 future total conditions. The increase in the 95th percentile queues for this movement are 7 and 5 metres compared to the future background conditions.

Based on the above results, the addition of site generated traffic is projected to have a minor impact on the operations at the Yonge Street at Horsham Avenue intersection.

15. *3) Pick-up Drop-off (PUDO) PUDO trip rates were derived from 18 Yorkville and 1000 Bay, both sites located in Downtown Toronto. Please provide further information regarding the proxy sites, including raw data for proxy site trip rates in the Appendix and indicate vacancy rate, unit mix, and rental/ownership characteristics as related to the current site. Please also show modal split of the proxy sites versus the subject site. In addition, VMDs for PUDO vehicles making a three-point-turn*

after leaving the proposed "drop-off zone" show encroachment beyond the curb into the pedestrian realm. This is unacceptable. Please revise the site plan and provide proper turnaround for PUDO vehicles. Prior to accepting the traffic impacts of the proposal, the TIS from WSP must be revised to address the above-noted issues. The proponent is advised that additional comments may be provided with respect to the traffic impacts of the proposal once a revised Transportation Study is submitted for review and approval.

RESPONSE:

Pick-up and drop-off (PUDO) parking demand for the proposed development is estimated based on the observed PUDO activities at the two residential condominium buildings located at 49 Canterbury Place and 503 & 509 Beecroft Road. These two sites were chosen to reflect similar residential condominiums in North York with a similar transportation context to the proposed development. The proxy site surveys at the PUDO area of these two buildings were undertaken on March 7, 2024 (Thursday) and March 9, 2024 (Saturday). The information for the sites surveyed is summarized in **Table 7**. The proxy site survey data is provided in **Appendix D**.

Table 7: Proxy Site Survey Information

No.	Site Address	Residential Units	Survey Date	Survey Time
1	49 Canterbury Place	151	Thursday, March 7, 2024	7 a.m. to 7 p.m.
			Saturday, March 9, 2024	10 a.m. to 2 p.m.
2	503 & 509 Beecroft Road	514	Thursday, March 7, 2024	7 a.m. to 7 p.m.
			Saturday, March 9, 2024	10 a.m. to 2 p.m.

The PUDO activity at these sites included taxis, ride-hailing services such as Uber and Lyft, and carpooling pick-up and drop-off. The observed parking demand for PUDO activity is summarized in **Table 8**.

Table 8: Observed PUDO Rates at Proxy Sites

Vehicle Accumulation	49 Canterbury Place		503 & 509 Beecroft Road		Average
	March 7, 2024	March 9, 2024	March 7, 2024	March 9, 2024	
Maximum values	3	2	3	3	
85th percentile of values	2.00	1.30	2.55	3.00	
Unit Number	151	151	514	514	
Rate Per Unit (85th percentile)	**0.0132**	**0.0086**	**0.0050**	**0.0058**	**0.008**

The 85th percentile of vehicle accumulation was chosen to estimate the observed PUDO activities for the proxy sites. The average rates across all the survey rates were taken to determine PUDO rates to be applied to the proposed site. Applying the 85th percentile average rate of 0.008 to the proposed 305 residential units, the site is estimated to require three short-term parking spaces to accommodate simultaneous PUDO activities.

The proposed PUDO area on the ground floor can accommodate two vehicles at a time. In addition, one parking space in the underground parking level P1 will be designated for short-term small deliveries, to meet an occasional demand that could exceed two vehicles for the PUDO on the ground level. Given the

above considerations, it is our opinion that the proposed PUDO areas are appropriate to accommodate PUDO activity for the site.

As illustrated in **Figure 11**, the proposed PUDO area can sufficiently accommodate at least two P-TAC vehicles at a time. **Figure 10** demonstrates that a vehicle accessing the PUDO area can complete a three-point turn without encroaching on the public realm.

Loading

16. *As mentioned, this proposal will be subject to further comments as part of a future Site Plan application. More detailed comments will be provided at that time with regard to the design and configuration of the proposed Loading supply.*

RESPONSE: Acknowledged.

Transportation Planning

17. *Based on the Transportation Impact Study prepared by WSP (dated October 12, 2023), the proposed TDM measures (excluding parking management strategies, City's policy/by-law/TGS requirements and promotional/educational strategies) include:*

    • Car-share – The current proposal includes the provision of one (1) car-share vehicle/space within underground parking level P1. o We ask that the applicant strongly consider providing one (1) additional car-share vehicle/space as part of the proposed development.

    • Provision of long-term and short-term bicycle parking beyond the minimum requirement. We support the provision of bicycle parking in excess of the minimum requirement.

    • Bicycle Repair/Maintenance Station – The current proposal includes the provision of one (1) bicycle repair station on level 2. Please note that the provision of one bicycle repair station represents the minimum requirement as per Zoning By-law 569-2013 (Regulation 230.5.1.10 (12)) and thus does not constitute a TDM measure. Therefore, we strongly encourage the applicant to provide an additional bicycle repair station on site, preferably in a highly visible and publicly accessible location at-grade.

    • Pre-loaded Presto Passes ($50 for each unit at the time of occupancy).

    • Real-time Transportation / TDM Display Screen o We ask that the applicant install and maintain a real-time transportation display screen in the lobby.

    In addition to the above TDM measures and related comments, the applicant should also strongly consider implementing the following TDM measures:

    • Bike-share (funding contribution) – We encourage the applicant to coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area (for reference, one conventional Bike Share station is valued at a total of $50,000).

    • Car-share membership – We ask that the applicant consider providing the first year of carshare membership for all units that do not purchase/rent parking at the time of occupancy.

RESPONSE:

- The Applicant will provide two car-share spaces for the proposed development.
- Noted.

- Noted. The Applicant will provide an additional bicycle repair station in the vicinity of the proposed site (recommended to be in Kempford parkette) which is highly visible and accessible to the community.
- Noted.
- Noted. A real time digital display will be provided in the lobby.
- As mentioned above, the Applicant is willing to contribute for a second bicycle repair station in the vicinity of the proposed site. However, they would not contribute to bike-share facilities.
- The Applicant will provide the first year of car-share membership and the cost for securing a vehicle, fully subsidizing car-share membership for all units that do not purchase/rent parking at the time of occupancy. However, the financial amount cannot be confirmed at this time.

The updated TDM cost is summarized in the TDM **Table 9**. In addition, the cost of information sessions is included in the TDM table.

Table 9: Proposed TDM Measure and Cost Summary

Objective	Action / Measure	Approximate Unit Cost	Total Estimated Costs
Encourage sustainable modes of travel and discourage auto ownership	Reduce vehicular parking supply (relative to By-law maximum requirements)	Part of building design consideration	N/A
	Unbundle the sales/rental of residential units from parking space sales/rental and charging market rates	-	Marketing strategy – no additional costs
	Car-share spaces and membership (1 year)	Two Car-share spaces are provided on site, membership offered to all units that do not purchase/rent parking at the time of occupancy, but the cost cannot be confirmed at this time	TBD
	Provide one on-site Bicycle Repair/Maintenance Stations at a convenient location (One easily accessible repair station is proposed on the level 2). In addition, second bicycle repair station is recommended to be placed in Kempford parkette.	$1,500 per station	2x$1,500 = $3000
	Provide long-term and short-term bicycle parking that meets/exceeds the minimum TGS/By-law requirements	24 additional bicycle parking spaces are proposed beyond the By-law minimum – Approximately $200 per space	$4,800
	PRESTO card distribution	$50 per unit to the first set of move in tenants	305×$50 = $15,250

Objective	Action / Measure	Approximate Unit Cost	Total Estimated Costs
	Information Session on Active Transportation and Transit when the building is at a meaningful occupancy (i.e. 85%)	Session could be held at the site complex with handouts printed of the available non-auto modes of transportation available. At $500 for the session (disbursements)	$500
Inform residents and provide them with resources	TDM Display Screen in the lobby	The average cost of displays is approximately $1,500 each. One will be provided in the common area (lobby) of the building.	$1,500
		Estimated Total TDM Investment	**$26,550**

18. *Transportation Network Connection and Design: Review and minimize lane widths and curb radii for all travel lanes and intersections (i.e. internal and external) on site, if applicable, based on the City's Curb Radii and Vehicle Travel Lane Widths Guidelines (City's Road Engineering Design Guidelines).*

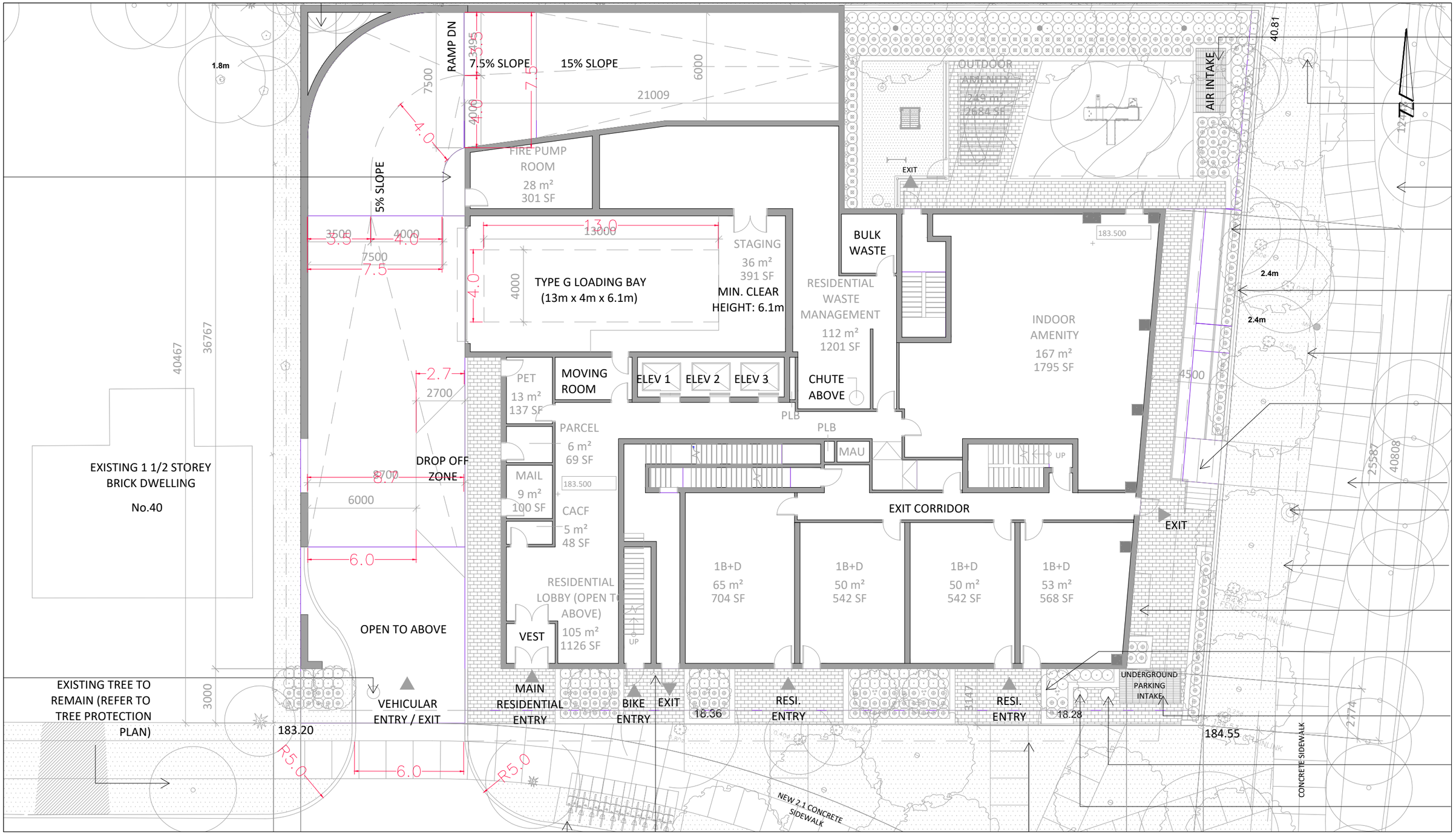
RESPONSE:

A curb extension at the intersection of Hounslow Avenue and Horsham Avenue was proposed to improve pedestrian realm at the intersection by reducing their exposure to vehicular traffic. A potential design for the curb extension has been illustrated in Figure 6-15 of the TIS. This improvement was requested by City of Toronto staff.

The design was based on the City of Toronto Design Guidelines, which is dictated by design vehicle circulation as illustrated in Figure 6-16 of the TIS.

WSP understands that medium single unit (MSU) trucks and fire trucks making a northbound right or westbound right maneuver could encroach into the opposing lane and conflict with a vehicle stopped at the stop bar. The encroachment falls within the City of Toronto Road Engineering Design Guidelines for curb radii and is deemed acceptable. This would not occur frequently and at low speeds, and therefore represents a minimum safety risk. Occasional drivers that may need to stop during their maneuvers, which represents a minor tradeoff for improving the pedestrian realm. The turning movement counts showed that 26 and 28 pedestrians crossed the east leg of the intersection during the a.m. and p.m. peak hours and the number of crossings is expected to increase with the addition of the proposed development and other background developments.

At the site access the proposed driveway has a curb radius if 5.0 m, which meets the City Standard T-350.01. Design vehicles are able to circulate the site even when vehicles are parked on the south side of Hounslow Avenue (See **Figure 6** to **Figure 9**).



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Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

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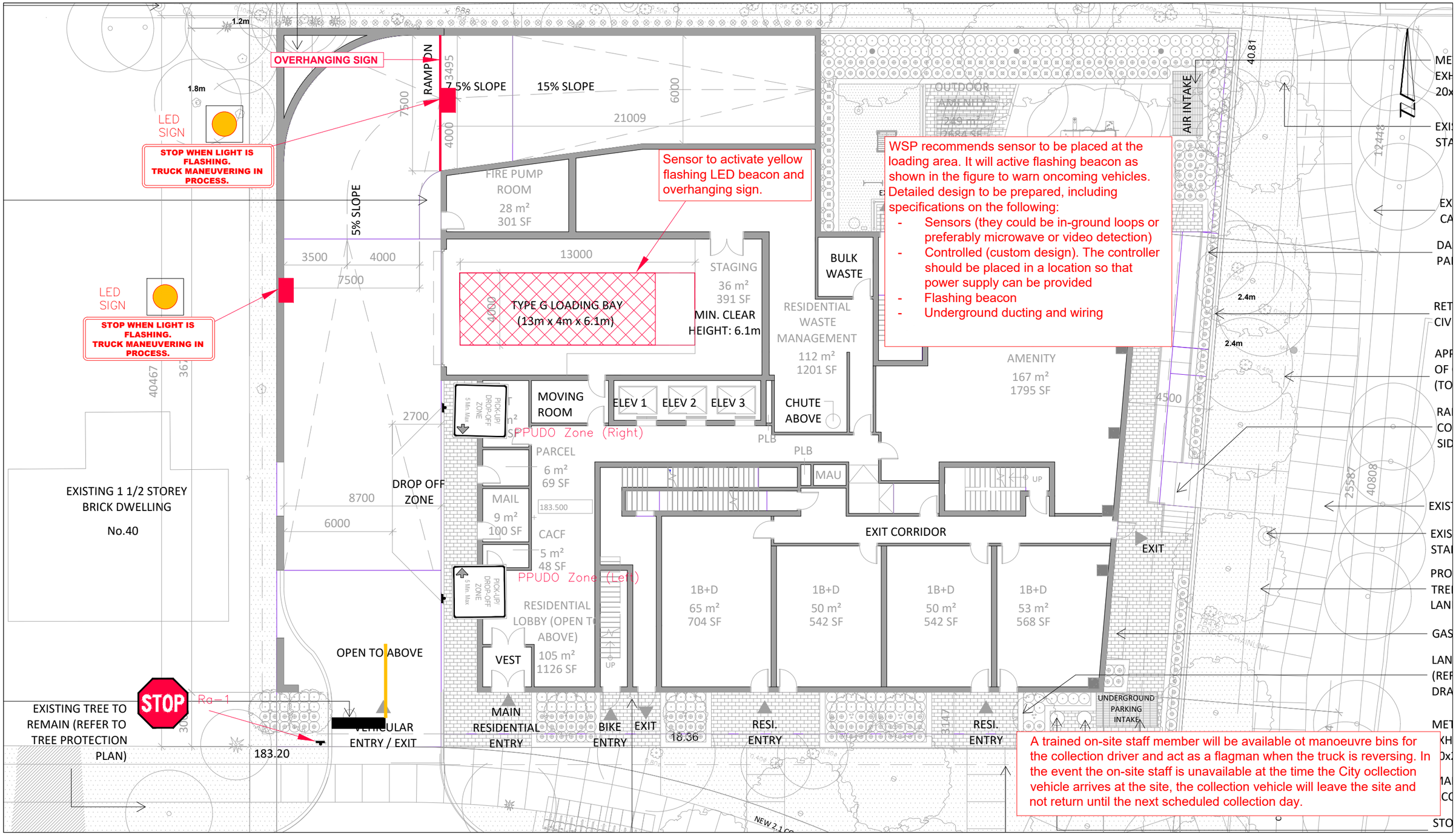
Figure 2
Ground Floor Dimensions
26-38 Hounslow Avenue Transportation Impact Study



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Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

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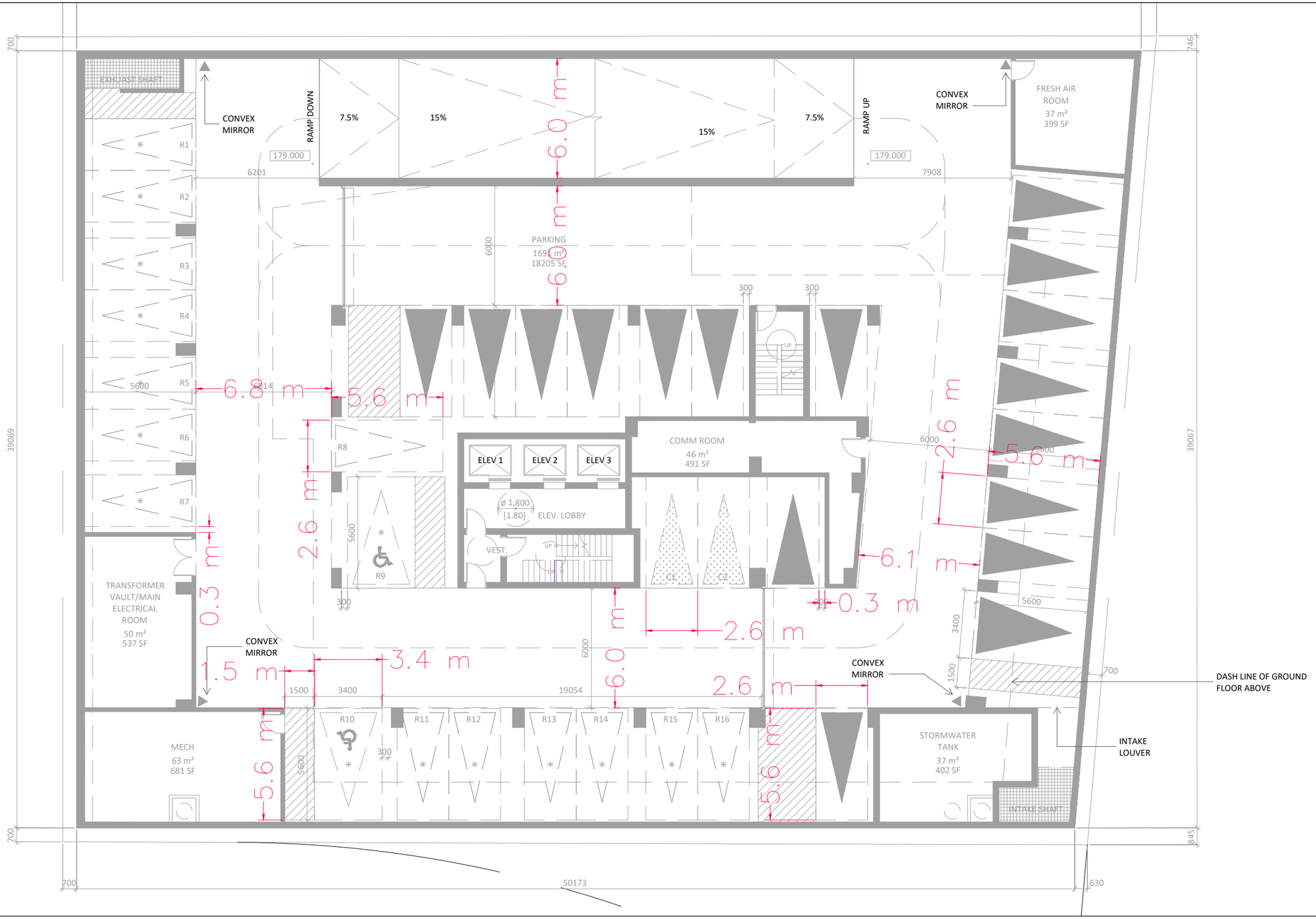
Figure 3
Ground Floor Pavement Marking and Proposed Warning System
26-38 Hounslow Avenue Transportation Impact Study



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Source: _-Sheet - A 3-01 - PARKING LEVEL 1, received March 22, 2024

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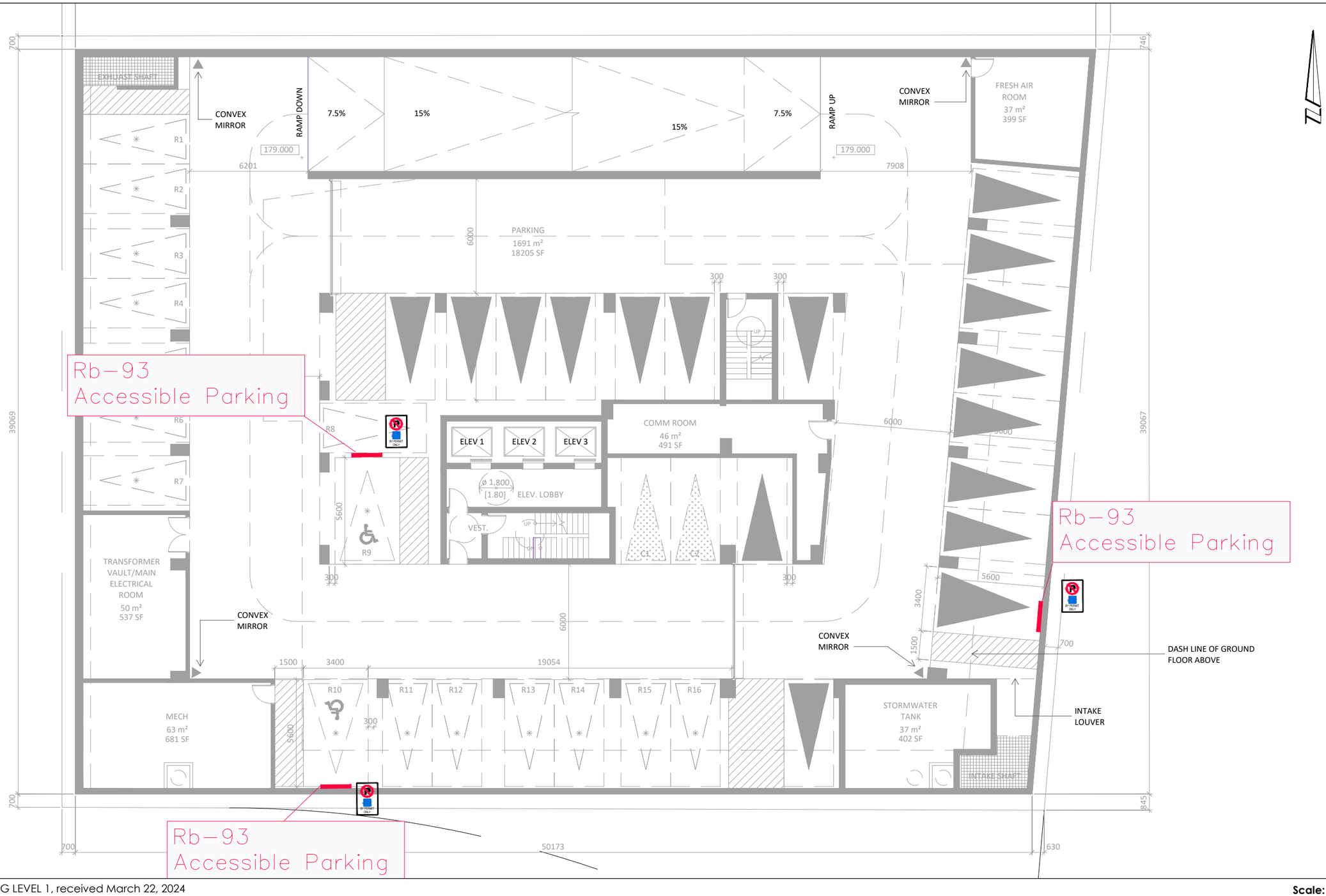
Figure 4a
Parking Level P1 Dimensions
26-38 Hounslow Avenue Transportation Impact Study



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Source: _-Sheet - A 3-01 - PARKING LEVEL 1, received March 22, 2024

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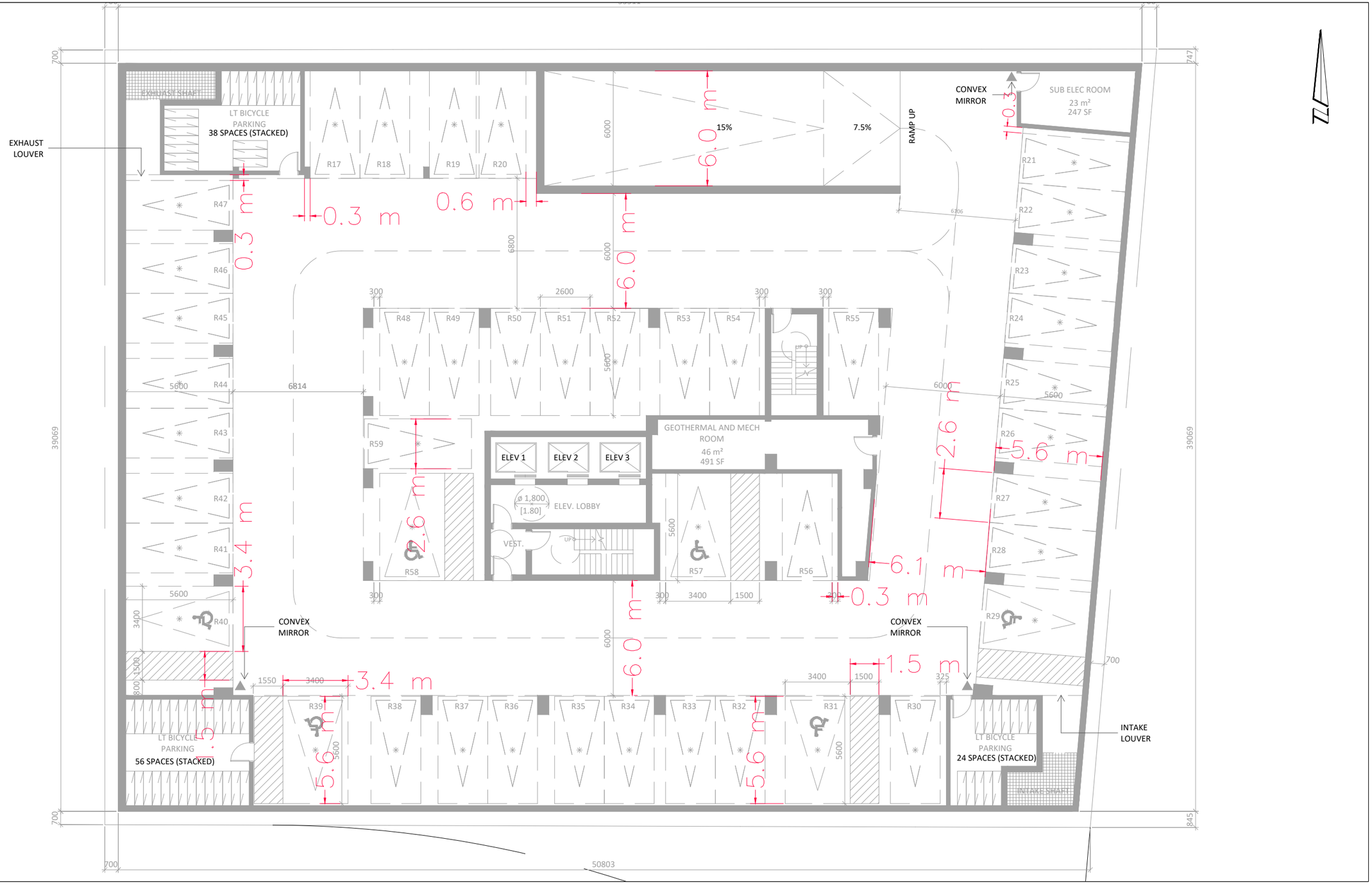
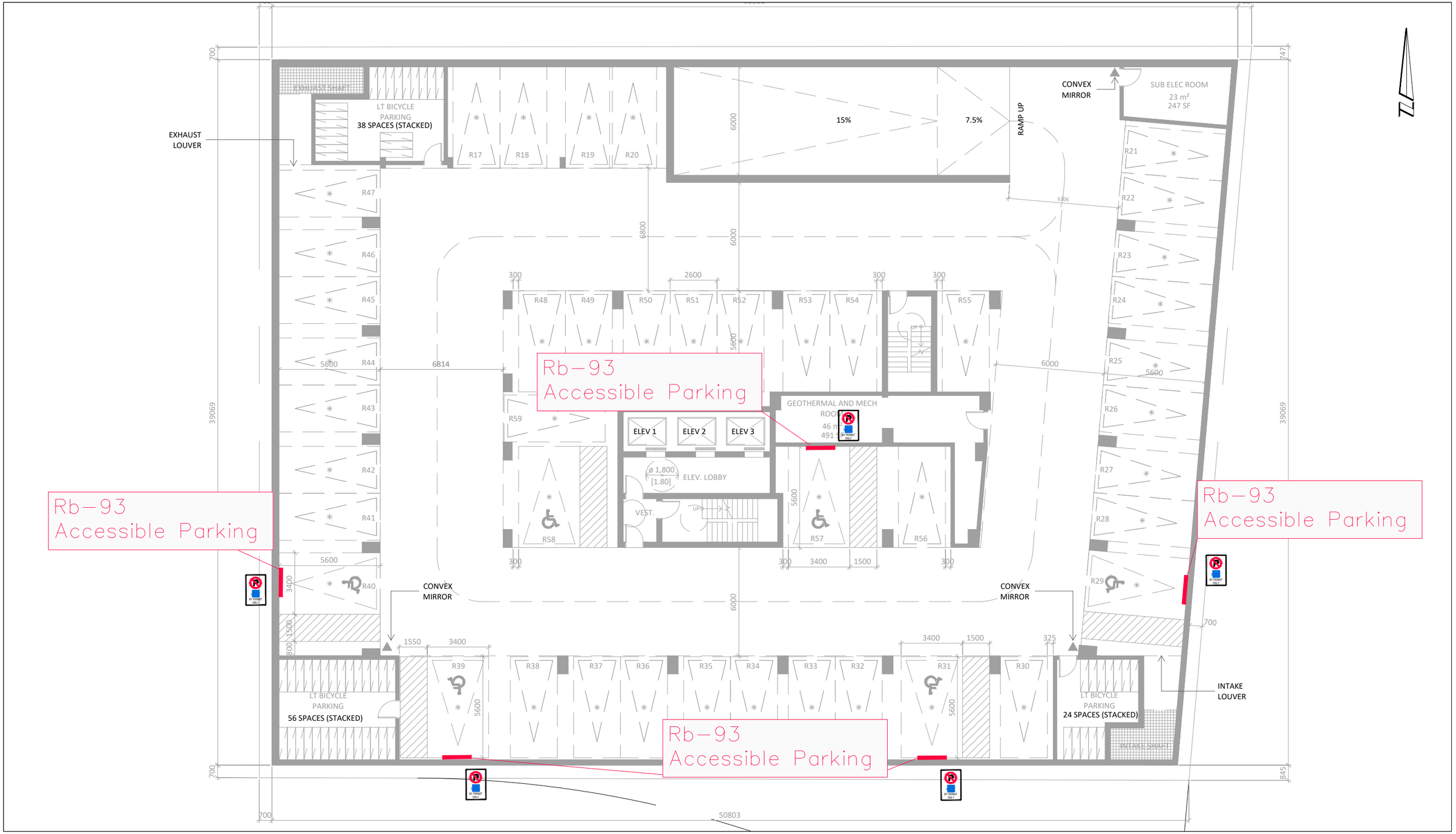
Figure 4b
Parking Level P1 Pavement Marking and Signage and Convex Mirror Plan
26-38 Hounslow Avenue Transportation Impact Study



Source: _-Sheet - A 3-00 - PARKING LEVEL 2, received March 22, 2024

Scale: 1:200

Figure 5a
Parking Level P2 Dimensions
26-38 Hounslow Avenue Transportation Impact Study



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Source: _-Sheet - A 3-00 - PARKING LEVEL 2, received March 22, 2024

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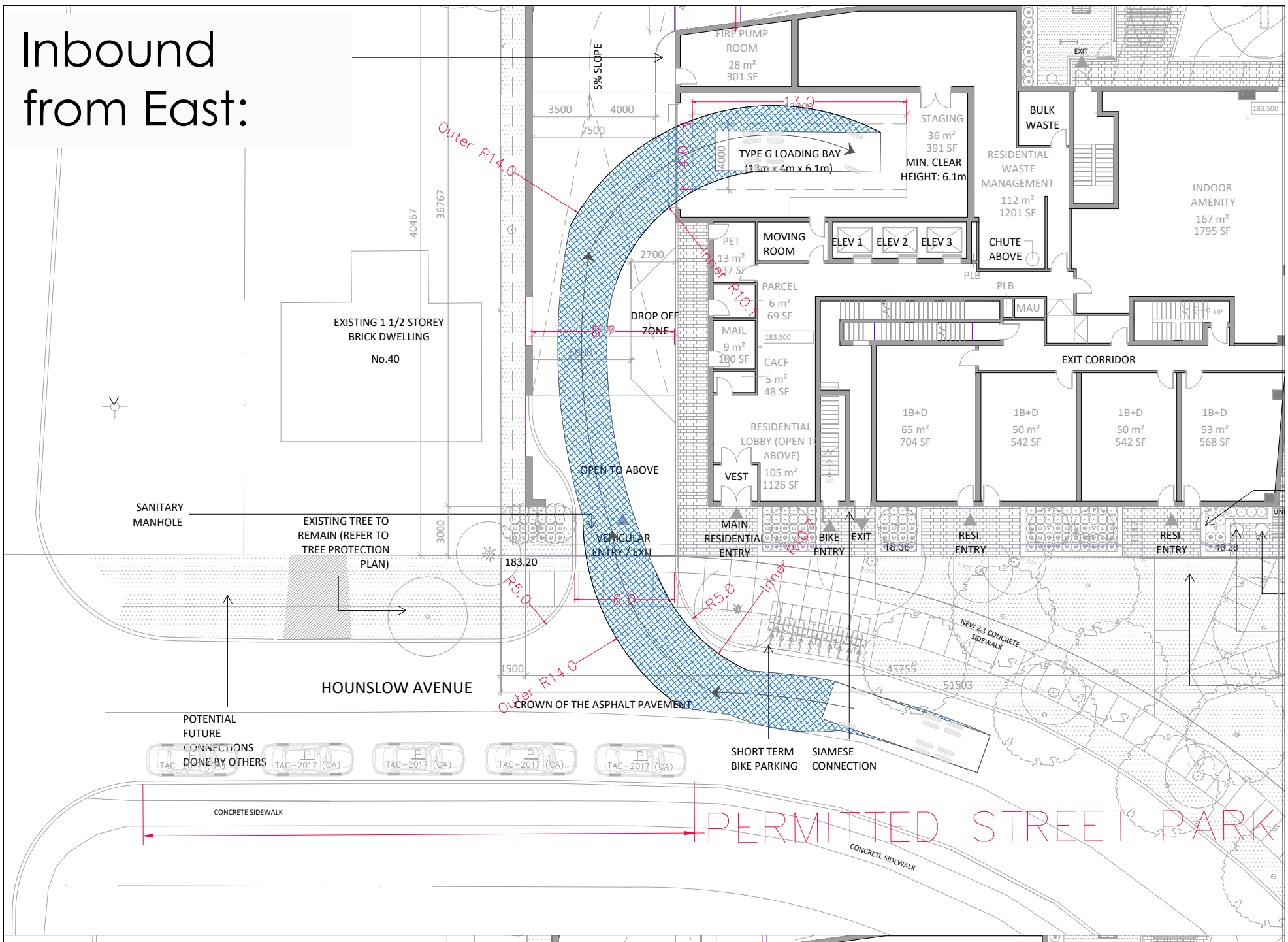
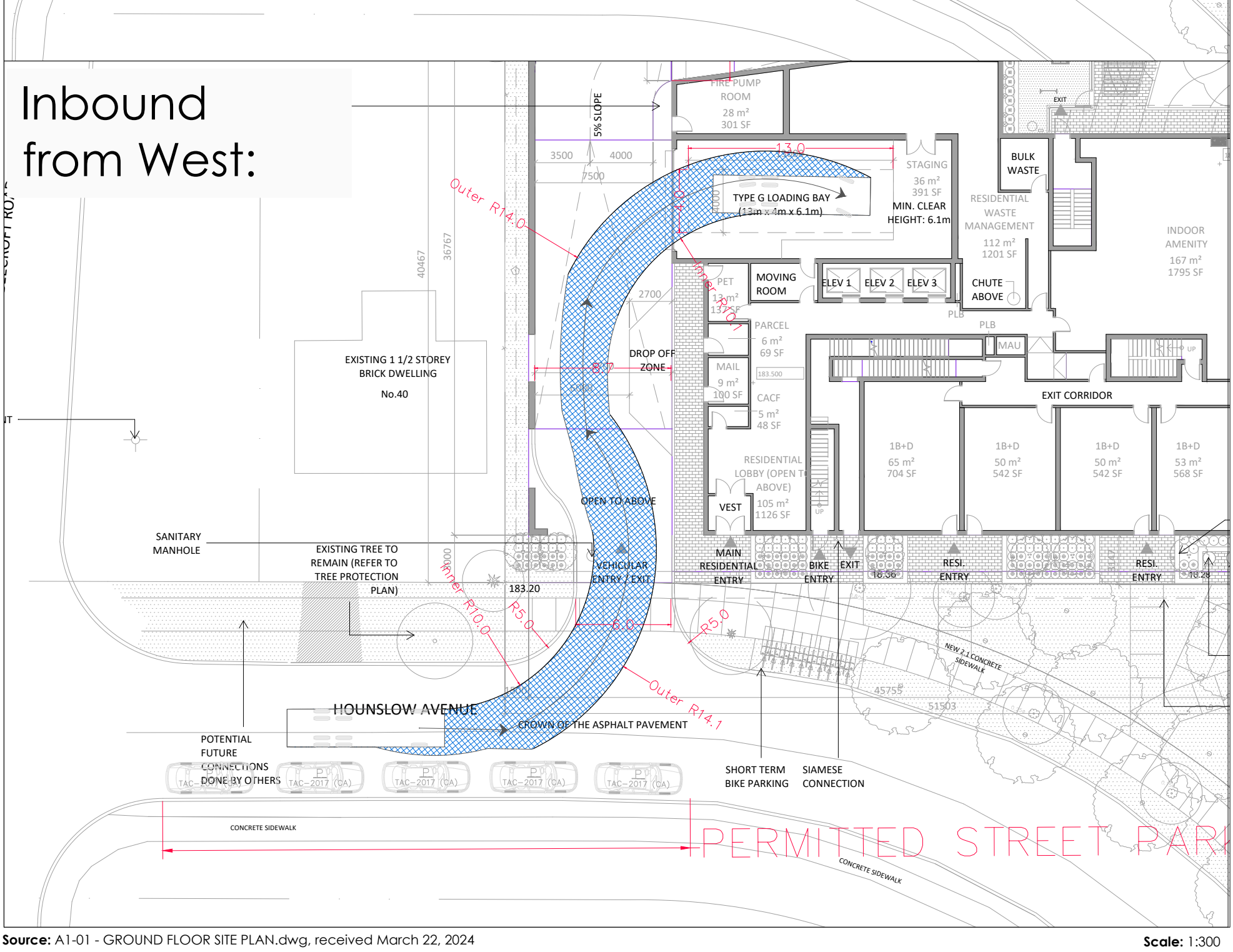
Figure 5b
Parking Level P2 Pavement Marking and Signage and Convex Mirror Plan
26-38 Hounslow Avenue Transportation Impact Study

Inbound from East:



Inbound from West:



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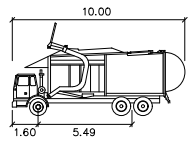
Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

Scale: 1:300

Figure 6a
Waste Collection Circulation - Inbound
26-38 Hounslow Avenue Transportation Impact Study

Toronto Front-End Waste Collection
meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 23.1



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 6a

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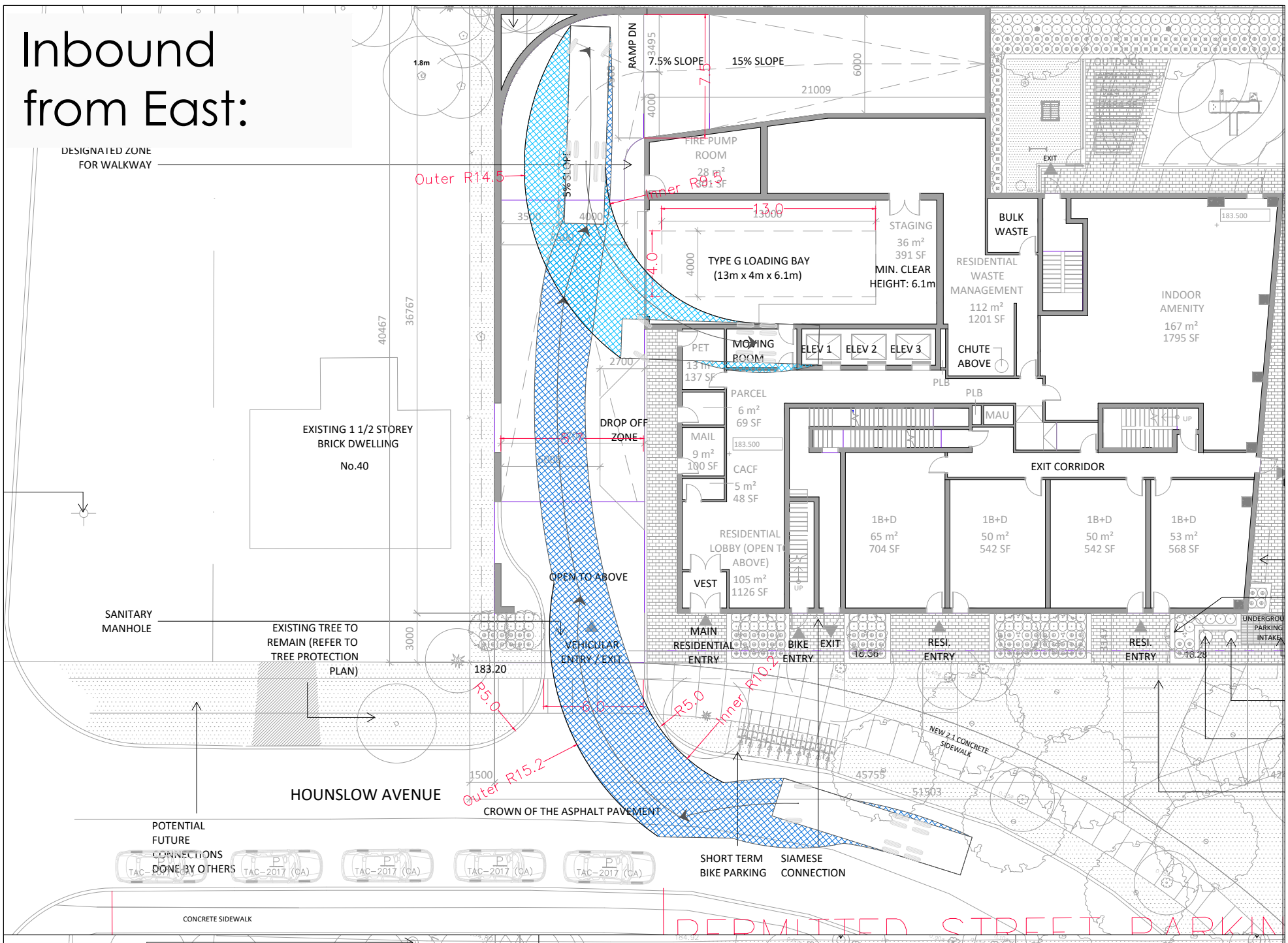
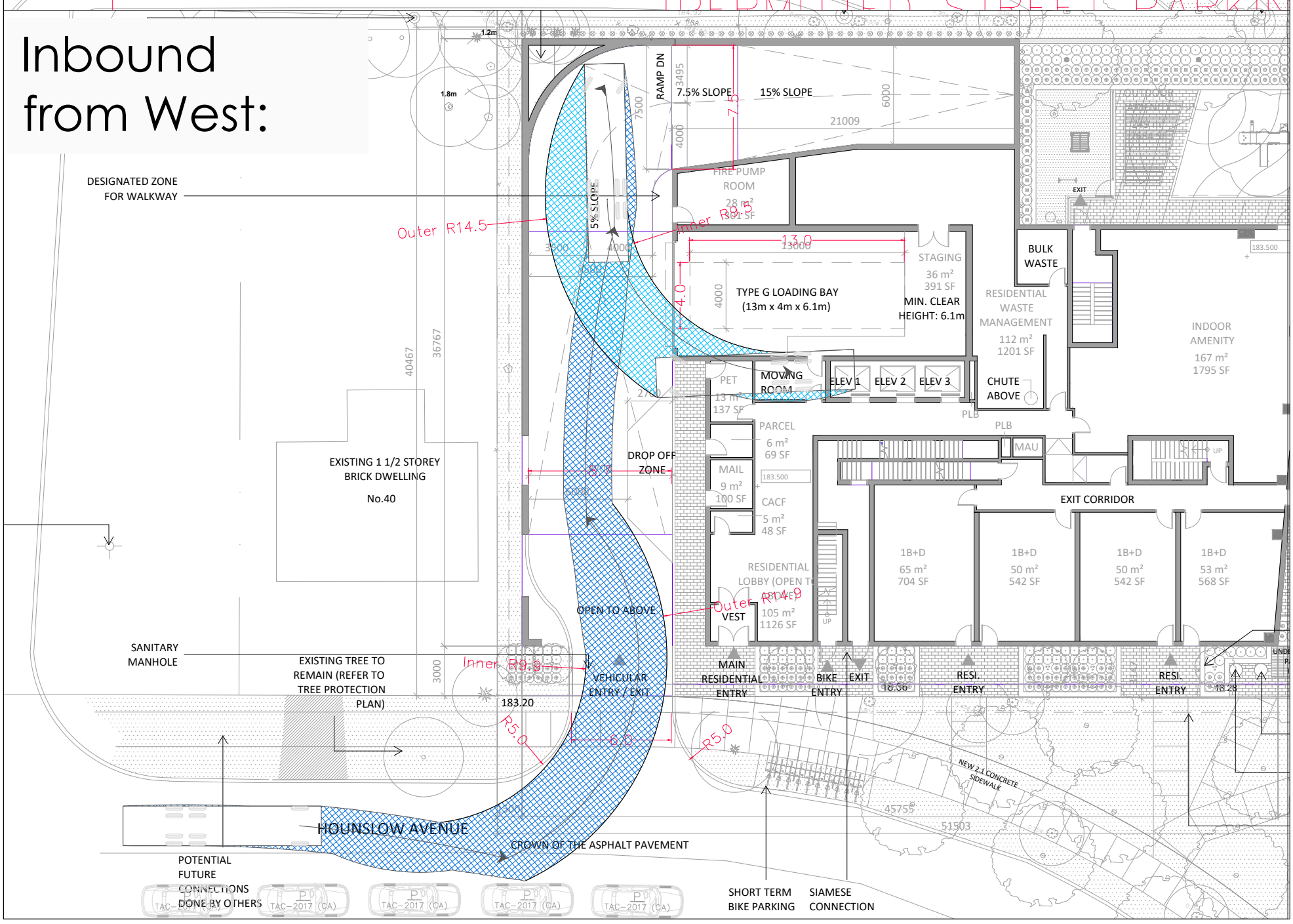


Inbound from West:



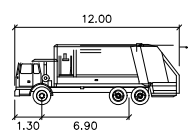
Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

Scale: 1:300

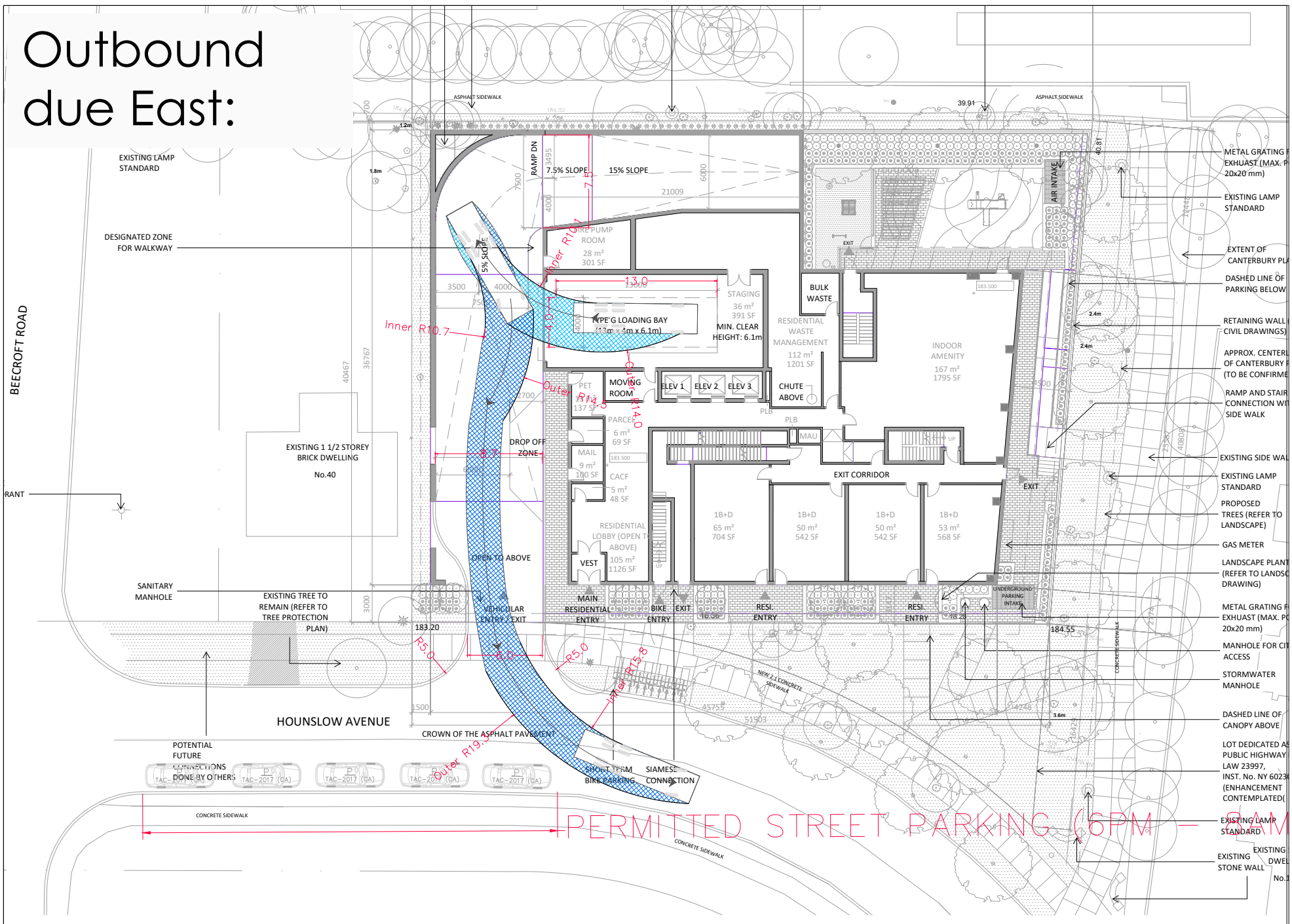
Figure 6b
Rear-Loader Waste Collection Circulation - Inbound
26-38 Hounslow Avenue Transportation Impact Study

Toronto Rear–Pack Waste Collection
meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 32.8



Outbound due East:



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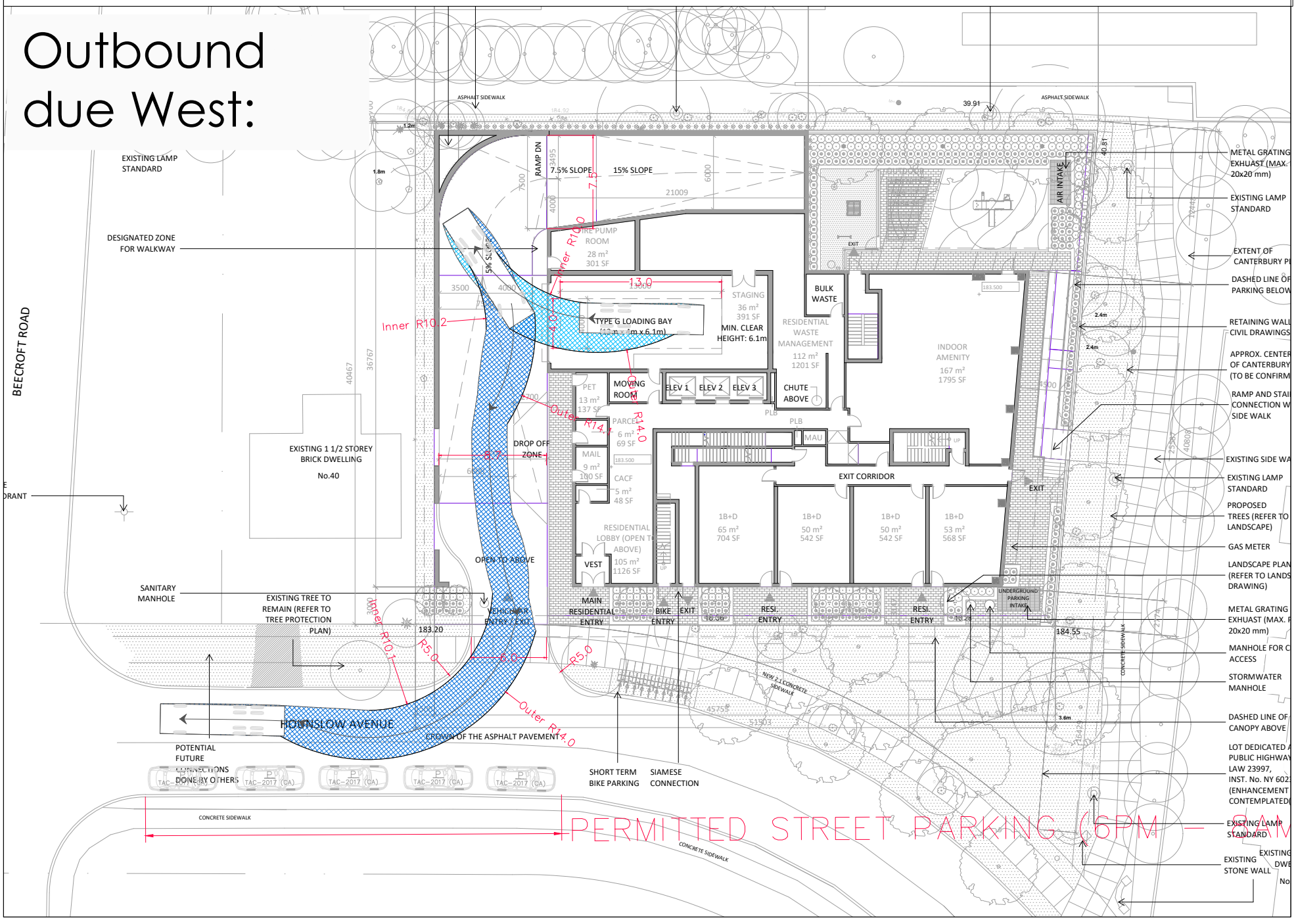

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Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

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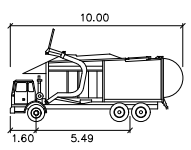
Figure 7a
Front Loader Waste Collection Circulation - Outbound
26-38 Hounslow Avenue Transportation Impact Study

Toronto Front-End Waste Collection
meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 23.1



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 7a

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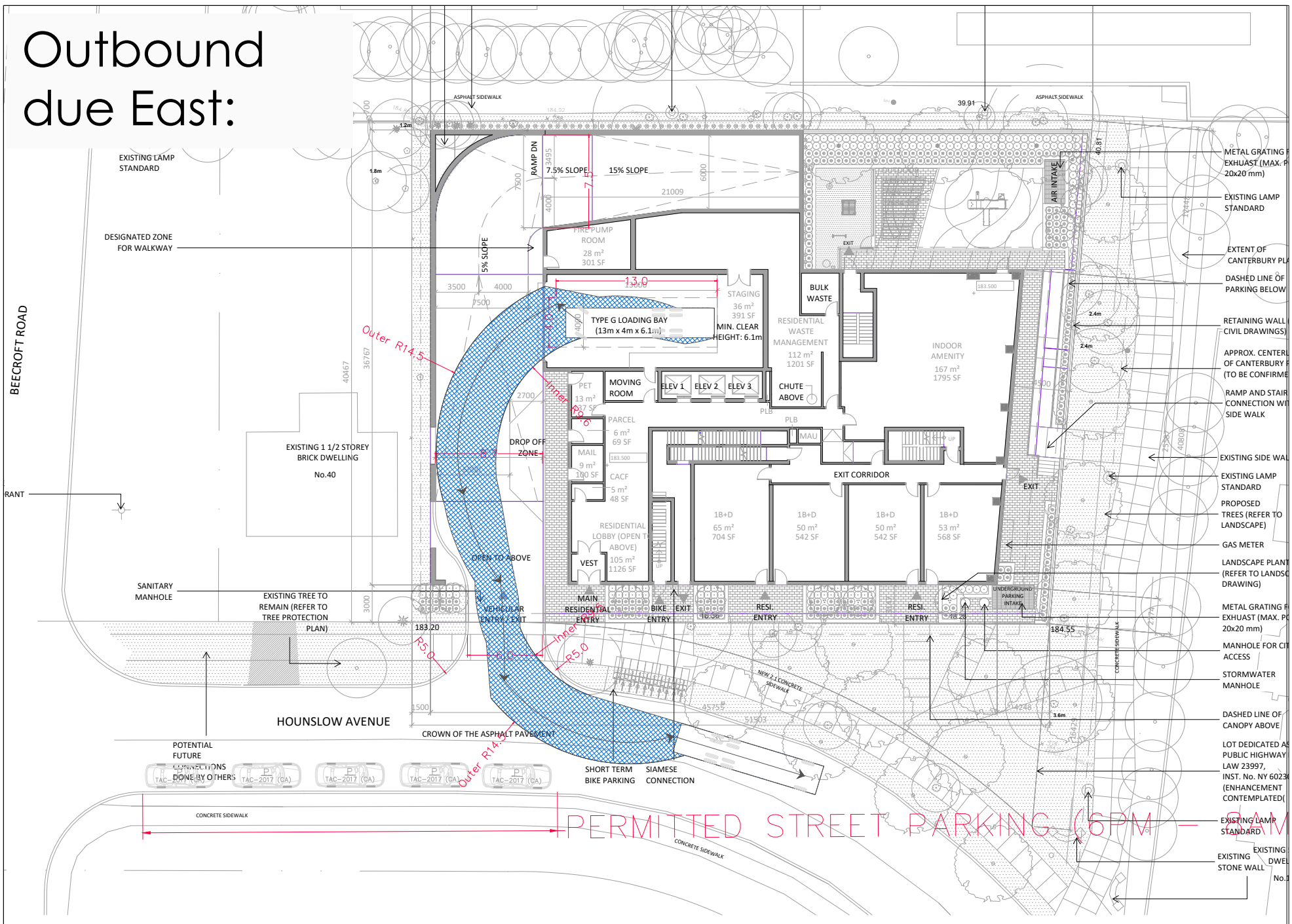
Outbound due East:



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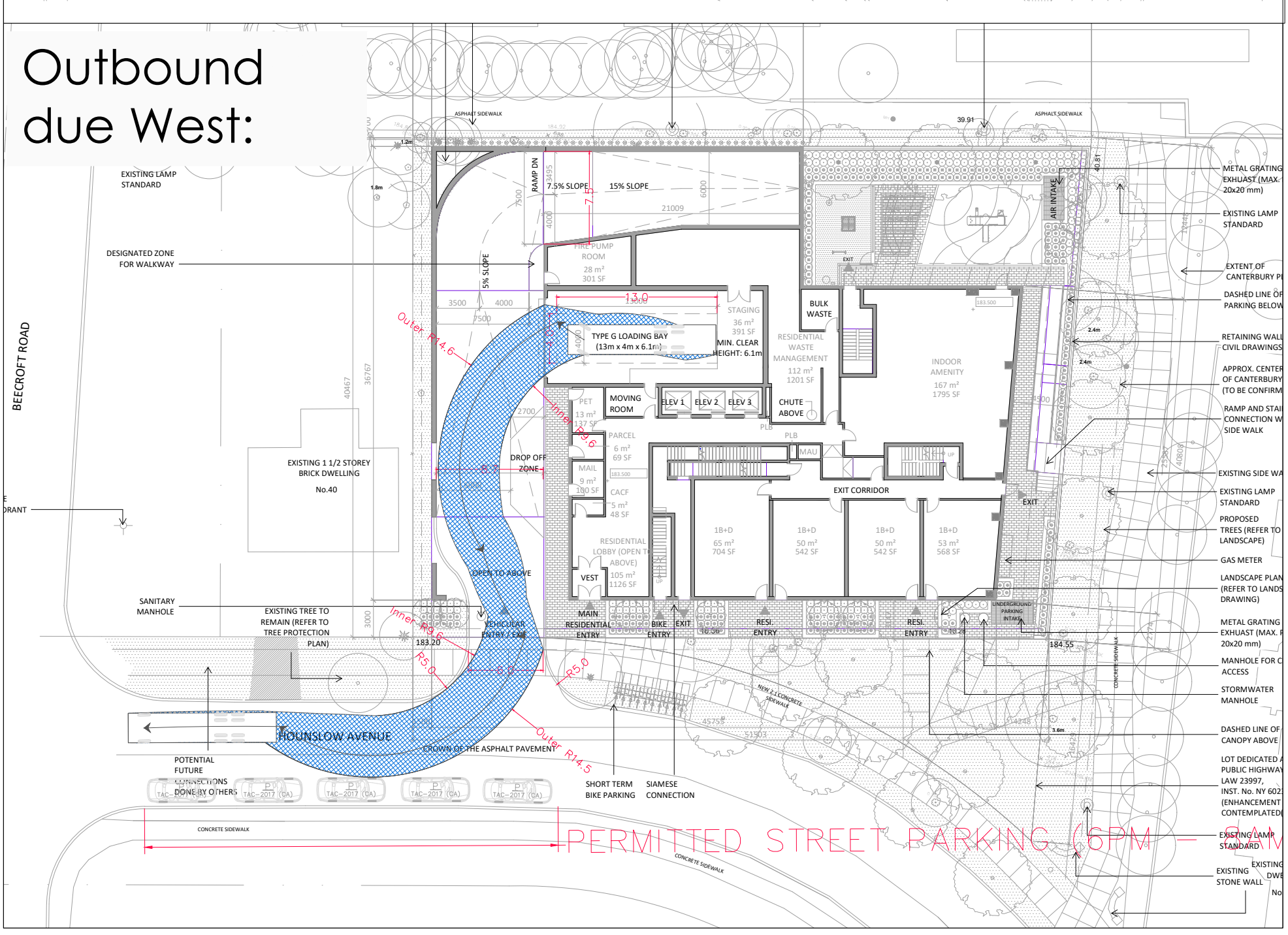

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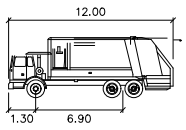
Source: A1-01 - GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

Scale: 1:400

Figure 7b
Rear-Loader Waste Collection Circulation - Outbound
26-38 Hounslow Avenue Transportation Impact Study

Toronto Rear-Pack Waste Collection
meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 32.8



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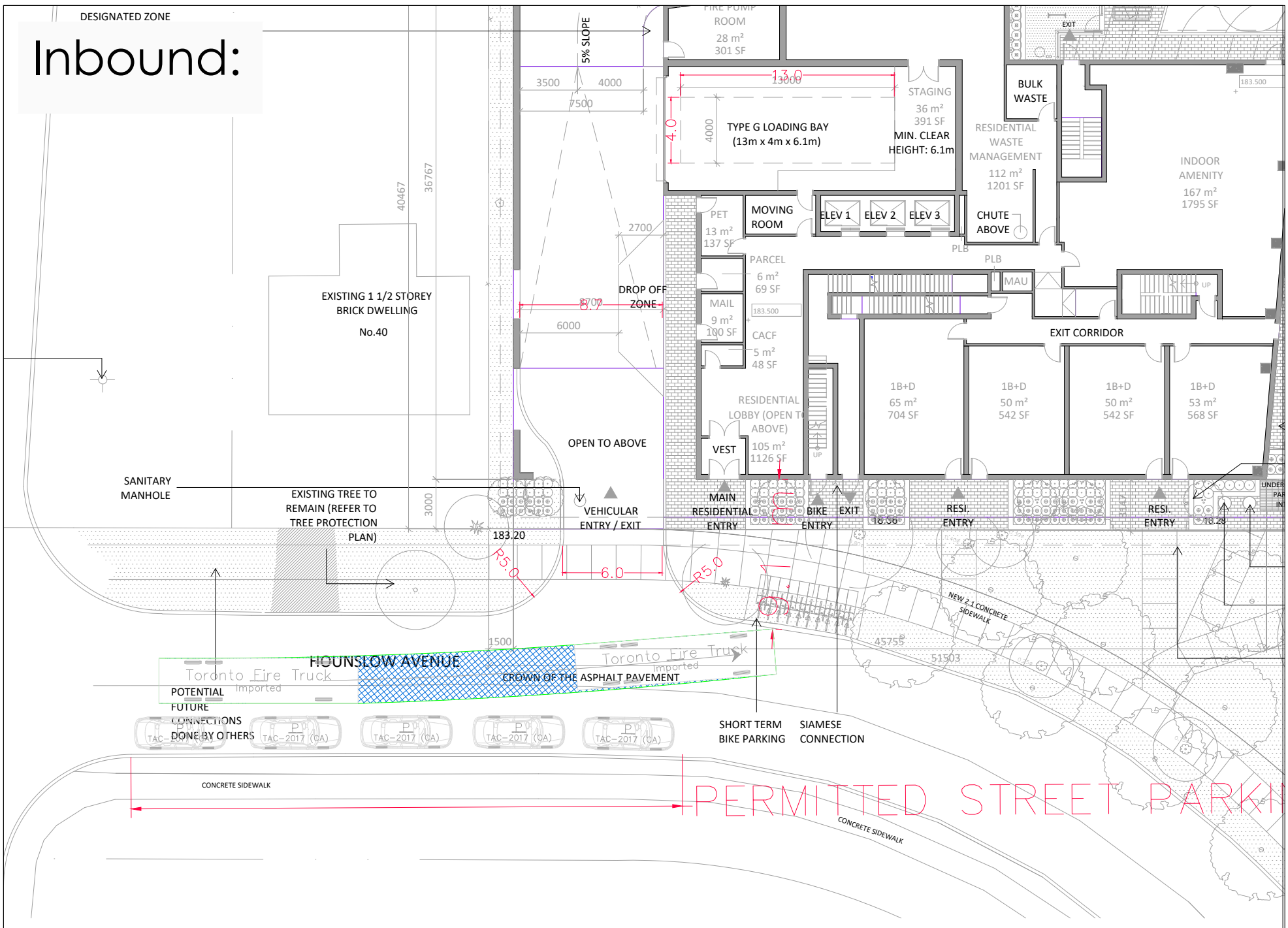

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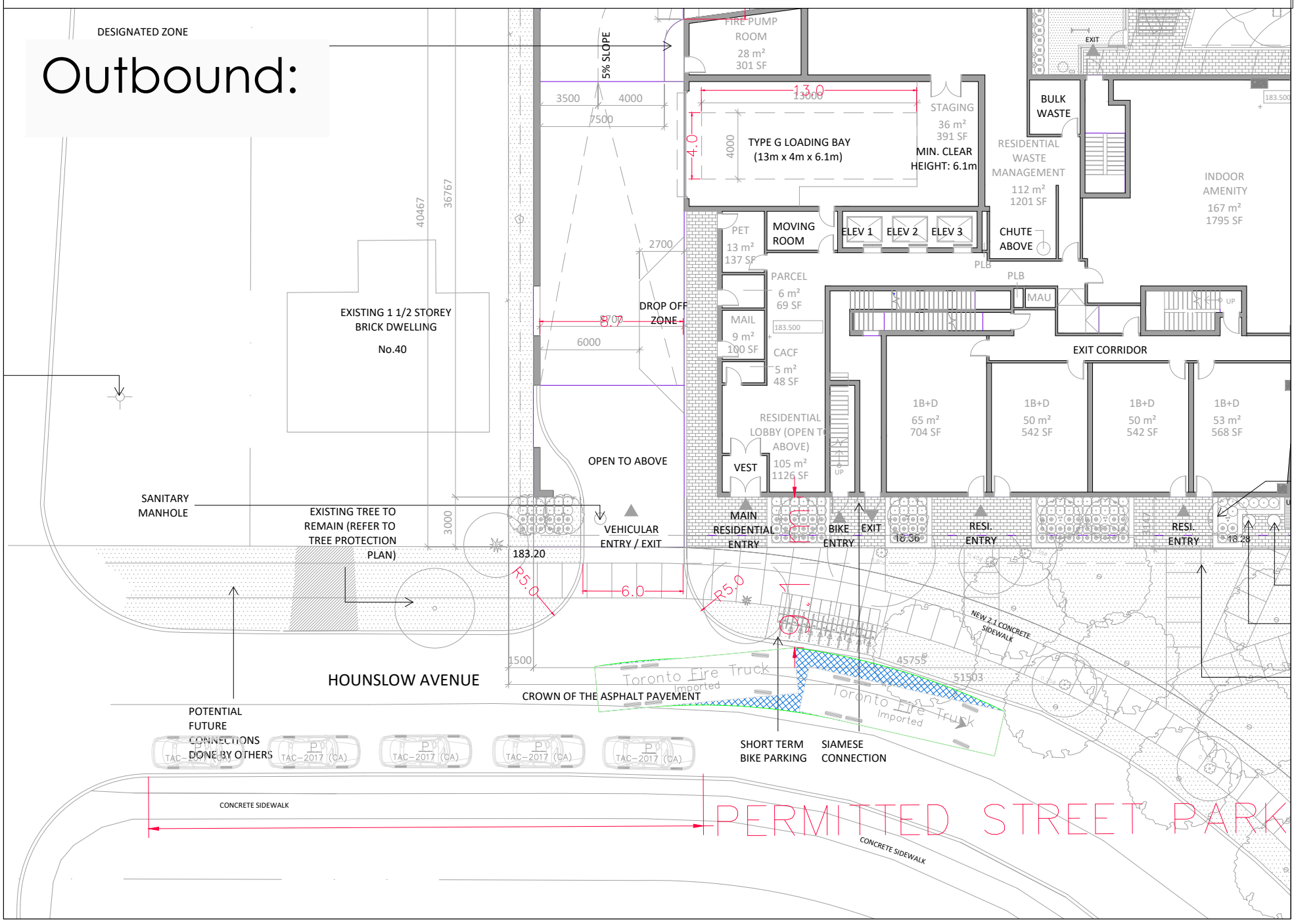

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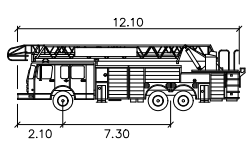
Source: 26-38 Hounslow Rd_GROUND FLOOR SITE PLAN.dwg, received March 22, 2024

Scale: 1:300

Figure 8
Fire Truck Circulation
26-38 Hounslow Avenue Transportation Impact Study

Toronto Fire Truck

	meters
Width	: 2.75
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.5



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 8

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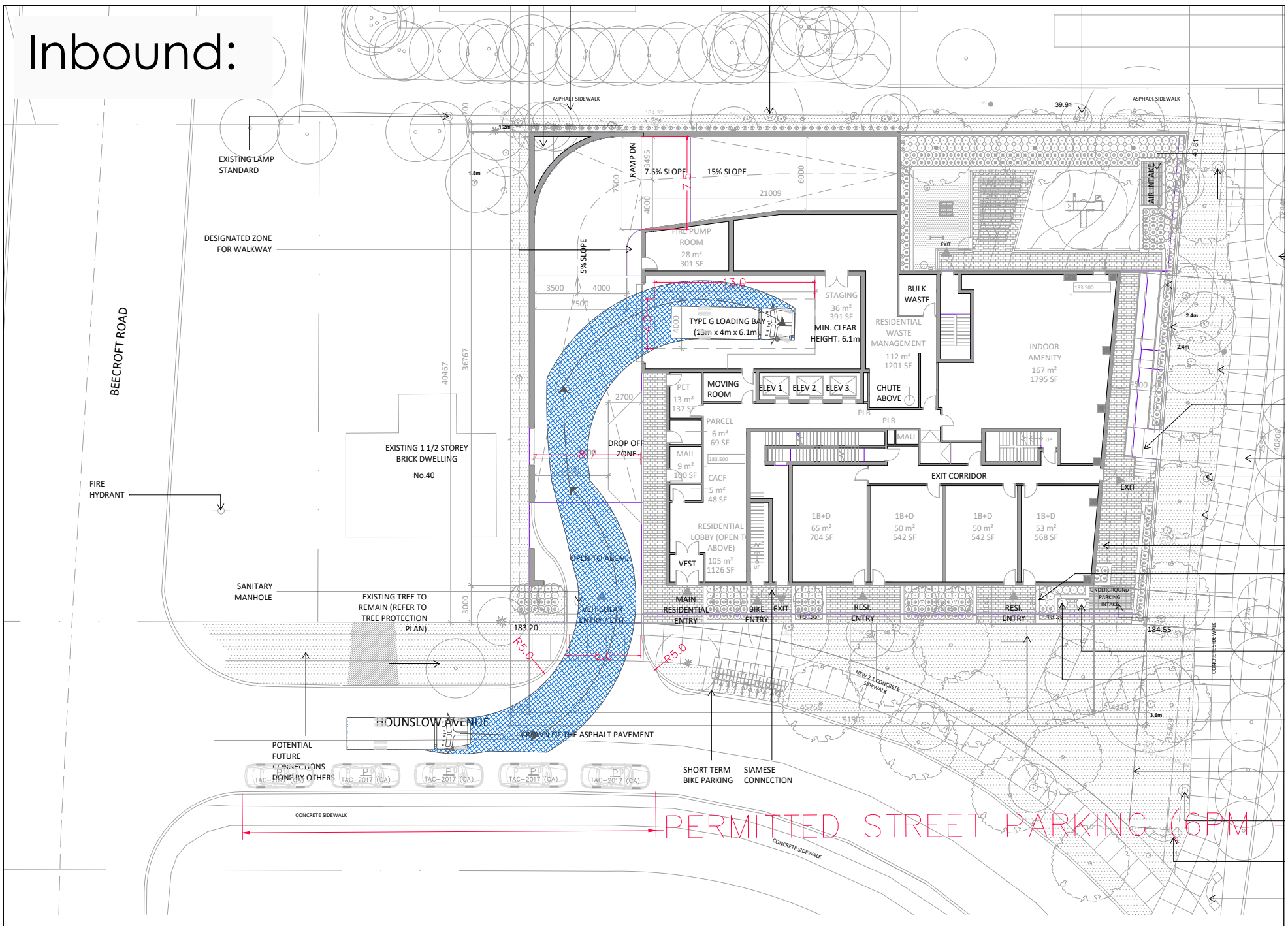

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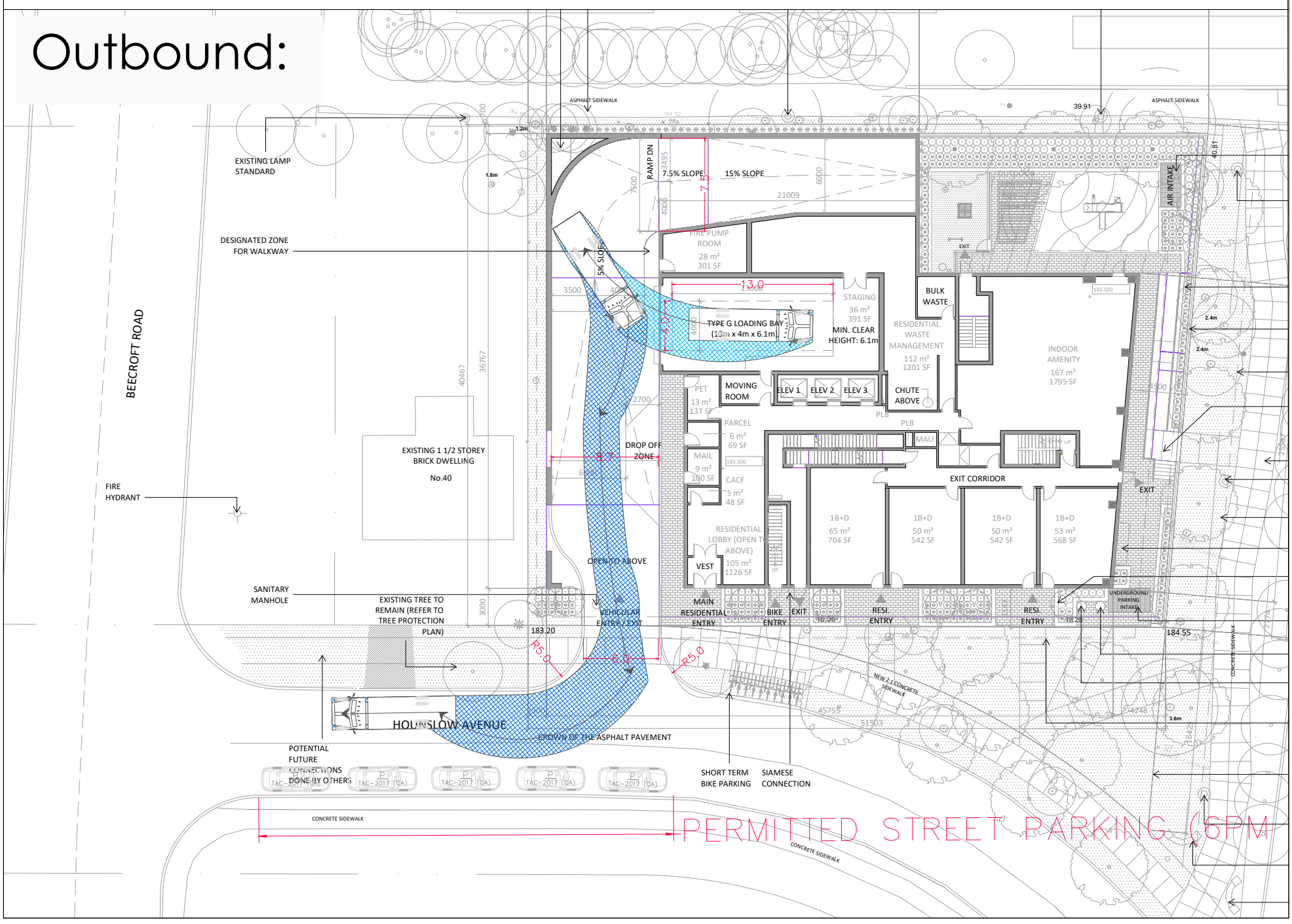

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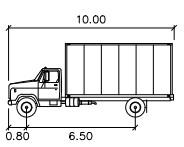
Scale: 1:300

Figure 9
Loading Operations Circulation
26-38 Hounslow Avenue Transportation Impact Study

MSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.1



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 9

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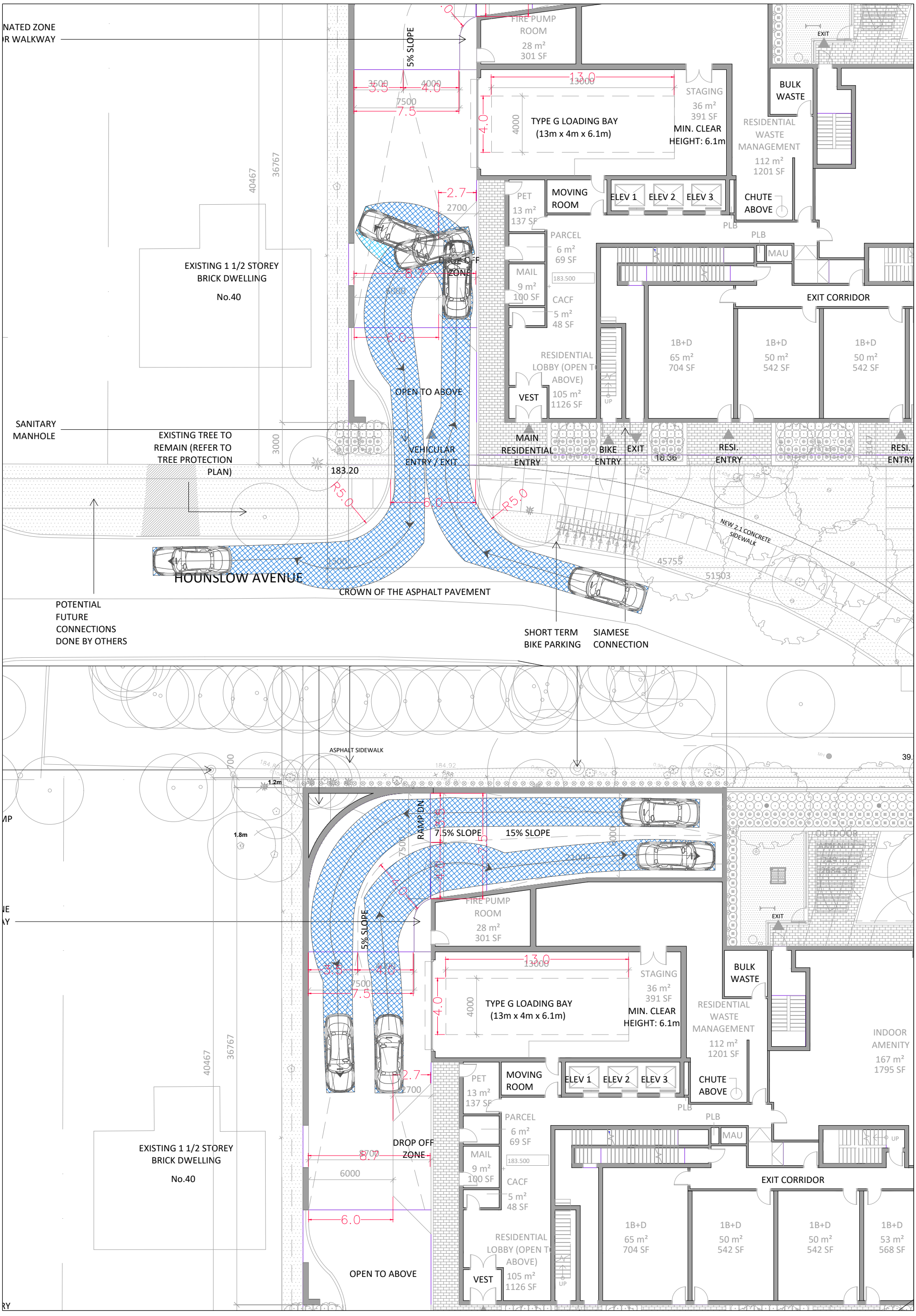

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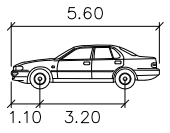
Scale: 1:250

Figure 10
Ground Floor Site Circulation
26-38 Hounslow Avenue Transportation Impact Study

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 10

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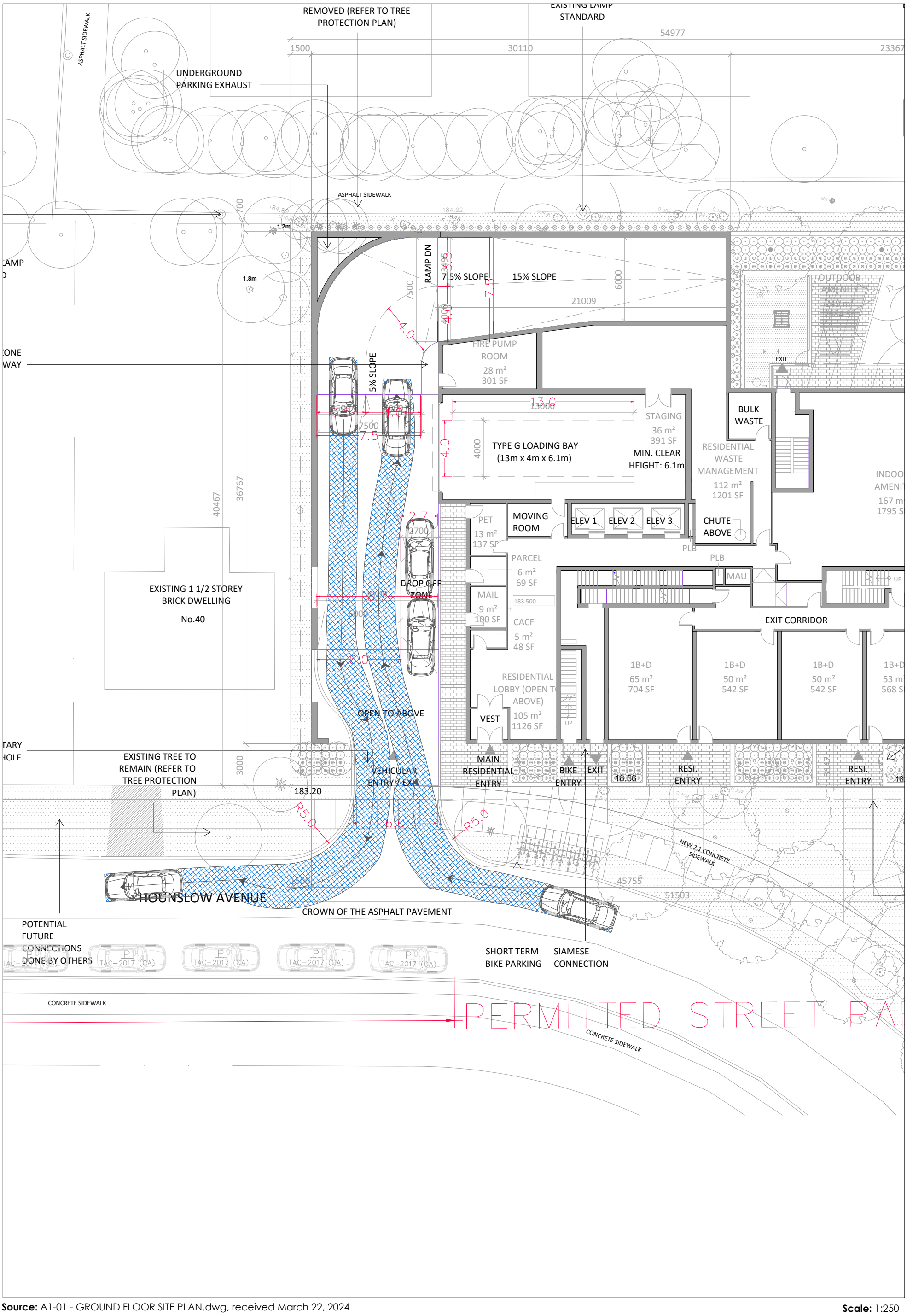

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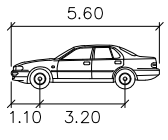
Scale: 1:250

Figure 11
Drop Off Check
26-38 Hounslow Avenue Transportation Impact Study

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 11

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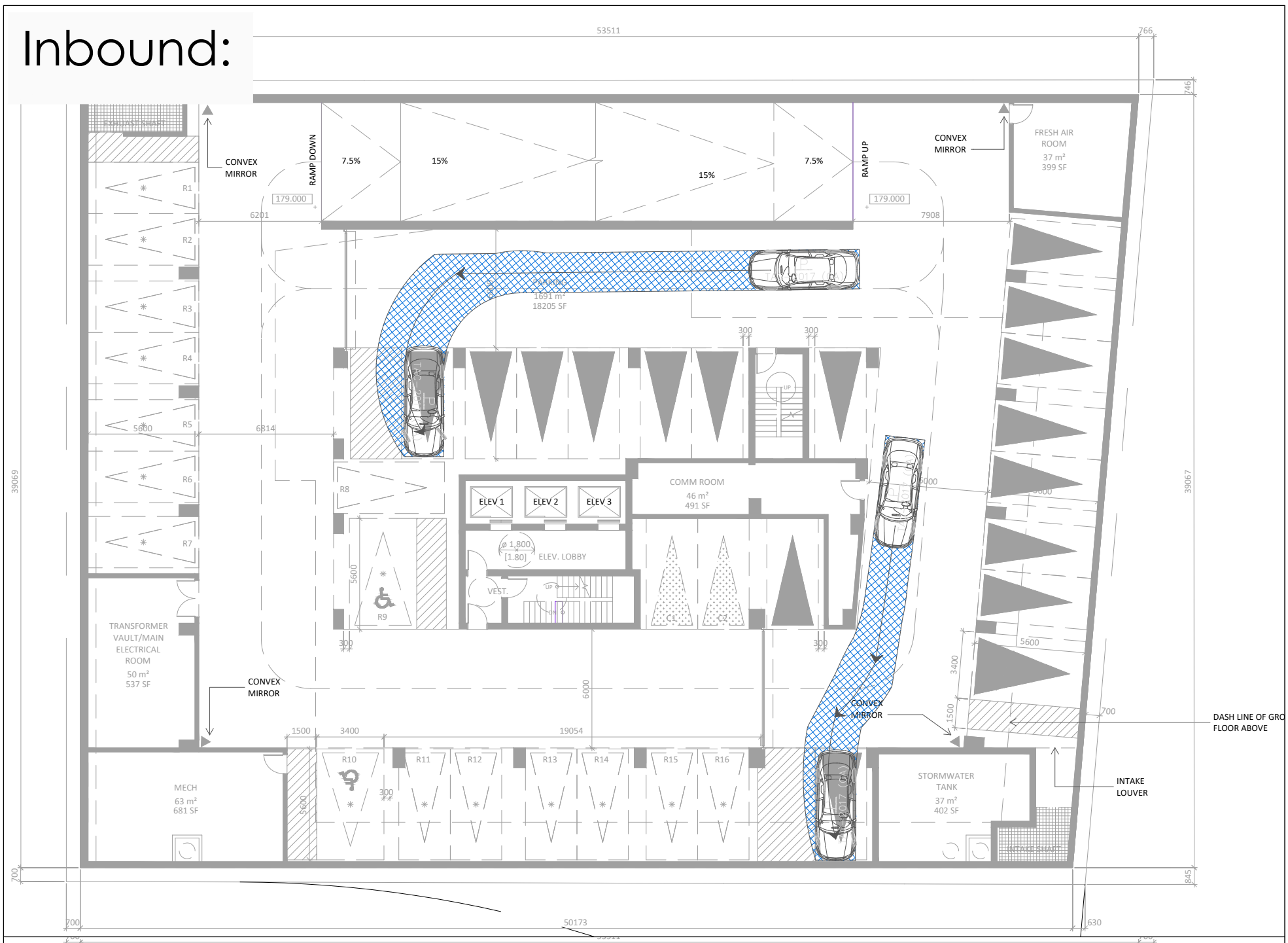

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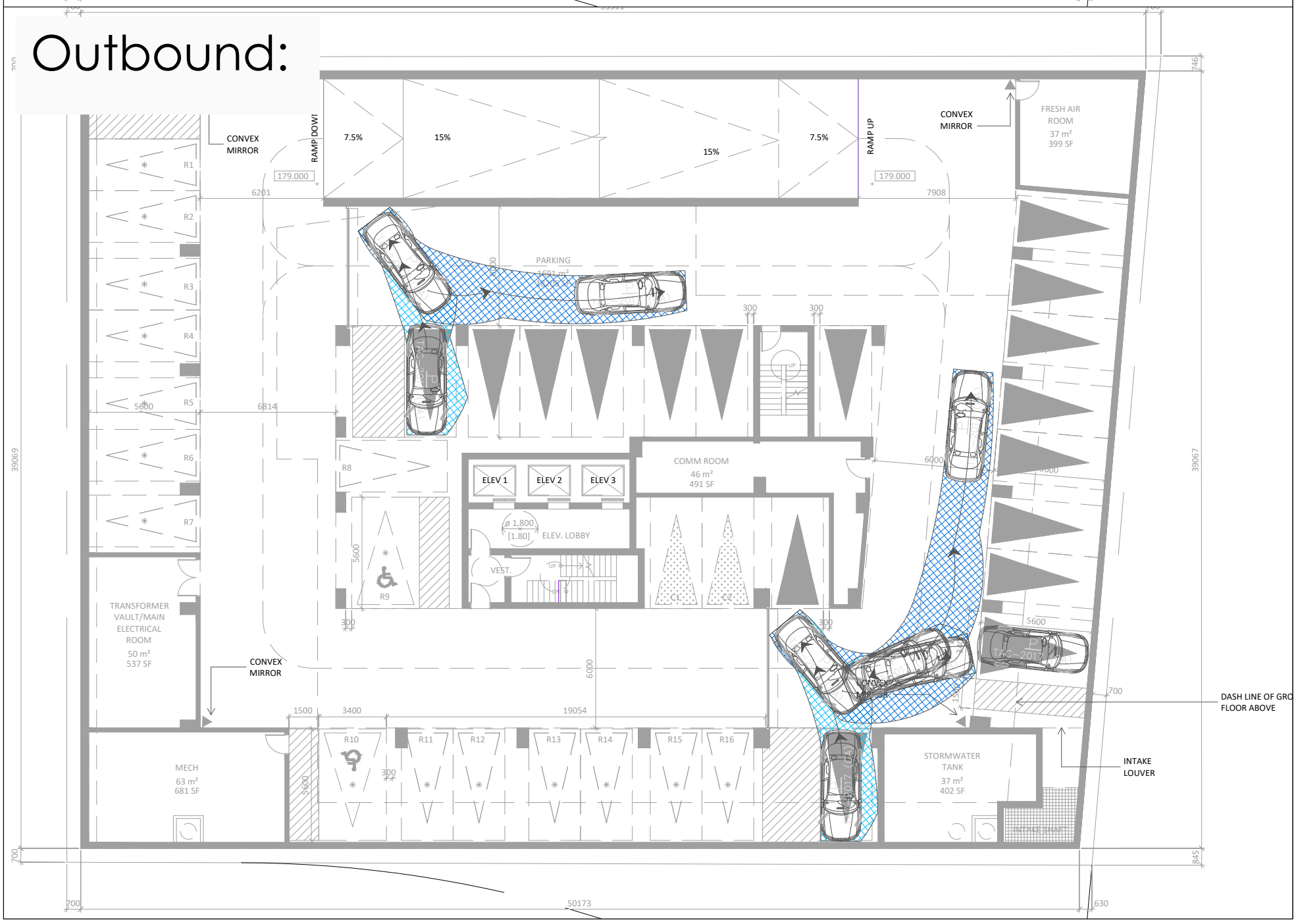

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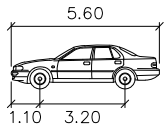
Figure 12
Critical Parking Space Test - P1
26-38 Hounslow Avenue Transportation Impact Study

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 12

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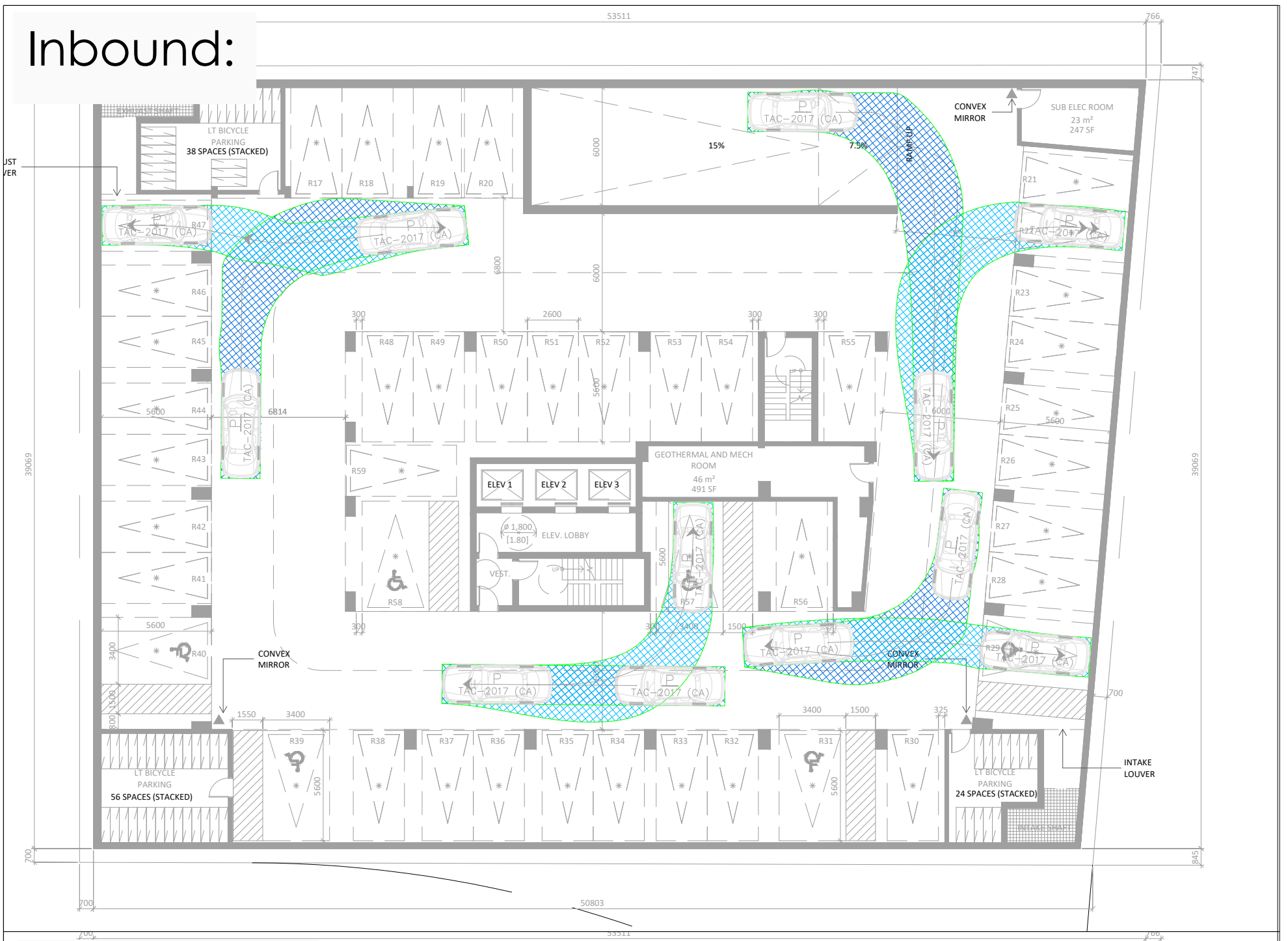

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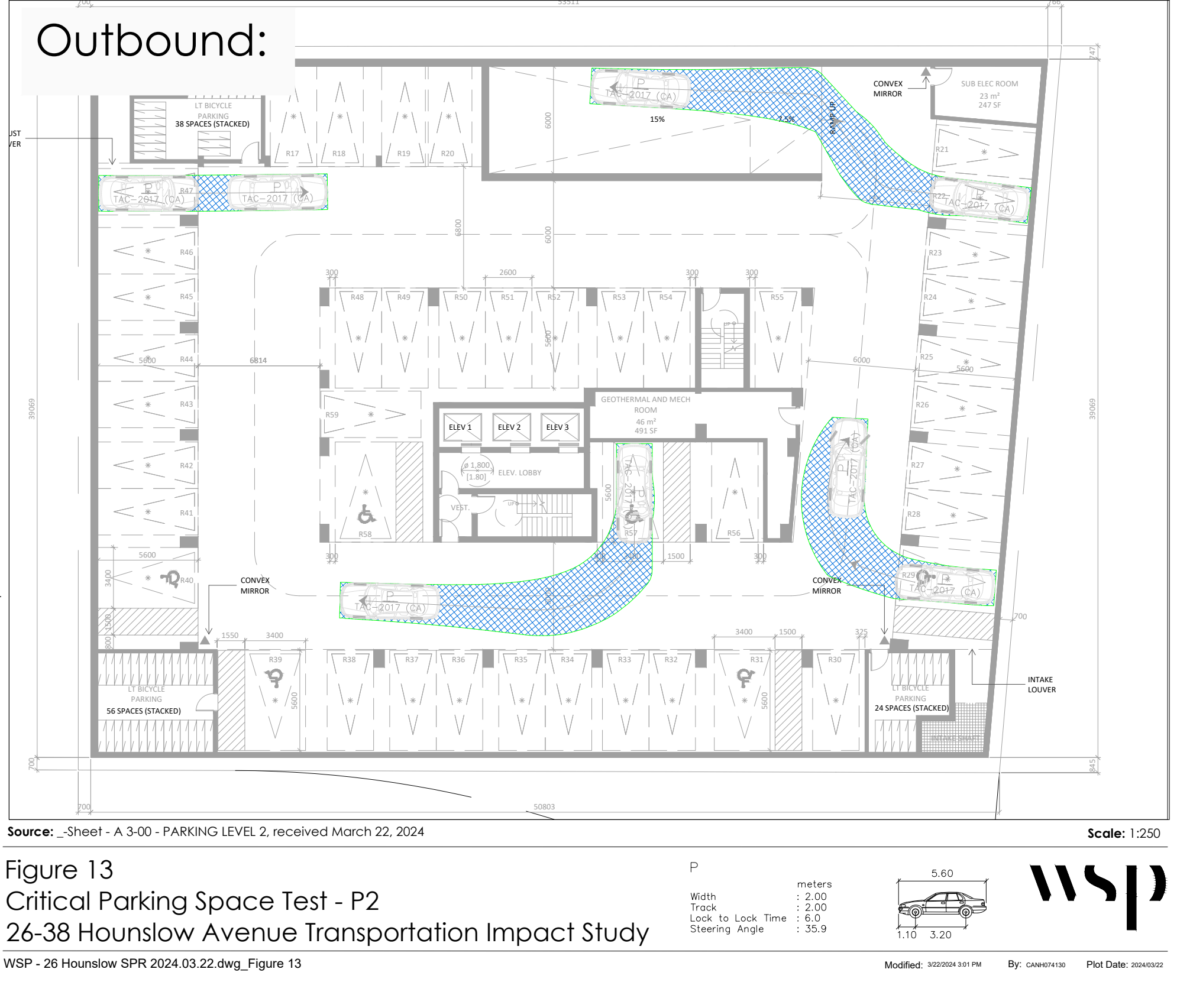

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Scale: 1:250

Figure 13
Critical Parking Space Test - P2
26-38 Hounslow Avenue Transportation Impact Study

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

WSP - 26 Hounslow SPR 2024.03.22.dwg_Figure 13

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APPENDIX

A. JAN. 23, 2024 CITY`S COMMENTS

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Hounslow Avenue| COMMENTS & RESPONSE MATRIX

Official Plan and Zoning By-law Amendment 26-38 Hounslow Avenue

NO.	COMMENTS
CITY OF TORONTO, CITY PLANNING – January 23rd, 2024	
	Jenny Li, Planner, SIPA | jenny.li@toronto.ca| 416-392-0794
	Policy (CSF)
1	Growth-related Community Services and Facilities needs and priorities identified in the area of the proposed development in the city's ongoing Secondary Plan and CS&F Study for North York Centre include: - Investment in Priority/need for community recreation facilities identified in the Parks, Forestry and Recreation FMP - Investment in Priority/need towards community spaces in the area.
CITY OF TORONTO, ENVIRONMENT AND CLIMATE DIVISION COMMENTS – January 9th, 2024	
	Justine Nortey, Research Analyst, ECD | Justine.Nortey@toronto.ca
	ECD
2	Compliance with the Toronto Green Standard Version 4, especially if targeting Tier 2 or higher levels of performance
3	Integration of low-carbon energy solutions and exploring additional energy conservation measures as the proposal is refined throughout design development
4	Back-up power for resilience during grid disruptions
5	Identify opportunities for a low-carbon thermal energy network (district energy system). If not feasible, the applicant is encouraged to design building mechanical systems for future connection (district energy-ready).
6	Identify opportunities for heat recovery from municipal infrastructure such as trunk sewers, and from any nearby waste heat sources (e.g. data centres).
7	If the applicant has not yet initiated a connection request with Toronto Hydro, explore with Toronto Hydro any opportunities for supply designs that support distributed generation, storage, and resilience.
City Of Toronto, ENGINEERING AND CONSTRUCTION SERVICES - January 23rd, 2024	
	Marija Ilic, Reply to: wbrowne@toronto.ca, 416-395-6255
A	**REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR SITE PLAN**
	Transportation Services
10	1.1.3 Label and dimension each parking space to ensure all parking spaces meet the minimum dimensions of Zoning By-law 569-2013
11	1.1.4 Label and dimension each accessible parking space and drive aisle to ensure all accessible parking spaces meet the minimum dimensions of Zoning By-law 5692013. The entire length of an accessible parking space must be adjacent to a 1.5metre-wide accessible barrier free aisle
12	1.1.5 Label the width of the site access at the property line
13	1.1.6 Label the widths of the driveway on the ground floor and the ramp leading to the underground parking garage
14	1.1.7 Prior to accepting the proposed dimensions of stacked bicycle parking spaces, please provide at least 2 existing examples to show that the dimensions are functional
15	1.1.8 Relocate proposed long-term bicycle parking from P2. Bicycle parking should only be provided in the following locations: i. on the first storey of the building. ii. on the second storey of the building. iii. on levels of the building below-ground commencing with the first level belowground and moving down, in one level increments when at least 50% of the area of that level is occupied by bicycle parking spaces, until all required bicycle parking spaces have been provided.
16	1.1.9 Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 4.0, as further discussed in Section D.
	Engineering and Construction Services
17	a) Please update Section 5- Site Dewatering System of the FSR to comply with the City's Foundation Drainage Policy.
18	b) Please revise and update Appendix B of the FSR to include the Architects letter to confirm the value of the "C" coefficient.

19	c) Please revise and update Appendix D of the FSR to provide proof that the proposed solutions were constructed. These improvements were included in the provided sanitary capacity analysis. Otherwise, please revise the sanitary analysis without the improvements in the analysis.
	Zoning Comments
20	Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.
21	Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres.
22	Revised drawings must show an additional 3.05 square metre, at a minimum for the storage of household hazardous waste.
B	**OFFICIAL PLAN/ZONING BYLAW AMENDMENT CONDITIONS**
23	1. Provide parking space in accordance with the following minimum requirements: Residential Condominium Use ▪ Bachelor Units (up to 45m2): 0.2 spaces per unit; ▪ Bachelor Units (more than 45m2): 0.2 spaces per unit; ▪ 1-Bedroom Units: 0.2 spaces per unit; ▪ 2-Bedroom Units: 0.2 spaces per unit; ▪ 3+ Bedroom Units: 0.2 spaces per unit; ▪ Visitor Spaces: 2.0 + 0.01 per unit.
24	2. Provide parking space in accordance with the following maximum requirements: Residential Condominium Use ▪ Bachelor Units (up to 45m2): 0.3 spaces per unit; ▪ Bachelor Units (more than 45m2): 1.0 spaces per unit; ▪ 1-Bedroom Units: 0.5 spaces per unit; ▪ 2-Bedroom Units: 0.8 spaces per unit; ▪ 3+ Bedroom Units: 1.0 spaces per unit; ▪ Visitor Spaces: 1.0 per unit up to 5 units, 0.1 per unit thereafter.
25	3. Provide a minimum of 1 Type 'G' loading space in accordance with Zoning By-law No. 569-2013;
26	4. Include the following definitions in the Site-Specific By-law for this project: (i) Provide 1 Type "G" loading space with dimensions of 13.0m in length, 4.0m in width, and 6.1m of vertical clearance; (ii) The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be increased by 0.3m for each side of the parking space that is obstructed within 0.3 metres of the side of the parking space, measured at right angles, and more than 1.0 metre from the front or rear of the parking space.
27	5. Provide accessible parking in accordance with the following minimum requirements: (i) 5 accessible spaces plus 1 space for every 50 parking spaces in excess of 100 parking spaces are required to be dedicated as accessible spaces. (ii) The minimum dimensions of an accessible parking space are 3.4m wide by 5.6m long by 2.0m high, with the entire length of each space adjacent to a 1.5m wide accessible barrier free aisle or path.
28	6. Provide bicycle parking spaces in accordance to the following minimum requirements: ▪ Long-Term Bicycle Parking: 0.68 spaces per unit. ▪ Short-Term Bicycle Parking: 0.07 spaces per unit.
29	7. Despite regulation 200.5.1.10(12)(C), if an apartment building, mixed use building or a building with non-residential uses, has an area for parking 2 or more vehicles, the vehicle entrance and exit to the building must be at least 3.0 metres from the lot line abutting a street; and
30	8. Despite regulation 230.5.1.10(7), shower and change facilities are not required.
31	9. Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10
C	**ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS**
24	1. Additional comments with respect to access, location, and layout of the proposed parking facilities, ingress/egress thereto, and other site plan issues will be provided during the Site Plan Review Process;

25	2. All streetscape designs proposed within the abutting public rights-of-way must comply with the requirements of this Division and that materials other than municipal sidewalks, street trees and sod are considered encroachments that the property owner must recognize in either a site plan or encroachment agreement that is registered on title to the property;
26	3. The applicant must submit a financial guarantee in the form of a certified cheque (amount to be determined later) for the new 2.1m wide sidewalks to be constructed on Hounslow Avenue, as required by the City of Toronto;
27	4. Preliminary Site Plan Control Comments: 4.1. Label and dimension the driveway width on both the public and private portion of the property; 4.2. Relocate short term bicycle parking on the public boulevard to not conflict with the proposed 2.1m pedestrian clearway; 4.3. Provide physical separation between visitor and residential parking spaces; 4.4. Provide convex mirrors on all underground parking garage corners; 4.5. Show the provision of a warning system, on the plans, which alerts motorists exiting the parking garage to watch for larger trucks maneuvering in the area near the entrance to the garage. As such, provide documentation describing the elements of the warning system and how it will be operated; 4.6. Submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up/drop-off activity that is intended to be accommodated by the site; 4.7. Label and dimension the pick-up and drop-off zone; 4.8. Revise the VMDs for waste collection vehicles to ensure vehicle sweep paths do not encroach into the proposed drop-off zone on-site; 4.9. Revise the VMDs for vehicles using the pick-up and drop-off zone to ensure vehicle sweep paths do not encroach into the proposed pedestrian walkway; 4.10. Show the width of the site access curb radius on all architectural, site, and landscape plans; 4.11. Label and identify each parking space on the site plan with a unique number; 4.12. The site plan drawings and landscape plans must be revised to include a notation stating that, "The reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality."
28	5. Facilities to Provide Access To and From the Land 5.1. Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that is no longer required and reinstate the curb, gutter, and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Executive Director, Engineering and Construction Services.
29	6. Off-street Vehicle Loading, Parking Lots and Driveways 6.1. Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Executive Director, Engineering and Construction Services; and 6.2. The owner must install and maintain appropriate signage and pavement markings on-site directing such as but not limited to: vehicle stopping and circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director, Engineering and Construction Services.
30	7. Road Allowance Permits 7.1. The applicant must obtain the necessary authorizations and permits from our Permits and Enforcement Section before excavating or encroaching into municipal road allowance. The applicant is advised to contact our Permits and Enforcement Section at (416) 3957112 regarding site-specific permit and licensing requirements. 7.2. Prior to issuance of any permit from the Permits and Enforcement Section, the applicant must submit a financial guarantee and an engineering review fee in form of a letter of credit (amount to be determined by Engineering and Construction Services) to the Permits and Enforcement Section, Transportation Services, for all works required in the City boulevard.
31	8. Construction Management Plans 8.1. We advise the applicant that they cannot use the municipal right-of-way for constructionrelated purposes without first receiving written authorization from the Permits and Enforcement Section, including payment of the necessary fees; and 8.2. We advise the applicant that any construction activity that affects the adjacent public rights-of-way including, among other things, the location of construction staging areas and covered public walkways within public roads, which may necessitate the temporary closure of one or more traffic lanes for an extended period of time, will require the submission of an acceptable Construction Management Plan in conjunction with the permit approval process, in order to minimize construction-related impacts on public rights-of-way.
32	9. Toronto Hydro Approval 9.1. The applicant must obtain approval from Toronto Hydro Street Lighting Incorporated before removing and/or relocating any utility with attached municipal street lighting.
33	10. Encroachments 10.1. Any encroachments within Municipal Road Allowances will not be permitted unless they are explicitly approved by the Permits and Enforcement Section of Transportation Services Division. The applicant is required to contact the section through the permit approval process to obtain the exact particulars of these requirements. For further information, please contact the Right-of-Way Management Section, North York District at (416) 395-7112.

34	11. Street Furniture 11.1. The owner is advised that approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The owner must contact Street Furniture Management to coordinate the removal or relocation of Astral Street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City will not undertake any work associated with removing, reinstalling, or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca.
	Solid Waste Management Services - Site Plan Comments
35	1. Revised drawings must indicate and annotate two collection vehicle movement diagrams. The first is a front-end load collection vehicle that has a length of 10 metres and a width of 2.4 metres. The second is a rear-pack collection vehicle that has a length of 12 metres and a width of 2.4 metres. Both trucks must have a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site, and entering/exiting the type G loading space. These collection vehicles must be shown entering/exiting the site in a forward motion with no more than a three-point turn on site to turn around. Currently, only the front-end collection vehicle movement diagram is provided.
36	2. The planned movement of the collection vehicle is adjacent to entrance/exit from the parking garage. Revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.
37	3. Revised drawings must indicate and annotate the Type G loading space and Staging Pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete.
38	4. Revised drawings must annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.
39	5. Revised drawings must ensure that ground floor units are able to dispose of their waste inside the building without entering the compactor room.
40	6. Revised drawings must label the method of waste separation that will be used, and that the method will be one of the following: three separate chutes, two chutes with one equipped with a bi-sorter, a single chute with a tri-sorter, or no chute with a central waste collection area on the ground floor.
41	7. Revised drawings must indicate and annotate a waste compactor within the residential waste room.
42	8. Revised drawings must ensure location of chute/sorter system allows for enough space to allow the bin or each material to be changed out without requiring movement of the other two bins.
D	**BACKGROUND GENERAL COMMENTS**
	Traffic Assessment
43	1) Background Growth Background growth rates are based on traffic counts more than 10 years old (pre-2012). Please use more recent traffic counts on Yonge Street to calculate corridor growth rates. Background growth rate should have a minimum of 3 data points.
44	2) Traffic Analysis Summary Table Separate tables must be included to summarize the level-of-service, volume/capacity ratio, delay information, traffic volume, 50th and 95th percentile queue, and available storage areas for all intersections and all movements. It is important to note that this information should not include any applicable taper areas. Mitigation measures are required if delays and queues are expected to be beyond capacity or LOS at signalized intersections are at LOS of F in the Future Total conditions. Please provide further information comparing delay for the intersection of Yonge Street at Horsham Avenue between existing, future background, and future total conditions.
45	3) Pick-up Drop-off (PUDO) PUDO trip rates were derived from 18 Yorkville and 1000 Bay, both sites located in Downtown Toronto. Please provide further information regarding the proxy sites, including raw data for proxy site trip rates in the Appendix and indicate vacancy rate, unit mix, and rental/ownership characteristics as related to the current site. Please also show modal split of the proxy sites versus the subject site. In addition, VMDs for PUDO vehicles making a three-point-turn after leaving the proposed “drop-off zone” show encroachment beyond the curb into the pedestrian realm. This is unacceptable. Please revise the site plan and provide proper turnaround for PUDO vehicles. Prior to accepting the traffic impacts of the proposal, the TIS from WSP must be revised to address the above-noted issues. The proponent is advised that additional comments may be provided with respect to the traffic impacts of the proposal once a revised Transportation Study is submitted for review and approval.
	Sidewalks/Boulevard/Streetscaping

46	The applicant must restore those sections of municipal boulevard where they propose to close existing driveway(s), replacing the access point(s) with appropriate landscaping and continuous poured raised concrete curb. The applicant must ensure that any streetscape designs proposed within municipal right-of-way comply with the requirements of this Division. We emphasise that anything other than municipal sidewalks, street trees, and sod are encroachments that the property owner must recognise in either a site plan or encroachment agreement that is registered on title to the property. The property owner is responsible for designing, constructing, and maintaining these encroachments. The City of Toronto Standard No. T-310.010-10 and the AODA require the provision of new 2.1m wide clear linear paths of concrete public sidewalks along all development site frontages. Appropriate transition areas must also be provided within the site frontages which connect the new sidewalks to the existing sidewalks at a 5:1 ratio. The required 2.1m wide public sidewalks must be clear widths and shall not include the street curb, specialized paving areas, planting areas, furniture zones, marketing areas, kill strips, TWSI, fire hydrants, hydro poles, etc. Furthermore, the required sidewalk must be offset by a minimum of 0.3m from the property line and must be offset by a minimum of 0.5m from permanent structures such as hydro poles, fire hydrants, etc. The site plan drawings and landscape plans must comply with the above-noted requirements. The site plan drawings and landscape plans must be revised to include a notation stating that, "The reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality." Please note that the site plan currently illustrates a 2.1m sidewalk expanding beyond the property line boundaries of the subject site to Beecroft Road. There is currently no existing sidewalk in that portion. Please clarify if the development will include construction of a new 2.1m wide public sidewalk along that portion.
	Driveway Acess/Site Circulation
47	Access to the site is proposed via one (1) full-movement driveway on Hounslow Avenue. The site driveway will provide access to the proposed underground parking garage, surface parking spaces, and loading facilities. The driveway must be constructed in accordance with City of Toronto Standard Drawing T-350.01. Please label proposed driveway dimension at the property line. In addition, label the proposed driveway dimensions on the ground floor and widths of the ramp leading to the underground parking garage. As noted previously, this development will require a future Site Plan Application. Additional comments pertaining to the design of the proposed site access will be provided at that time.
	Parking
48	A total of 9 accessible parking spaces are shown on the submitted drawings. One of the proposed parking spaces is substandard due to a column obstructing the barrier free aisle, resulting in 8 acceptable accessible parking spaces. This must be revised prior to meeting the accessible parking requirements.
49	Parking spaces must have the following minimum dimensions: 5.6m in length x 2.6m in width x vertical clearance of 2.0m. Please ensure the dimensions of each parking space is labelled and encumbered parking spaces (e.g., spaces adjacent to obstructions such as walls, pillars, utility poles, etc.) have an additional clearance of 0.3m for each side of the space that is obstructed. This clearance must be labeled in the submitted site plans for the parking space where it is required. Substandard spaces will not be considered as part of the parking rate calculations.
50	An accessible parking space must have the following minimum dimensions: 5.6m in length x 3.4m in width x vertical clearance of 2.1m. The entire length of the accessible parking space must also be adjacent to a 1.5-metre-wide accessible barrier free aisle. Please ensure the dimensions of each accessible parking space, including the barrier free aisle, are properly labelled.
	Loading
51	As mentioned, this proposal will be subject to further comments as part of a future Site Plan application. More detailed comments will be provided at that time with regard to the design and configuration of the proposed Loading supply.
	Solid Waste Management Services
52	1. A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: (a) Design Code - Ontario Building Code (b) Design Load - City bulk lift vehicle in addition Building Code requirements (c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds 2. Provide written certification to the Chief Engineer & Executive Director of Engineering and Construction Services by the "qualified professional" who designed and supervised the construction that all solid waste management facilities, including vertical and horizontal clearances have been constructed in accordance with the accepted Site Plan and Waste Management Report. 3. Provide Solid Waste Management Services with a copy of a Waste Management Plan in compliance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and ReDevelopments" document. The Waste Management Plan is to be placed in a common area within the building and be accessible to all residents. 4. Construct and maintain all facilities necessary to permit front-end waste collection services by the City in accordance with Chapter 844 of the City of Toronto Municipal Code, Waste Collection, Residential Properties

53	Toronto Green Standard v4 SW 1.1 (Sorting) has NOT been satisfied SW 1.2 (Storage) has been satisfied SW 1.3 (Oversized) has been satisfied SW 1.4 (Compaction) has NOT been satisfied SW 1.5 (HHW) has NOT been satisfied
City of Toronto, Strategic Initiatives, Policy and Analysis - January 16th, 2024	
	Johanna Hashim, Senior Planner, Strategic Initiatives, Policy and Analysis Johanna.Hashim@toronto.ca, 416-396-4288
54	1. As currently proposed, 23% of the units are two-bedroom units and 10% are threebedroom units. This meets the requirements of the Growing Up Guidelines.
55	2. As currently proposed, the average sizes of the two- and three-bedroom units do not meet the average sizes for family-sized units in the Growing Up Guidelines. The applicant is asked to increase the sizes of the two- and three-bedroom units to better address the needs of diverse households, including families with children, while still balancing affordability with unit functionality.
56	3. Affordable housing is a strategic priority for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing, including affordable rental housing, will be provided and maintained to meet the needs of current and future residents. There is a significant public interest in including affordable housing within the proposed development. The applicant is encouraged to consider the City's Open Door Affordable Housing Program, which provides incentives for the creation of new affordable housing beyond those required by the Official Plan.
57	4. The Planning Rationale states that the applicant may be amenable to providing affordable housing as part of a community benefits package. As such, the applicant is asked to work with City staff to identify the in-kind community benefits charge package.
City of Toronto, Parks, Forestry and Recreation - January 16th, 2024	
	Vitumbiko Mhango, Senior Project Manager, Parks Development Reply to: Jessica.Tam@toronto.ca, 416-396-7541
	Parks
58	Pet Amenities Given the current rise in dog-owning populations, the Owner is expected to provide onsite dog amenities with proper disposal facilities such as dog relief stations within the building premises to accommodate future residents' needs. This will also help alleviate pressure on public parkland. Comments in reference to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings will be provided by Urban Design. New outdoor Pet Relief Areas should not be located adjacent to parkland.
59	Proposal for Dedication of Parkland In accordance with Section 42 of the Planning Act, the Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.
City of Toronto, Parks, Forestry and Recreation - January 23rd, 2024	
	David Bostock, Supervisor, Tree Protection and Plan Review, Reply to : Nick.Biffis@toronto.ca, 416-396-6134
	Urban Forestry
	1. Arborist Report – confirming boundary tree ownership. 1. Trees no.125, 128 and 130 are assessed to be privately owned. As these trees are under 30cm diameter they are not by-law protected. 2. Trees no. 126, 127 and 145 are assessed to be boundary/neighbouring trees.
60	3. Advisory Comment - Toronto Green Standard Version 4 – Tier 1 3. Applications submitted on or after May 1, 2022 are required to meet Version 3 of the Toronto Green Standard. Tier 1 performance measures must be met and compliance is reviewed through the planning approval process. EC1.2 Trees Along Street Frontages Details: 8m tree spacing required Not Met
61	4.The following summary of regulated live tree impacts is based on the Arborist Report and Tree Preservation Plan by Kuntz Forestry Consulting Inc., dated September 26, 2023 MCC 813 article II (City street trees) Tree Removals: (8) trees, trees no. 123, 134, 135, 136, B, D, E & F Tree Injuries: -- MCC 813 article III (private trees) Tree Removals: (8) trees, trees no. 124, 129, 131, 137, 146, 149, G & H Tree Injuries: -- Boundary/Neighbor tree Removals: (3) trees, trees no. 126, 127 & 145 Boundary Neighbor tree Injuries: --
62	5. The applicant must obtain a permit from Urban Forestry prior to the start of any site works which may impact regulated trees. This may include early works such as demolition. Submit a TPPR application form and associated application fees to Urban Forestry –Tree Protection & Plan Review Office North York (tpprnorth@toronto.ca) to obtain a tree permit to remove/injure the subject trees. Application forms can be found on the City's website: How to Apply for a Tree or Ravine Permit – City of Toronto.

63	6. Submitting an application does not guarantee that a permit will be issued. In accordance with MCC 813, Urban Forestry is required to post a Public Notice for a minimum of 14 days and to consult with the Ward Councillor with regards to the proposed removal of a healthy City or private tree and with regards to the proposed Landscape/Compensation Plan.
64	7. Where a live City owned tree is approved for removal, Urban Forestry will require payment of a non-refundable Tree Loss Payment as compensation to the City for the loss of the tree's appraised amenity value. The amount will be determined upon review of the application to injure or remove trees to Urban Forestry.
65	8. Authorisation for tree removal or pruning of any City owned street tree or park tree must be done by a qualified arborist that has provided a completed 'Agreement for Contractors to Perform Arboricultural Services on City Owned Street Trees' form to Urban Forestry. Forms can be found on the City's website: How to Apply for a Tree or Ravine Permit – City of Toronto
66	9. Private property boundary or neighbor trees may be impacted by the proposal. It is important to emphasize that the possible issuance of a permit to injure/remove boundary/neighbour tree, will not supersede or expunge any civil or common law property rights. A tree permit is merely an acknowledgement that the proposed injury/removal, if carried out in accordance with the terms and conditions of the permit, will not constitute a violation of the tree By-law. A permit does not determine ownership or authorize the applicant to encroach or enter upon another's private property or to injure/remove a tree owned by another without their consent. It is the applicant's responsibility to resolve any ownership issues or other property disputes with any potential coowners of a boundary or neighbour tree.
67	10. As a requirement listed in the applicable tree by-law(s), compensation via tree planting, or cash-in-lieu payment is required for the removal for any tree regulated by MCC 813. The 4 following is a summary of compensation required and proposed is based on the Landscape Plan by MEP Design Landscape Architects, dated September 29, 2023. MCC 813 article II (City street trees): (8) trees required, (15) trees proposed MCC 813 article III (Private trees): (42) trees required, (0) tree proposed
68	11. Payment in lieu of by-law required planting will be accepted for the shortfall between the number of trees required and the number of satisfactory trees proposed. The cash-in-lieu payment amount is calculated based on $583.00 per tree but may be subject to change. Any payment or deposit requirements will be specified in the Notice of Approval Conditions.
69	12. For proposed planting on City lands, Urban Forestry will require a security in the amount of $583.00 per tree to ensure satisfactory planting and maintenance of the tree. Security values may be subject to change. The General Manager of Parks, Forestry & Recreation may hold the security for the duration of the guarantee period. The deposit may be drawn upon by the City to cover any costs incurred while ensuring that the tree is planted in accordance with approved plans and kept in a healthy and vigorous state during the two-year guarantee period. Any payment or deposit requirements will be specified in the Notice of Approval Conditions.
70	13. Prior to any demolition, construction, or grading activities taking place, tree protection barriers/hoarding shall be installed in the locations indicated on the approved plans and to the satisfaction of Urban Forestry – TPPR. Once the tree protection barriers have been installed and any other tree protection measures undertaken, the applicant/owner shall notify Urban Forestry to arrange for an inspection of the site and approval of aforementioned tree protection requirements. The owner must not proceed with any demolition, construction, or grading activities until Urban Forestry approval and permit (s) have been obtained.
71	14. All regulated trees on or adjacent to the subject lands must be protected in accordance with MCC 813 and the Tree Protection Policy and Specifications for Construction Near Trees (toronto.ca).
72	15. Where a City tree is to be retained on the site through appropriate protection measures, Urban Forestry may require a refundable Tree Guarantee Deposit. Any payment or deposit requirements will be specified in the Notice of Approval Conditions. If necessary, this deposit will be drawn upon to cover any cost incurred by the City if the City tree requires maintenance or removal and replacement as a result of construction activities associated with this project. Provided the tree protection is maintained as specified in an approved Tree Preservation Plan, and in accordance with the Tree Protection Policy and Specifications for Construction Near Trees (toronto.ca). The deposit may be released at the completion of construction. If it is discovered that during construction there has been unauthorized encroachment within a TPZ, or if a tree was not protected in accordance with the above noted documents, the deposit will be retained for an extended period. Should the tree's condition decline as a result of construction and/or encroachment the deposit may not be refunded.
73	16. For any City tree to be retained, regardless of the tree being alive or dead, the applicant is required to preserve existing soil volume(s) and any associated underground infrastructure (e.g. soil cells or similar) from all construction activity throughout the entire project so that a new tree may thrive in that location. For the purposes of this requirement, the applicant may refer to Tree Protection Policy and Specifications for Construction Near Trees (toronto.ca) and 5 apply all relevant guidelines, including, but not limited to, Prohibited Activities listed on page 8, to the existing soil and associated infrastructure.
74	17. All deposits and payments must be submitted to the attention of David Bostock, Supervisor of Urban Forestry and payable to Treasurer, City of Toronto. Acceptable methods of payment are in the form of a letter of credit, certified cheque, bank draft, money order, or by credit card or debit card at public facing UF service counters between 8:30 am and 3:00 pm, Monday – Friday (excluding holidays).
Toronto Catholic District School Board - January 18th, 2024	
	Tomasz Oltarzewski, 416-222-8282 Ext. 2278

75	The TCDSB has concerns with shadow impact to St Cyril Catholic School located at 18 Kempford Boulevard, as indicated on the Sun Shadow study, prepared by StudioJCI (issued on September 29, 2023). The most concerning times include December 21st – 10:18 am & 12:18 pm. At these times new net shadow from the proposal is cast to the north impacting the western school playground as well as the school building, reducing the enjoyment of the space for the school community. Being that this shadow is proposed to be cast in the winter months it also increases the likelihood of ice accretion on the play space creating potential safety hazards. The TCDSB requests that the developer reduce new net shadow cast by this development with potential design changes to reduce shadow on the play space and on St Cyril Catholic school for the times indicated above.
76	Due to the proximity of this proposal to St Cyril Catholic School, the TCDSB is requesting to be involved in a construction management plan to identify potential impacts of construction, inclusive of safety and traffic impacts as part of this proposal.
77	At this time, sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. As per the TCDSB Capital Plan St Antoine Daniel has been approved for a 510 pupil place replacement school with occupancy anticipated for 2025.
78	Further to the north, the TCDSB requires a school site as part of the Yonge Street North Planning Study and has engaged the City and developers to communicate Catholic school interests in the area. The TCDSB is actively pursuing creative and/or alternative accommodation opportunities along the North Yonge Corridor to address enrolment pressures being triggered by; the intensity and volume of development applications in the area, which is resulting in strain on local schools.
Toronto Hydro - January 11th, 2024	
	Tomasz Oltarzewski, 416-222-8282 Ext. 2278
	5.2 External Party: • Submit a request to the Toronto Hydro Standards and Materials section when using Heavy Equipment that will be operated under the following conditions: 1) Within 3000 mm (10'-0") of Toronto Hydro's cable chambers, vaults, direct buried cables or submersible vaults; 2) Within 2000 mm (6'-8") of Toronto Hydro's conduits, handwells, direct buried cables or tap/splice boxes. 3) Crossing over Toronto Hydro's underground plant. • When submitting the initial request, the external party is to provide Toronto Hydro with the following information: including type of work conducted, drawings, structural analysis of the design, and the geotechnical report and any other related information dealing with using Heavy Equipment. • Submit a geotechnical report and structural analysis of the design, signed by a professional engineer licensed in Ontario, stating the added forces applied to Toronto Hydro's underground plant with as much lead time as possible (2-4 weeks). Submit follow up structural analysis/design if required; • Follow the Toronto Hydro Distribution Construction Standard 31-0500; • Pay for any costs associated with the use of the Heavy Equipment that Toronto Hydro may request; • Be liable for all damages caused to the Toronto Hydro underground plant.
	Refer to Drawing
79	A locate must be completed in the field to identify Toronto Hydro infrastructure if needed.
80	Any proposed UG structures must maintain 300mm vertical & 600mm horizontal clearance edge to edge from all Toronto Hydro's Underground plant 600mm from Hydro pole
81	Any proposed trees must maintain min. 1000mm horizontal clearance from Hydro plant.
82	Hydro plant should not be undermined.
83	For pole relocation please e-mail to utility.relocations@torontohydro.com. Please contact our COS Dept. @ 416-542-2533 for disconnect. Equipment removal before any construction.
84	Any cost of pole relocation will be the responsibility of developer.
85	Shorings, Tiebacks, Piling within 1000mm or Blasting within 500mm is deemed a conflict that requires a professional Engineering report to resolve.
CITY OF TORONTO, CITY PLANNING – February 8th, 2024	
	Shareefah Rene, Planner, Community Planning| shareefah.rene@toronto.ca| 416-392-7188
	Community Planning

	The site is subject to the policies of the North York Centre Secondary Plan. Currently the secondary plan identifies the lands as Mixed Use Areas - Area H which allows for 0% commercial use. The secondary plan prescribes a maximum height of 50% of the horizontal distance from the Relevant Residential Property Line (RRPL) to the west of the site, a maximum height of 70% of the horizontal distance from the RRPL to the center of the site and a maximum height of 87% of the horizontal distance from the RRPL to the eastern portion of the site. and a density of 2.6 to the subject site. The proposed development does not meet the current policies.
	The City has commenced a review of the North York Centre Secondary Plan, which will include a review of the height and density policies of the plan. Prior to submitting a formal application, the applicant is encouraged to be actively involved in the study (North York at the Centre – City of Toronto) process, which will lead to recommended amendments to the plan which may support the proposed development where the current plan policies may not.
	It is our understanding that lot consolidation with 40 Hounslow Avenue has not been successful. In a PAC document the applicant suggested that the full build potential for the lot may be approximately a 4-storey development. Increase the proposed west setback to appropriately relate to the current and build potential of the lot to the west in combination with Urban Design Comments.
	The proposed building is not adequately set back from the east lot line and north lot line that abuts the publicly accessible pedestrian pathways. Provide appropriate setbacks to the east and north of the proposed development in combination with comments made by Urban Design and Urban Forestry.
	Heritage Planning
	The gates at 26 Hounslow were conserved from a previous property, demolished in 1993, and are commemorated with a nearby plaque. They should be conserved. The pathway itself, however, seems to be a result of the redevelopment of the site.
	Transportation Planning
	North York Centre Secondary Plan Review: The applicant is already aware of this work but we continue to provide the advisory comment that the City is undertaking a review of the North York Centre Secondary Plan (North York at the Centre) and that mobility improvements may be required in the area subject to the outcome of the mobility study. We encourage the applicant to stay informed as the study progresses.
	Based on the Transportation Impact Study prepared by WSP (dated October 12, 2023), the proposed TDM measures (excluding parking management strategies, City's policy/by-law/TGS requirements and promotional/educational strategies) include: • Car-share – The current proposal includes the provision of one (1) car-share vehicle/space within underground parking level P1. o We ask that the applicant strongly consider providing one (1) additional car-share vehicle/space as part of the proposed development. • Provision of long-term and short-term bicycle parking beyond the minimum requirement. o We support the provision of bicycle parking in excess of the minimum requirement. • Bicycle Repair/Maintenance Station – The current proposal includes the provision of one (1) bicycle repair station on level 2. o Please note that the provision of one bicycle repair station represents the minimum requirement as per Zoning By-law 569-2013 (Regulation 230.5.1.10 (12)) and thus does not constitute a TDM measure. Therefore, we strongly encourage the applicant to provide an additional bicycle repair station on site, preferably in a highly visible and publicly accessible location at-grade. • Pre-loaded Presto Passes ($50 for each unit at the time of occupancy). • Real-time Transportation / TDM Display Screen o We ask that the applicant install and maintain a real-time transportation display screen in the lobby. In addition to the above TDM measures and related comments, the applicant should also strongly consider implementing the following TDM measures: • Bike-share (funding contribution) – We encourage the applicant to coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area (for reference, one conventional Bike Share station is valued at a total of $50,000). • Car-share membership – We ask that the applicant consider providing the first year of carshare membership for all units that do not purchase/rent parking at the time of occupancy.

	Bicycle Parking: Regarding the proposed location of the long-term and short-term bicycle parking (and in accordance with the requirements in the City's Zoning By-law 569-2013, Toronto Green Standard (TGS) – Version 4 and Guidelines for the Design and Management of Bicycle Parking Facilities), the following comments have been provided (and can be further addressed at the Site Plan stage): • We ask that the applicant consider relocating the proposed long-term bicycle parking rooms from the P2 to the P1 level. These secure controlled-access facilities should also be located closer to the elevators to minimize interactions between vehicles and cyclists. • We note that the bulk of the short-term bicycle parking is proposed on the second floor and ask that the applicant relocate it to a highly visible and publicly accessible location at-grade (or on the first parking level of the building below grade). In the event that the short-term bicycle parking remains in its currently proposed location on the second floor, please ensure that the bike entry staircase is equipped with a ramp or a small channel for bicycle wheels.
	Transportation Network Connection and Design: Review and minimize lane widths and curb radii for all travel lanes and intersections (i.e. internal and external) on site, if applicable, based on the City's Curb Radii and Vehicle Travel Lane Widths Guidelines (City's Road Engineering Design Guidelines).
	Page 80 of Bousfields' Planning and Urban Design Rationale (October 2023) notes that the proposal will also enhance the pedestrian environment along Hounslow Avenue and the adjacent north-south and east-west mid-block connections through a mix of active uses at-grade, wide pedestrian boulevards, a high degree of glazing, the use of high-quality materials, and a stimulating and architecturally interesting façade. We ask that the submission explain/illustrate this in greater detail as the way the proposed development integrates with and enhances the adjacent north-south and east-west mid-block connections will greatly contribute to active transportation connectivity within and surrounding the subject site.
	Urban Design
	Comprehensive Development 1. There is potential for further lot consolidation of the subject land with the lot immediately to the west. Please continue to explore this option. 2. If further lot consolidation is not possible, please show the full build-out of 40 Hounslow Avenue on the block plan (currently not shown on submitted Block Context Plan) and show how the proposed building will relate to the planned built form on 40 Hounslow Avenue.
	Connecting and Expanding the Public Realm Public Art 3. The proposed development is of a scale and prominence to warrant participation in the Percent for Public Art Program. Refer to the Percent for Public Art Program Guidelines.
	Location and Organization Relative to Streets and Open Space Building Siting and Organization 4. The proposed building is not adequately set back from the east lot line and north lot line that abut the publicly accessible pedestrian walkways. Provide appropriate building setbacks and landscape treatments to improve pedestrian safety and maximize pedestrian experience along the walkways. East: Provide a minimum of 3.0m building setback from the public walkway to the east for the 2nd podium floor and above. The proposed walkway along the east of the property should be a minimum of 1.8m in width. A minimum of 4.5m building setback should be provided on the ground floor from the east lot line to allow for the proposed walkway as Page 5 of 6 well as soft landscaping between the walkway and the retaining wall and between the walkway and the residential uses at grade. North: The proposed setback of 0.7m with 1-2 storey blank wall facing north is of concern. Provide a minimum of 4.5m building setback from the north lot line to preserve the existing mature trees and allow for landscaped buffer between the building and the pedestrian walkway to the north. Active uses at grade should also be considered to animate the pedestrian walkway to the north. 5. The proposed building is not adequately set back from the west lot line that abuts the existing low rise building to the west. Provide building transition in scale towards the low rise building and appropriate building setback. West: Provide a minimum of 1.5m building setback from the west lot line for the ground floor to allow for landscape buffer. Provide a minimum of 5.5m building setback from the west lot line for the floors 2-5. A minimum of 10.0m building setback should be provided for the floors 6 and above. 6. The proposed balconies should not encroach into the required building setbacks of 3.0m to the south and the east. The balconies should not encroach into the 5.5m setback to the west. They should be broken up and should not wrap around the building corners to increase the bulk of the massing. 7. The proposed standalone exit stair near the northeast corner should be integrated within the building massing.
	Grading Relationships 8. The proposed ground floor elevation is below the pedestrian walkway to the east. Please reconsider the overall grading strategy onsite and increase the ground floor elevation facing east to minimize the retaining wall along east lot line and improve the building interface to the walkway.

	Building Massing and Design Tall Building Standards 9. The proposed building has a tall building typology and should respond to the Tall Building Design Guidelines. The guidelines recommend limiting the tower floor plate to 750 sqm GCA or less per floor, excluding balconies. 10. The proposed floor plate size of floor 6-12 is approximately 830 sqm. It should be reduced to be in more keeping with the requirement, to minimize the shadow impacts on the open space to the north and to improve access to sky view from the public realm.
	Amenity Areas 11. The sun/shadow study identifies significant outdoor amenity space shadowing at grade during most of the days between March 21 and September 21. Consider relocating the outdoor amenity at grade to the east or south of the building where more sun exposure is anticipated.
	Planning for Children and Pets 12. The programming of the outdoor amenity spaces should be more in keeping with the City's Growing Up and Pet-Friendly Design Guidelines. Please refer to guidelines for ideas of programming the outdoor areas for families and pets. Consider providing a dog/stroller/bicycle wash station at the P1 Level.
	Materials and Articulation 13. The proposed 5 storey high blank wall on the west façade has significant visual impacts on the public realm and should be avoided. Please provide the required setbacks from the west lot line and incorporate windows and decorative elements in the exterior design to support the pedestrian environment.
	Landscape, Streetscape and Pedestrian Amenities Landscape Plans, Trees and Environment 14. The proposal should provide the required building setbacks and increase the overall soft landscaping and tree canopy on the site.
	Toronto Green Standard The proposal is to meet the Tier 1 requirements and is encouraged to achieve Tier 2. Tier 1 Requirements AQ 3.1 Connectivity: See comment on Pedestrian Connections. EC 1.1 Tree Planting Areas and Soil Volume: Sufficient tree planting areas and soil volume should be provided onsite. To be coordinated with Urban Forestry.

APPENDIX

B. GROWTH RATE CALCULATION

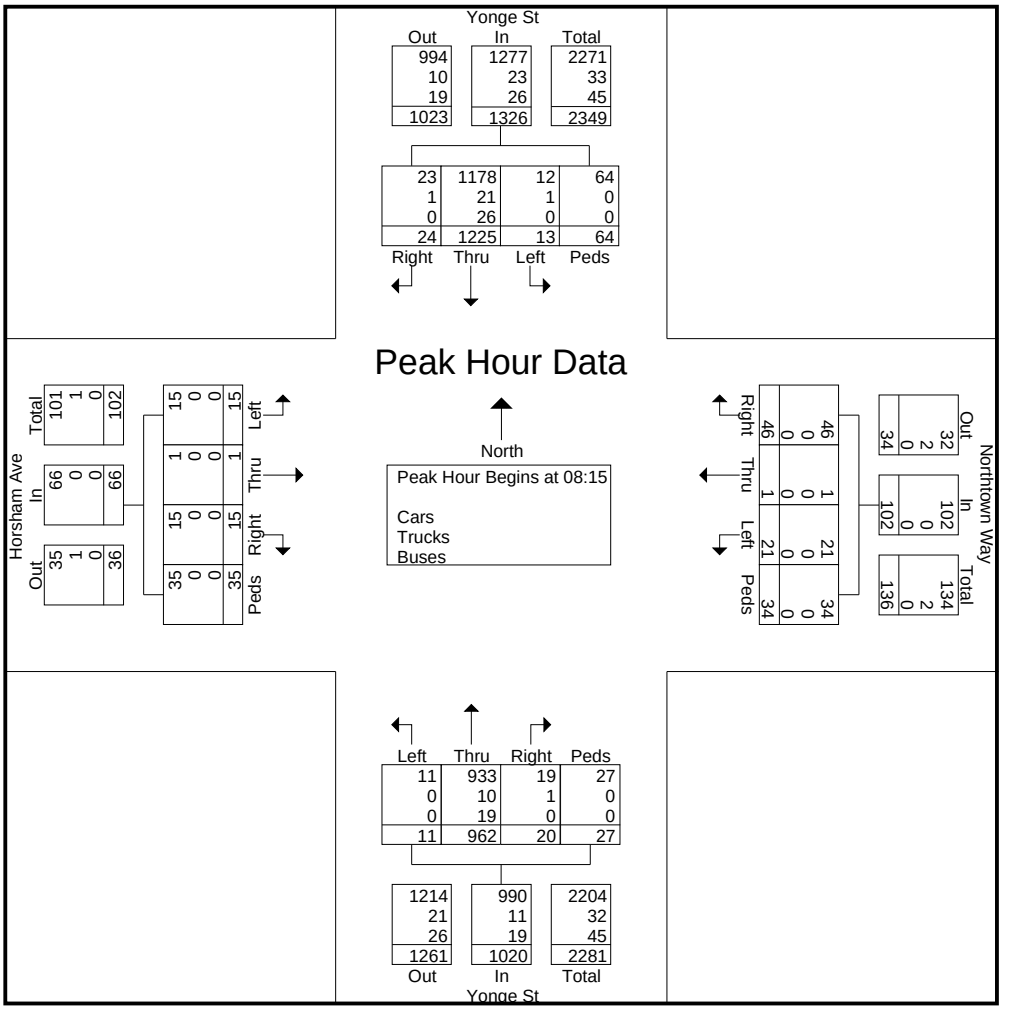
LEA Consulting Ltd.

625 Cochrane Drive, 9th Floor
Markham, ON, L3R 9R9

Project No: 9817
Location: Horsham Ave & Yonge St
Weather: light snow
Surveyor(s): Arnold Cheng/Nikola Ateljev

File Name : MERGED-HorshamAve&YongeSt-AM
Site Code : 98170029
Start Date : 2/9/2016
Page No : 3

	Yonge St Southbound					Northtown Way Westbound					Yonge St Northbound					Horsham Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:15 to 09:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15																					
08:15	2	**342**	5	12	**361**	5	**1**	14	11	31	1	247	3	7	258	2	0	3	8	13	**663**
08:30	3	272	**9**	**23**	307	**6**	0	11	3	20	**7**	**261**	**8**	6	**282**	**5**	**1**	2	10	18	627
08:45	**4**	304	2	17	327	6	0	**16**	**12**	**34**	1	248	5	**10**	264	4	0	**5**	**12**	**21**	646
09:00	4	307	8	12	331	4	0	5	8	17	2	206	4	4	216	4	0	5	5	14	578
Total Volume	13	1225	24	64	1326	21	1	46	34	102	11	962	20	27	1020	15	1	15	35	66	2514
% App. Total	1	92.4	1.8	4.8		20.6	1	45.1	33.3		1.1	94.3	2	2.6		22.7	1.5	22.7	53		
PHF	.813	.895	.667	.696	.918	.875	.250	.719	.708	.750	.393	.921	.625	.675	.904	.750	.250	.750	.729	.786	.948
Cars	12	1178																			
% Cars	92.3	96.2	95.8	100	96.3	100	100	100	100	100	100	97.0	95.0	100	97.1	100	100	100	100	100	96.9
Trucks	1	21	1	0	23	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	34
% Trucks	7.7	1.7	4.2	0	1.7	0	0	0	0	0	0	1.0	5.0	0	1.1	0	0	0	0	0	1.4
Buses	0	26	0	0	26	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	45
% Buses	0	2.1	0	0	2.0	0	0	0	0	0	0	2.0	0	0	1.9	0	0	0	0	0	1.8



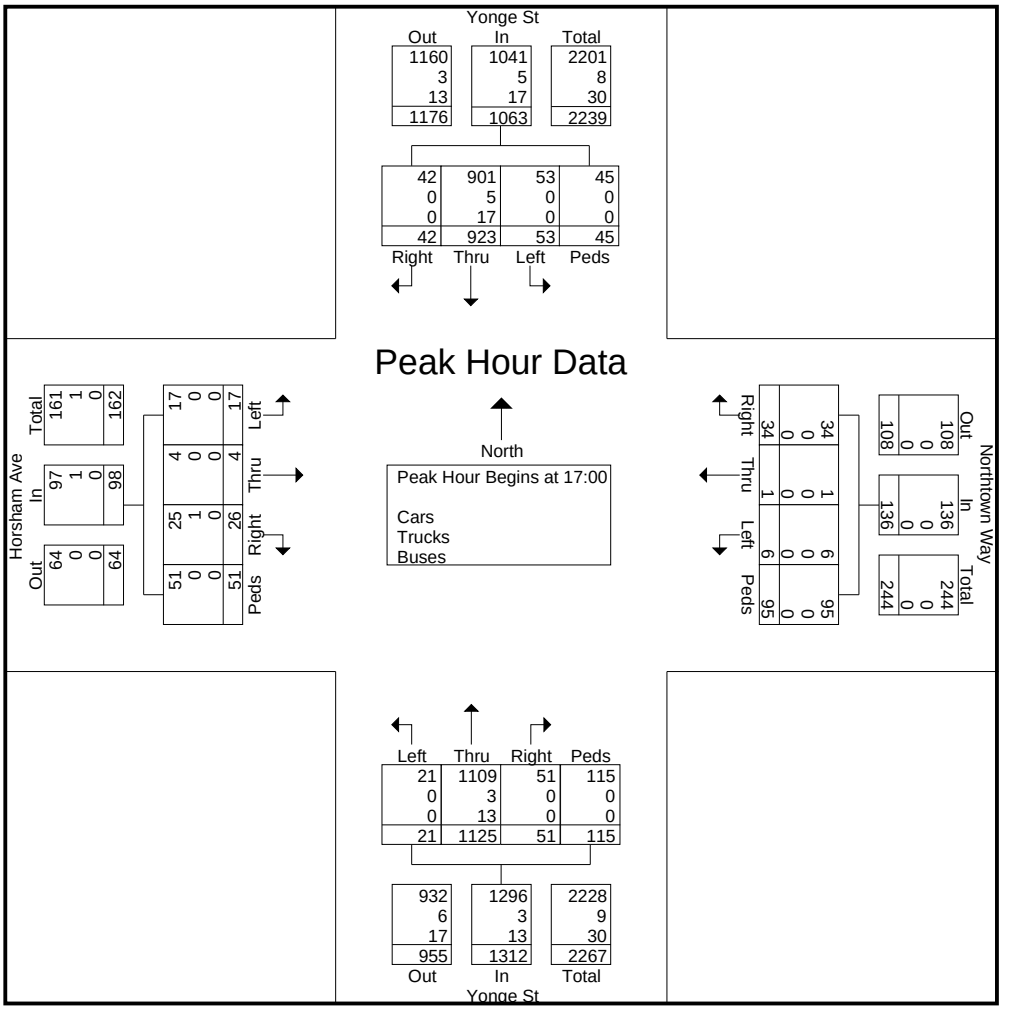
LEA Consulting Ltd.

625 Cochrane Drive, 9th Floor
Markham, ON, L3R 9R9

Project No: 9817
Location: Horsham Ave & Yonge St
Weather: light snow
Surveyor(s): Arnold Cheng/Nikola Ateljev

File Name : MERGED-HorshamAve&YongeSt-PM
Site Code : 98170029
Start Date : 2/9/2016
Page No : 3

	Yonge St Southbound					Northtown Way Westbound					Yonge St Northbound					Horsham Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	11	215	**15**	7	248	0	0	12	**27**	39	5	**299**	11	**30**	345	**6**	0	8	2	16	648
17:15	**24**	246	9	**14**	**293**	**4**	0	**14**	22	**40**	6	297	**16**	29	**348**	4	1	**10**	9	24	**705**
17:30	10	215	10	13	248	2	**1**	4	19	26	3	282	9	29	323	4	0	5	19	28	625
17:45	8	**247**	8	11	274	0	0	4	27	31	**7**	247	15	27	296	3	**3**	3	**21**	**30**	631
Total Volume	53	923	42	45	1063	6	1	34	95	136	21	1125	51	115	1312	17	4	26	51	98	2609
% App. Total	5	86.8	4	4.2		4.4	0.7	25	69.9		1.6	85.7	3.9	8.8		17.3	4.1	26.5	52		
PHF	.552	.934	.700	.804	.907	.375	.250	.607	.880	.850	.750	.941	.797	.958	.943	.708	.333	.650	.607	.817	.925
Cars	53	901	42	45	1041	6	1	34	95	136	21	1109									
% Cars	100	97.6	100	100	97.9	100	100	100	100	100	100	98.6	100	100	98.8	100	100	96.2	100	99.0	98.5
Trucks	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.2	0	0	3.8	0	1.0	0.3
Buses	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30
% Buses	0	1.8	0	0	1.6	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	1.1



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

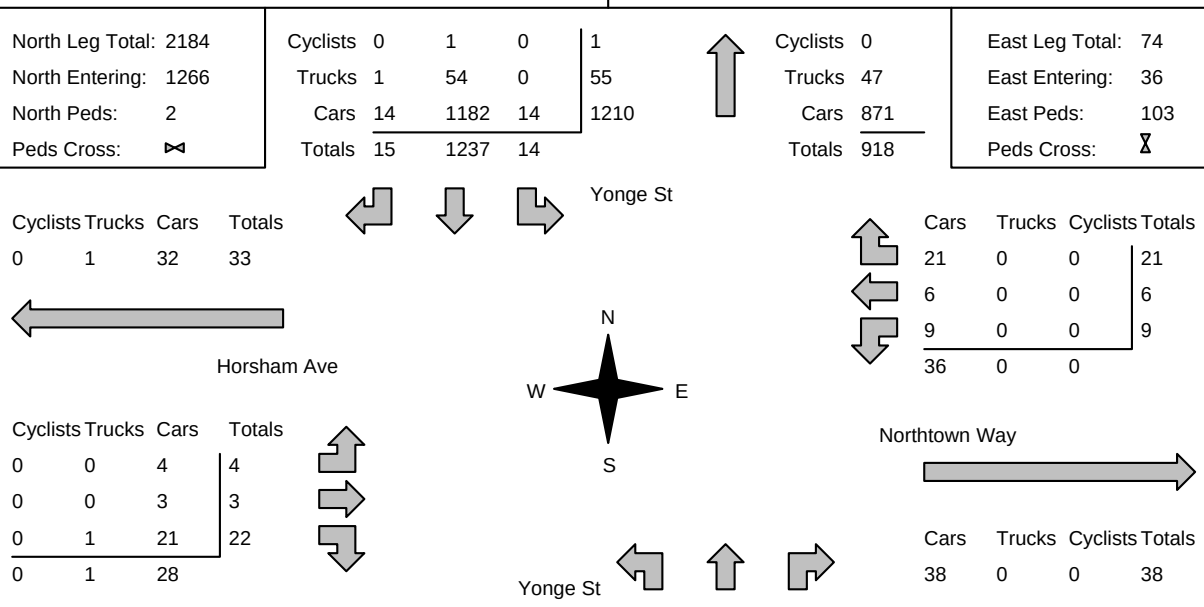
Municipality: Toronto
Site #: 1920900001
Intersection: Yonge St & Horsham Ave
TFR File #: 1
Count date: 10-Dec-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Yonge St runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Toronto
Site #: 1920900001
Intersection: Yonge St & Horsham Ave
TFR File #: 1
Count date: 10-Dec-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Yonge St runs N/S

North Leg Total:	2334			
North Entering:	1031			
North Peds:	8			
Peds Cross:	⋈			
Cyclists	0	0	0	0
Trucks	0	37	0	37
Cars	39	898	57	994
Totals	39	935	57	
Cyclists	1			
Trucks	35			
Cars	1267			
Totals	1303			
East Leg Total:	177			
East Entering:	63			
East Peds:	185			
Peds Cross:	⧖			

Yonge St

Cyclists	Trucks	Cars	Totals
0	0	59	59

Cars	Trucks	Cyclists	Totals
54	0	0	54
2	0	0	2
7	0	0	7
63	0	0	

Horsham Ave

N
W E
S

Cyclists	Trucks	Cars	Totals
0	0	15	15
0	0	8	8
0	1	39	40
0	1	62	

Northtown Way

Cars	Trucks	Cyclists	Totals
114	0	0	114

Yonge St

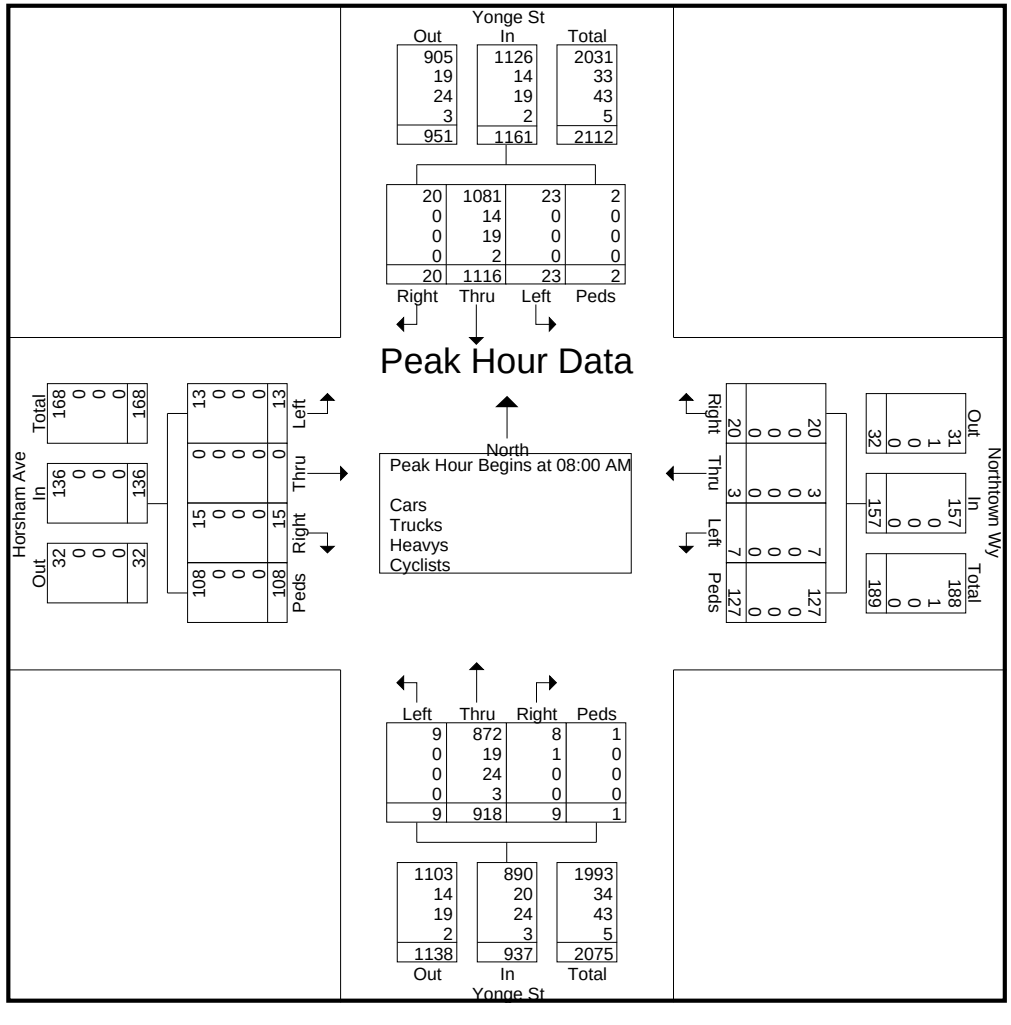
Peds Cross:	⧖			
West Peds:	174			
West Entering:	63			
West Leg Total:	122			
Cars	944			
Trucks	38			
Cyclists	0			
Totals	982			
Cars	18	1198	49	1265
Trucks	0	35	0	35
Cyclists	0	1	0	1
Totals	18	1234	49	
Peds Cross:	⋈			
South Peds:	3			
South Entering:	1301			
South Leg Total:	2283			

Comments

Horizon Data Services Ltd

Email: nhyree@gmail.com
Phone: (416) 840-6619 Fax: (416) 840-5297
"Your Traffic Count Specialist"

File Name : Yonge Street at Horsham Avenue
Site Code : 00000000
Start Date : 06/20/2023
Page No : 4

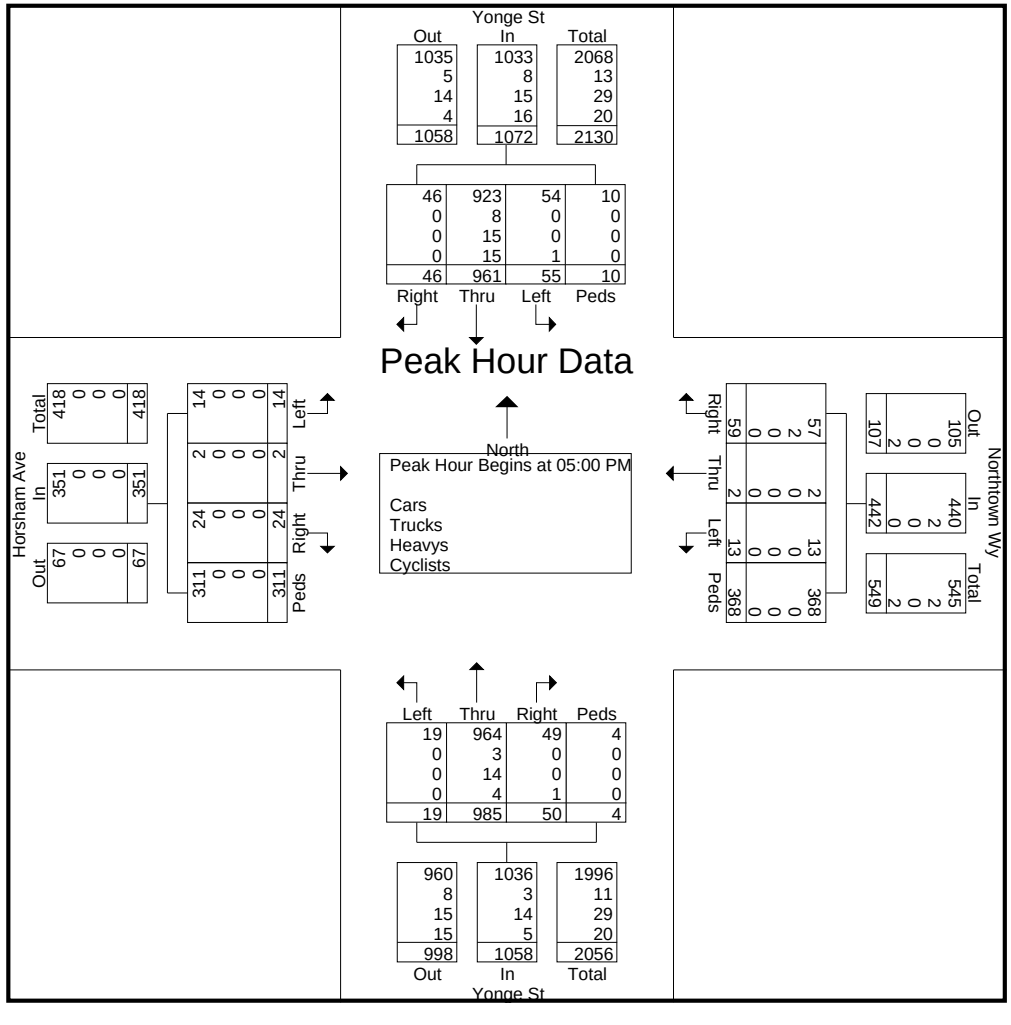


Horizon Data Services Ltd

Email: nhyree@gmail.com
Phone: (416) 840-6619 Fax: (416) 840-5297

"Your Traffic Count Specialist"

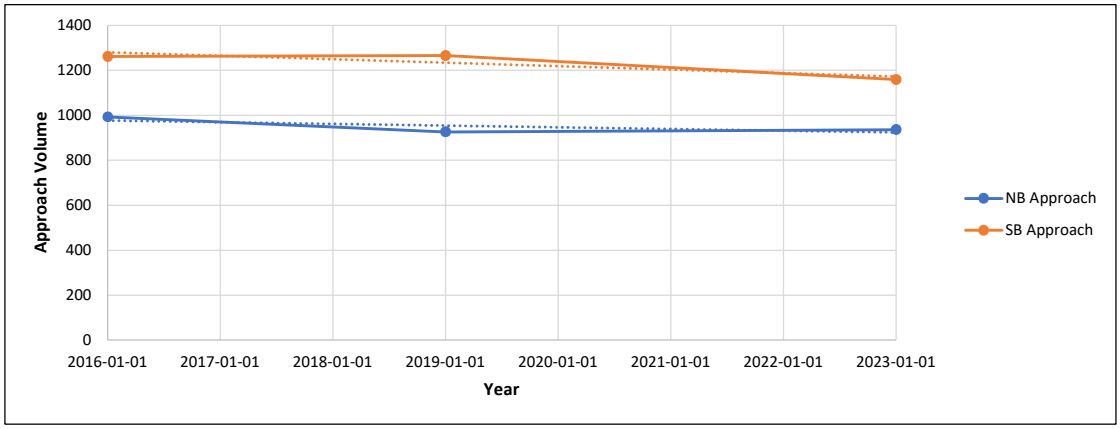
File Name : Yonge Street at Horsham Avenue
Site Code : 00000000
Start Date : 06/20/2023
Page No : 7



Corridor Growth

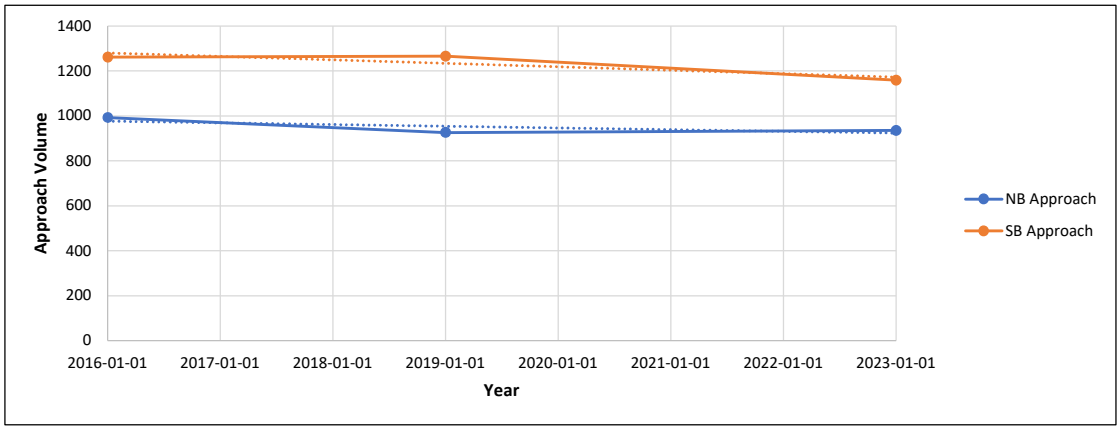
Intersection Horsham Avenue at Yonge Street
Period AM Peak Hour

Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NB Approach	SB Approach	EB Approach	WB Approach
2016-02-09	11	962	20	13	1225	24	15	1	15	21	1	46	993	1262	31	68
2019-12-10	12	893	21	14	1237	15	4	3	22	9	6	21	926	1266	29	36
2023-06-20	9	918	9	23	1116	20	13	0	15	7	3	20	936	1159	28	30
											Slope		-0.022	-0.038	-0.001	-0.014
											Rate		**-0.84%**	**-1.19%**	**-1.46%**	**-17.37%**



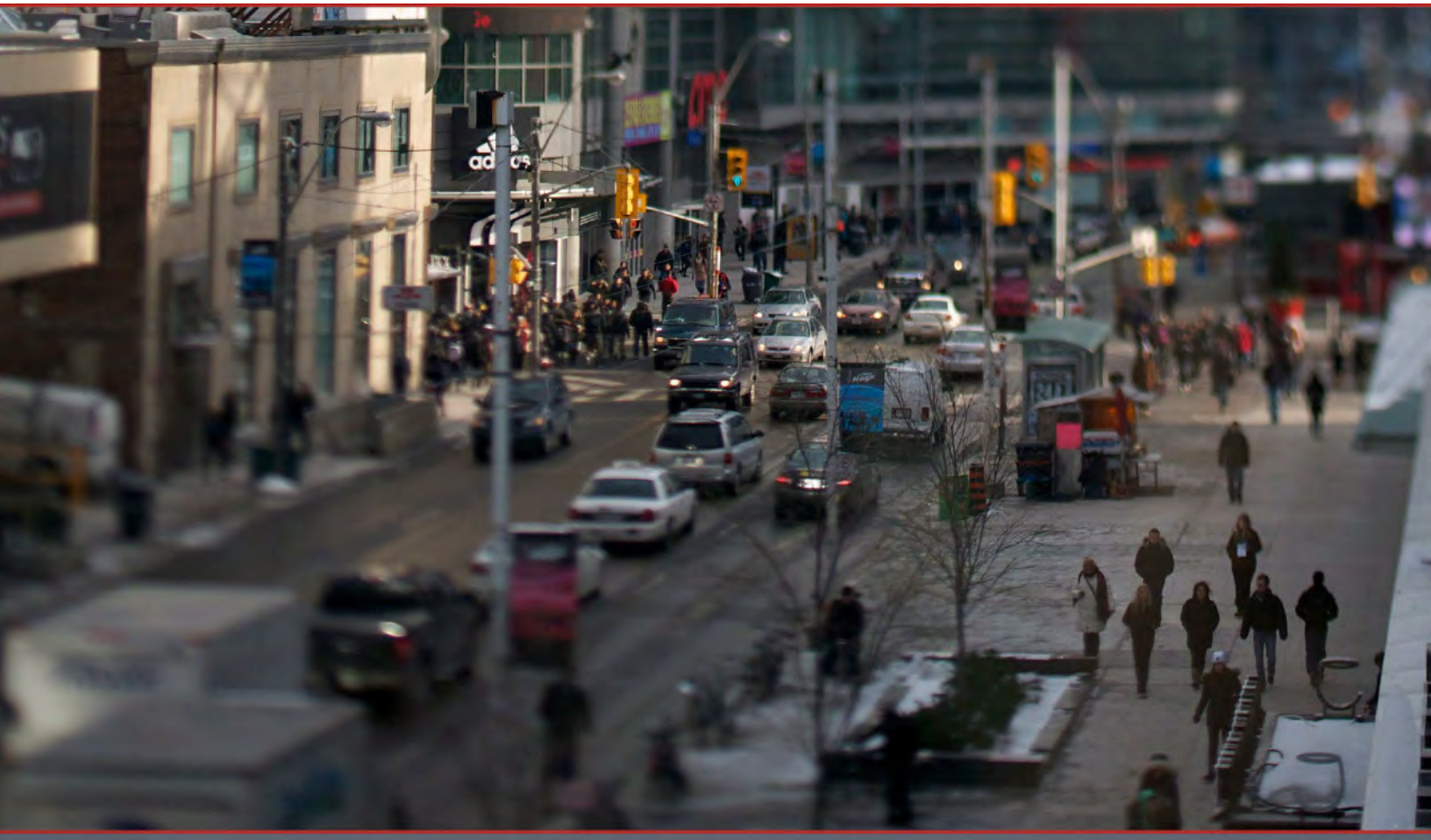
Intersection Horsham Avenue at Yonge Street
Period PM Peak Hour

Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NB Approach	SB Approach	EB Approach	WB Approach
2016-02-09	21	1125	51	53	923	42	17	4	26	6	1	34	1197	1018	47	41
2019-12-10	18	1234	49	57	935	39	15	8	40	7	2	54	1301	1031	63	63
2023-06-20	19	985	50	55	961	46	14	2	24	13	2	59	1054	1062	40	74
											Slope		-0.036	-0.011	-0.002	-0.001
											Rate		**-1.26%**	**-0.37%**	**-1.61%**	**-0.48%**



5318-5334 YONGE STREET & 11 CHURCHILL AVENUE

Official Plan Amendment / Zoning By-law Amendment & Site Plan Approval Applications
City of Toronto



Prepared For: A1 Developments Inc.

April 2023

BA Group

APPENDIX D:
Corridor Growth Analysis

13.4 Future Background Traffic Volumes

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

- general corridor growth on the area arterial roads (e.g., Yonge Street); and
- specific area development traffic (e.g., background development traffic).

13.4.1 General Corridor Growth

Historical traffic volume counts at the Yonge Street / Churchill Avenue & Church Avenue intersection between 2012 and 2022 were reviewed to determine if there have been any changes in traffic activity due to general corridor traffic growth within the study area.

The observed trends indicated that there has been no sustained upward trend in the vehicle traffic volumes along the Yonge Street corridor over the past 10 years during the weekday morning and afternoon peak hours. In fact, the observed trends indicated that there is a decline in traffic activity along these corridors during the weekday peak hours. Notwithstanding, no allowance has been made in the analyses to account for general traffic growth on these corridors over and above the site-specific traffic allowances made for other area developments.

Corridor growth rate calculation sheets are attached in **Appendix G**.

13.4.2 Background Development Growth

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 projects as of June 2022. These sites represent a total development in the order of 1,511 residential units, 12,974 m^2 GFA of office space and 8,232 m^2 GFA of retail space.

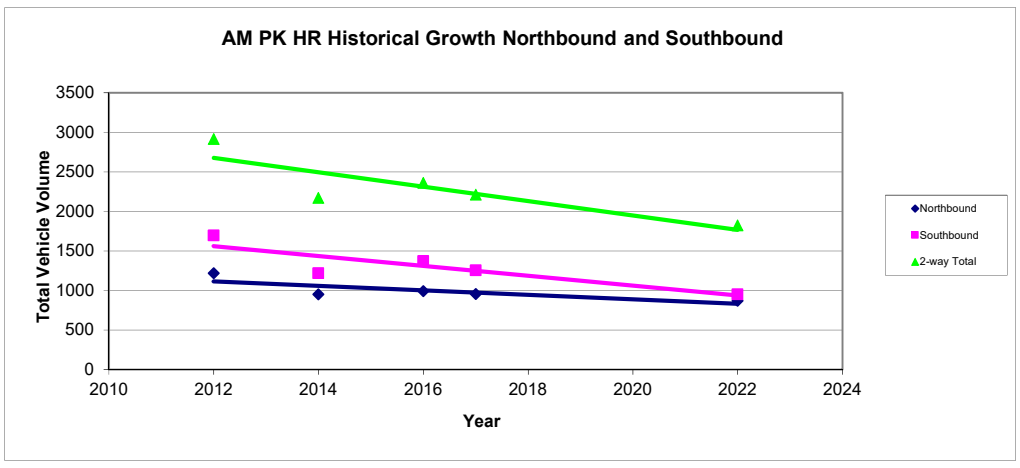
Area background developments are summarized in **Table 47** together with a description of the key development statistics for each. Traffic allowances made for each development were based upon traffic impact studies submitted to the City of Toronto as part of the development application process, unless otherwise noted.

Figure 12 illustrates the locations of the area background developments around the site.

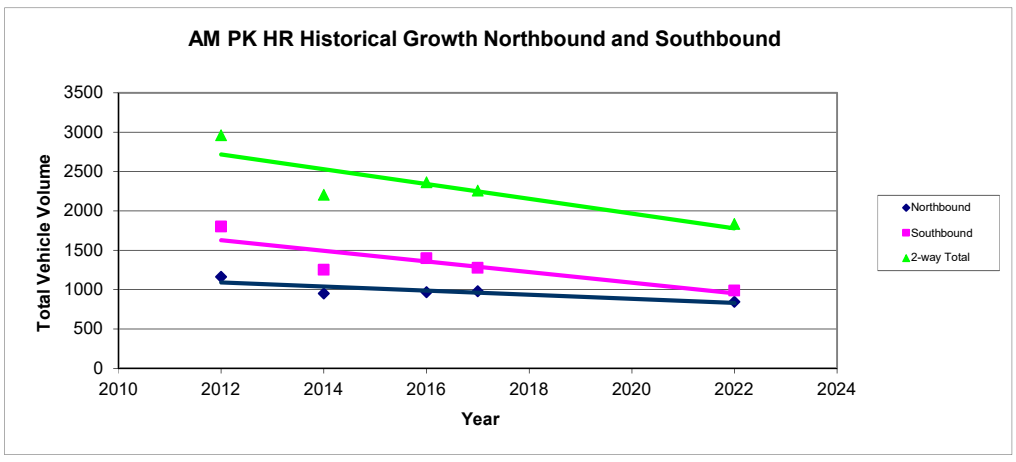
Figure 13 summarizes the future background traffic volumes for the weekday morning and afternoon peak hours, which were developed by adding the abovementioned allowances for corridor traffic growth and the specific background development to the base existing traffic volumes.

Project: Yonge and Churchill
Project ID: 8145-01
Intersection: Yonge/Churchill
Peak Hour: AM

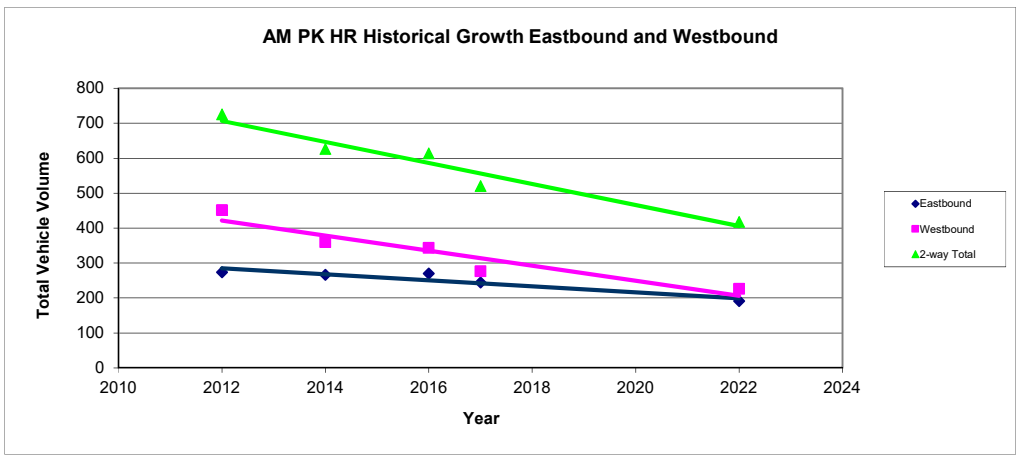
Count Information Date	Year	North of Yonge/Churchill Northbound	Southbound	2-way
Tues, Jun 12	2012	1218	1697	2915
Wed, Dec 17	2014	950	1218	2168
Wed, May 18	2016	989	1371	2360
Wed, Jun 28	2017	956	1254	2210
Thurs, Mar 31	2022	868	952	1820
Trend Point		1114.82	1561.37	2676.19
Slope		-28.24	-62.61	-90.86
Growth		**-2.53%**	**-4.01%**	**-3.39%**



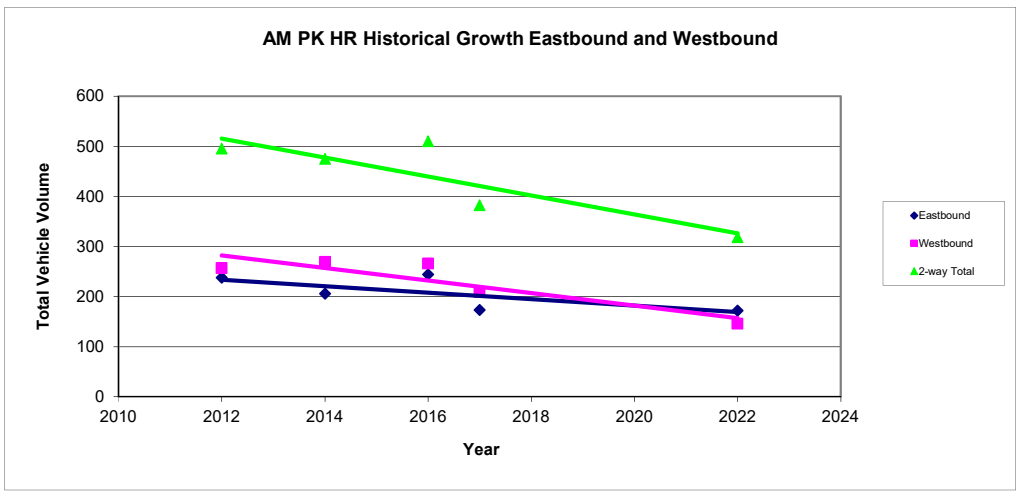
Count Information Date	Year	South of Yonge/Churchill Northbound	Southbound	2-way
Tues, Jun 12	2012	1162	1799	2961
Wed, Dec 17	2014	952	1251	2203
Wed, May 18	2016	965	1398	2363
Wed, Jun 28	2017	980	1274	2254
Thurs, Mar 31	2022	844	989	1833
Trend Point		1090.67	1625.57	2716.24
Slope		-26.21	-67.47	-93.68
Growth		**-2.40%**	**-4.15%**	**-3.45%**



Count Information Date	Year	East of Yonge/Churchill Eastbound	Westbound	2-way
Tues, Jun 12	2012	274	451	725
Wed, Dec 17	2014	266	360	626
Wed, May 18	2016	270	343	613
Wed, Jun 28	2017	244	276	520
Thurs, Mar 31	2022	191	226	417
Trend Point		285.01	421.65	706.66
Slope		-8.57	-21.54	-30.11
Growth		**-3.01%**	**-5.11%**	**-4.26%**

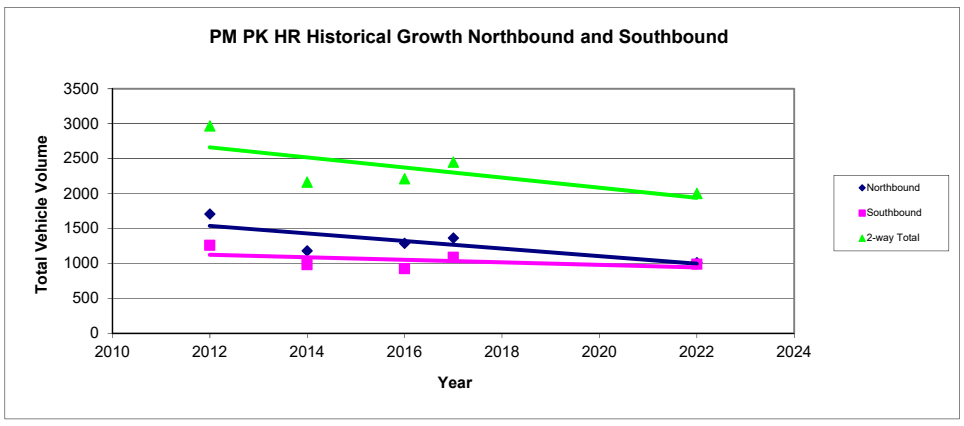


Count Information Date	Year	West of Yonge/Churchill Eastbound	Westbound	2-way
Tues, Jun 12	2012	238	257	495
Wed, Dec 17	2014	206	269	475
Wed, May 18	2016	244	266	510
Wed, Jun 28	2017	173	209	382
Thurs, Mar 31	2022	172	146	318
Trend Point		233.63	281.93	515.56
Slope		-6.44	-12.51	-18.94
Growth		**-2.76%**	**-4.44%**	**-3.67%**

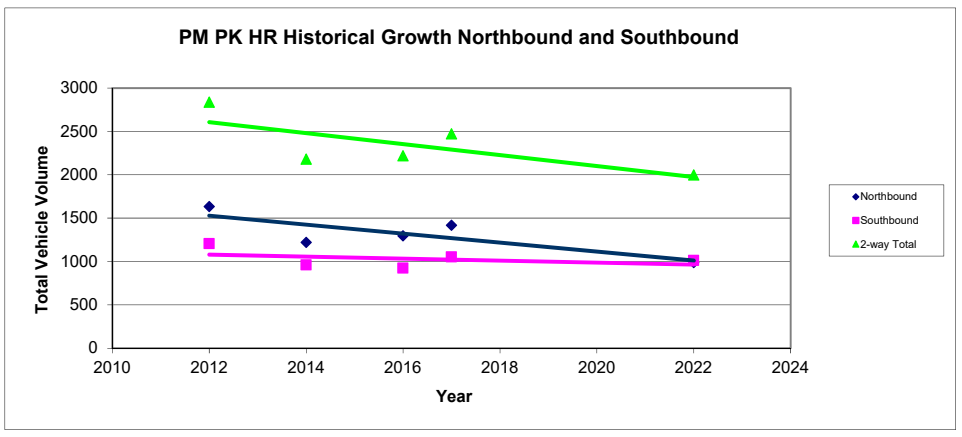


Project: Yonge and Churchill
Project ID: 8145-01
Intersection: Yonge/Churchill
Peak Hour: PM

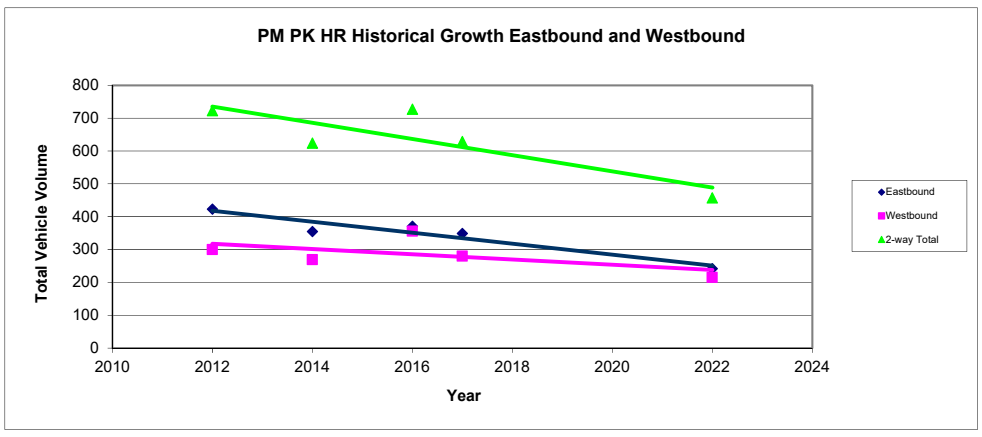
Count Information Date	Year	North of Yonge/Churchill Northbound	Southbound	2-way
Tues, Jun 12	2012	1708	1259	2967
Wed, Dec 17	2014	1181	981	2162
Wed, May 18	2016	1289	923	2212
Wed, Jun 28	2017	1363	1087	2450
Thurs, Mar 31	2022	1011	989	2000
Trend Point		1537.81	1123.58	2661.38
Slope		-54.14	-18.04	-72.19
Growth		**-3.52%**	**-1.61%**	**-2.71%**



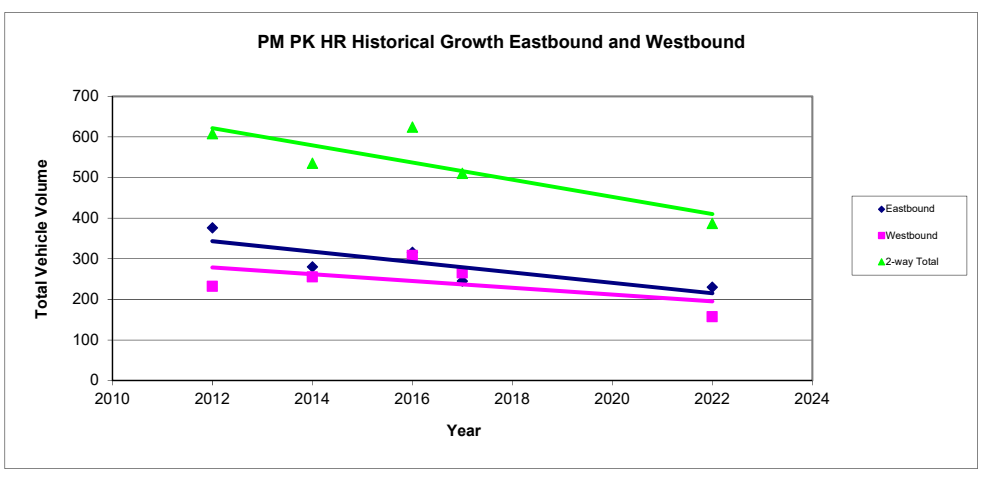
Count Information Date	Year	South of Yonge/Churchill Northbound	Southbound	2-way
Tues, Jun 12	2012	1633	1205	2838
Wed, Dec 17	2014	1221	960	2181
Wed, May 18	2016	1296	923	2219
Wed, Jun 28	2017	1418	1053	2471
Thurs, Mar 31	2022	987	1011	1998
Trend Point		1528.76	1078.57	2607.33
Slope		-51.85	-11.47	-63.32
Growth		**-3.39%**	**-1.06%**	**-2.43%**



Count Information Date	Year	East of Yonge/Churchill Eastbound	Westbound	2-way
Tues, Jun 12	2012	423	300	723
Wed, Dec 17	2014	355	269	624
Wed, May 18	2016	371	356	727
Wed, Jun 28	2017	349	280	629
Thurs, Mar 31	2022	242	215	457
Trend Point		418.17	317.42	735.60
Slope		-16.71	-7.96	-24.67
Growth		**-4.00%**	**-2.51%**	**-3.35%**



Count Information Date	Year	West of Yonge/Churchill Eastbound	Westbound	2-way
Tues, Jun 12	2012	376	232	608
Wed, Dec 17	2014	280	255	535
Wed, May 18	2016	316	308	624
Wed, Jun 28	2017	245	265	510
Thurs, Mar 31	2022	230	157	387
Trend Point		343.26	278.48	621.74
Slope		-12.82	-8.35	-21.18
Growth		**-3.74%**	**-3.00%**	**-3.41%**



APPENDIX

C. UPDATED TRAFFIC ASSESSMENT

EXISTING INTERSECTION OPERATIONS

The results of the intersection capacity analysis for all the intersections and movements under existing conditions are summarized in **Table 1**. Detailed intersection capacity analysis sheets are included in Appendix D of our October 2023 TIS submission.

Table 1: Existing Intersection Operations

Movement		AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
Yonge Street at Horsham Avenue		**0.30**	**1**	**A**	**0.47**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.16	27	D	0.33	46	E
Westbound Through+Left+Right	WBTLR	0.12	19	C	0.47	44	E
Northbound Left	NBL	0.02	13	B	0.06	15	C
Northbound Through+Right	NBTR	0.24	0	A	0.25	0	A
Southbound Left	SBL	0.05	12	B	0.19	19	C
Southbound Through+Right	SBTR	0.30	0	A	0.25	0	A
Beecroft Road at Hounslow Avenue		**0.31**	**0**	**A**	**0.26**	**1**	**A**
Westbound Left+Right	WBLR	0.05	12	B	0.08	13	B
Northbound Through+Right	NBTR	0.15	0	A	0.26	0	A
Southbound Through+ Left	SBTL	0.31	0	A	0.23	0	A
Hounslow Avenue at Horsham Avenue		**0.05**	**7**	**A**	**0.08**	**7**	**A**
Westbound Left+Right	WBLR	0.05	7	A	0.08	7	A
Northbound Through+Right	NBTR	0.02	7	A	0.06	7	A
Southbound Through+ Left	SBTL	0.02	7	A	0.01	7	A

The existing traffic operations indicate that all turning movements at the intersection of Beecroft Road at Hounslow Avenue operate at LOS B or better during the a.m. and p.m. peak hours. Turning movements at the east and west approaches of the Horsham Avenue at Yonge Street intersection operate with longer delay at LOS 'E' during the p.m. peak hour but these movements are still operating well within capacity. This is usual as Yonge Street is a major arterial with a seven-lane cross-section operating under free flow conditions and offers a reduced number of gaps for the eastbound and westbound vehicles to enter the traffic stream.

Queues for the study intersections were assessed using the Synchro 11 software. **Table 2** summarizes the projected 95th percentile queues for all the movements at the study intersections. The detailed Synchro queuing reports are provided in Appendix D of our October 2023 TIS submission.

Table 2: Queuing, Existing Traffic Conditions

Movement		Available Storage (m)	95th Percentile Queues	
			AM Peak Hour	PM Peak Hour
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	4	11
Westbound Through+Left+Right	WBTLR	30	3	18
Northbound Left	NBL	100	1	1
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	5

Movement		Available Storage (m)	95th Percentile Queues	
			AM Peak Hour	PM Peak Hour
Southbound Through+Right	SBTR	180	0	0
Beecroft Road at Hounslow Avenue				
Westbound Left+Right	WBLR	100	0	0
Northbound Through+Right	NBTR	90	0	0
Southbound Through+ Left	SBTL	130	0	0
Hounslow Avenue at Horsham Avenue				
Westbound Left+Right	WBLR	70	1	2
Northbound Through+Right	NBTR	20	0	0
Southbound Through+ Left	SBTL	100	1	1

The queuing assessment for the existing traffic conditions reveals that the 95th percentile queues at the study intersections are currently negligible and do not exceed the available storage lengths.

FUTURE BACKGROUND INTERSECTION OPERATIONS

The resulting levels of service for all the intersections and movements are outlined in **Table 3** with the details related to the intersection operations provided in Appendix D of our October 2023 TIS submission.

Table 3: 2028 Future Background Traffic Operations

Movement		AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
Yonge Street at Horsham Avenue		**0.30**	**1**	**A**	**0.49**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.19	33	D	0.31	67	F
Westbound Through+Left+Right	WBTLR	0.13	21	C	0.49	47	E
Northbound Left	NBL	0.02	13	B	0.03	15	C
Northbound Through+Right	NBTR	0.27	0	A	0.27	0	A
Southbound Left	SBL	0.05	13	B	0.20	20	C
Southbound Through+Right	SBTR	0.30	0	A	0.26	0	A
Beecroft Road at Hounslow Avenue		**0.32**	**0**	**A**	**0.27**	**0**	**A**
Westbound Left+Right	WBLR	0.04	12	B	0.07	13	B
Northbound Through+Right	NBTR	0.16	0	A	0.27	0	A
Southbound Through+ Left	SBTL	0.32	0	A	0.24	0	A
Hounslow Avenue at Horsham Avenue		**0.06**	**7**	**A**	**0.06**	**7**	**A**
Westbound Left+Right	WBLR	0.06	7	A	0.06	7	A
Northbound Through+Right	NBTR	0.03	7	A	0.05	7	A
Southbound Through+ Left	SBTL	0.01	7	A	0.01	7	A

The projected 2028 future background traffic operations indicate that all turning movements at the intersections of Beecroft Road at Hounslow Avenue and Hounslow Avenue at Horsham Avenue are projected to operate at LOS 'B' or better, as under existing conditions. Similar to the existing conditions, turning movements at the west approach of the Horsham Avenue at Yonge Street intersection are projected to operate at LOS 'E' during the p.m. peak hour. In addition, the eastbound turning movements at this intersection are projected to deteriorate to LOS 'F' during the p.m. peak hour. However, all of the critical movements are still operating well within capacity. Compared to the

existing conditions, the increase in average delay for the eastbound and westbound movements are 6 and 2 seconds per vehicle during the a.m. peak hour and 21 and 3 seconds per vehicle during p.m. peak hour at this intersection. Delay at the eastbound approach is projected to be about one minute during the p.m. peak hour, which is deemed acceptable for the intersection.

Queues for the study intersections were assessed using the Synchro 11 software. **Table 4** summarizes the projected 95th percentile queues for all the movements at the study intersections.

Table 4: Queuing, 2028 Future Background Conditions

Movement		Available Storage (m)	95th Percentile Queues	
			AM Peak Hour	PM Peak Hour
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	6	9
Westbound Through+Left+Right	WBTLR	30	4	19
Northbound Left	NBL	100	1	1
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	6
Southbound Through+Right	SBTR	180	0	0
Beecroft Road at Hounslow Avenue				
Westbound Left+Right	WBLR	100	0	0
Northbound Through+Right	NBTR	90	0	0
Southbound Through+ Left	SBTL	130	0	0
Hounslow Avenue at Horsham Avenue				
Westbound Left+Right	WBLR	70	1	2
Northbound Through+Right	NBTR	20	0	0
Southbound Through+ Left	SBTL	100	1	0

As can be seen in Table 4, under 2028 future background conditions, all the 95th percentile queues at the study intersections are expected not to exceed the available storage lengths.

TOTAL FUTURE INTERSECTION OPERATIONS

The total future traffic operations at the study intersections were analyzed on the basis of the total future traffic forecasts with a full moves site access. The resulting levels of service are outlined in **Table 5** and detailed Synchro reports are available in **Appendix D** of our October 2023 TIS submission.

Table 5: 2028 Total Future Intersection Operations

Movement		AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
Yonge Street at Horsham Avenue		**0.37**	**1**	**A**	**0.52**	**3**	**A**
Eastbound Through+Left+Right	EBTLR	0.37	40	E	0.43	73	F
Westbound Through+Left+Right	WBTLR	0.13	22	C	0.52	51	F
Northbound Left	NBL	0.03	13	B	0.08	16	C
Northbound Through+Right	NBTR	0.27	0	A	0.27	0	A
Southbound Left	SBL	0.05	13	B	0.20	20	C
Southbound Through+Right	SBTR	0.30	0	A	0.26	0	A
Beecroft Road at Hounslow Avenue		**0.32**	**1**	**A**	**0.27**	**1**	**A**
Westbound Left+Right	WBLR	0.11	15	B	0.10	14	B
Northbound Through+Right	NBTR	0.16	0	A	0.27	0	A
Southbound Through+ Left	SBTL	0.32	0	A	0.24	0	A
Hounslow Avenue at Horsham Avenue		**0.07**	**7**	**A**	**0.09**	**7**	**A**
Westbound Left+Right	WBLR	0.07	7	A	0.09	7	A
Northbound Through+Right	NBTR	0.03	7	A	0.05	7	A
Southbound Through+ Left	SBTL	0.06	8	A	0.03	7	A
Hounslow Avenue at Site Access		**0.08**	**5**	**A**	**0.04**	**4**	**A**
Eastbound Through+Left	EBTL	0.01	0	A	0.02	0	A
Westbound Through+Right	WBTR	0.03	0	A	0.04	0	A
Southbound Left+Right	SBLR	0.08	9	A	0.03	9	A

The projected 2028 future total traffic operations indicate that all turning movements at the intersections of Beecroft Road at Hounslow Avenue and Hounslow Avenue at Horsham Avenue are projected to operate at LOS B or better, as under future background conditions. Turning movements at the east and west approaches of the Horsham Avenue at Yonge Street intersection are projected to operate at LOS 'F' during both the a.m. and p.m. peak hours. However, all of the critical movements are still operating well within capacity.

Moreover, the site access is projected to operate at very well LOS 'A' and experience a delay of 9 seconds during both peak periods, which is expected since there are minimal conflicting movements along Hounslow Avenue.

Compared to the future background conditions, the addition of site-generated volumes results in a maximum increase in average delay of 7 and 6 seconds per vehicle for the eastbound movements at the Yonge Street at Horsham Avenue intersection during the a.m. and p.m. peak hours, respectively.

Based on the future total traffic operations, the site-generated traffic volumes of the proposed development can be readily accommodated by the study area road network.

Queues for the study intersections were assessed using the Synchro 11 software. **Table 6** summarizes the projected 95th percentile queues for all the movements at the study intersections.

Table 6: Queuing, 2028 Total Future Conditions

Movement		Available Storage (m)	95th Percentile Queues	
			AM Peak Hour	PM Peak Hour
Yonge Street at Horsham Avenue				
Eastbound Through+Left+Right	EBTLR	70	13	14
Westbound Through+Left+Right	WBTLR	30	4	20
Northbound Left	NBL	100	1	2
Northbound Through+Right	NBTR	140	0	0
Southbound Left	SBL	160	1	6
Southbound Through+Right	SBTR	180	0	0
Beecroft Road at Hounslow Avenue				
Westbound Left+Right	WBLR	30	0	0
Northbound Through+Right	NBTR	90	0	0
Southbound Through+ Left	SBTL	130	0	0
Hounslow Avenue at Horsham Avenue				
Westbound Left+Right	WBLR	70	3	3
Northbound Through+Right	NBTR	20	0	0
Southbound Through+ Left	SBTL	60	1	1
Hounslow Avenue at Site Access				
Eastbound Through+Left	EBTL	60	1	1
Westbound Through+Right	WBTR	30	0	0
Southbound Left+Right	SBLR	>10	2	1

Similar to future background conditions, no queuing issues are anticipated at any of the study intersections under 2028 future total conditions. For example, the 95th percentile queues for the eastbound movements at the Yonge Street at Horsham Avenue intersection are forecast to be 13 and 14 metres during the a.m. and p.m. peak hours, respectively under 2028 future total conditions. The increase in the 95th percentile queues for this movement are 7 and 5 metres compared to the future background conditions. In addition, the 95th percentile queues at the site access be accommodated within the available storage length.

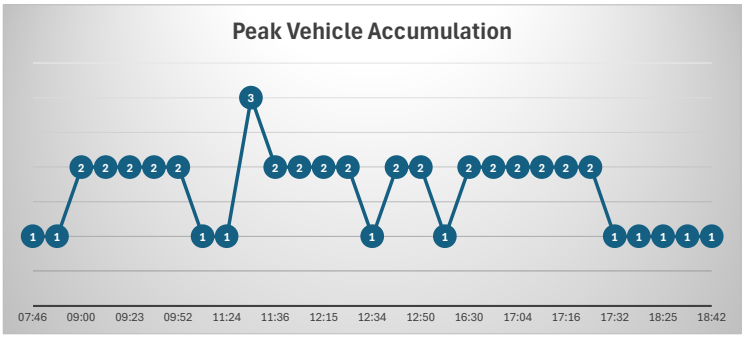
APPENDIX

D. PROXY SITE SURVEY DATA

49 Cantebury Place
Thursday-March-7-2024

Date	Start of Event	End of Event	Event Type	No of Passengers	Peak Vehicle Accumulation
2024-03-07	7:46:58	8:13:02	Onsite - PickUP	2	1
2024-03-07	8:57:58	8:58:45	Onsite - PickUP	1	1
2024-03-07	9:00:00	10:00:00	Onsite - Drop Off	2	2
2024-03-07	9:03:10	9:03:51	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	9:23:35	9:36:05	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	9:36:48	9:43:11	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	9:52:58	9:54:34	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	11:09:54	11:13:20	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	11:24:29	11:27:51	Onsite - Drop Off	1	1
2024-03-07	11:28:39	11:52:03	Onsite - Drop Off and Onsite - Pickup	3	3
2024-03-07	11:36:50	11:40:27	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	11:41:44	11:46:15	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	12:15:56	12:30:22	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	12:25:03	12:26:43	Onsite - Drop Off	1	2
2024-03-07	12:34:54	12:36:49	Onsite - PickUP	1	1
2024-03-07	12:42:20	13:00:00	Onsite - Drop Off	1	2
2024-03-07	12:50:42	12:52:07	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	16:10:22	16:10:44	Onsite - Drop Off	1	1
2024-03-07	16:30:51	16:43:10	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	16:41:53	16:44:03	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	17:04:04	17:19:26	Onsite - PickUP	1	2
2024-03-07	17:05:12	17:06:16	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	17:16:00	18:10:18	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	17:25:35	17:26:24	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	17:32:00	17:36:32	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	18:23:58	18:25:30	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	18:25:31	18:28:11	Onsite - PickUP	1	1
2024-03-07	18:38:00	18:38:22	Onsite - Drop Off	1	1
2024-03-07	18:42:23	18:42:34	Onstreet - Drop Off	1	1

85th percentile of values	2.00
Rate Per Unit	0.0132



About 30 Canterbury Pl — Dia Condominiums

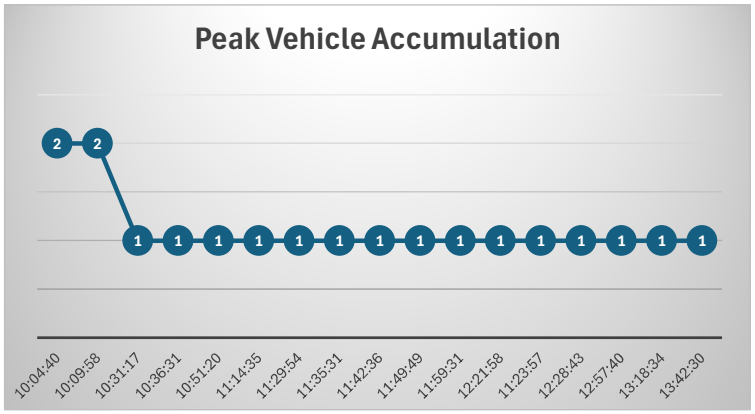
Located at 30 Canterbury Pl, Dia Condominiums is a 18-storey condo containing 151 units. These Toronto condos were developed by Tas Design Build and completed in 2008. Units start at 400 square feet and can be as large as 5000 square feet. What makes a Willowdale condo for sale most appealing is all that the neighbourhood has to offer.

This condo has an excellent Walk Score of 94 and a high demand ranking, based on Strata.ca's analytics. Maintenance fees at 30 Canterbury Pl are $0.98 per-square-foot, which is significantly higher than the city average of about $0.67.

49 Cantebury Place
Saturday-March-9-2024

Date	Start of Event	End of Event	Event Type	No of Passengers	Peak Vehicle Accumulation
2024-03-09	10:04:40	10:13:51	Parking	-	2
2024-03-09	10:09:58	10:18:25	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	10:31:17	10:31:17	Parking	-	1
2024-03-09	10:36:31	10:37:07	Onsite - Drop Off	1	1
2024-03-09	10:51:20	10:55:50	Onsite - Drop Off	1	1
2024-03-09	11:14:35	11:19:55	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	11:29:54	11:31:46	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	11:35:31	11:36:35	Onsite - Drop Off	1	1
2024-03-09	11:42:36	11:44:10	Parking	-	1
2024-03-09	11:49:49	11:50:36	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	11:59:31	12:08:32	Onsite - PickUP	1	1
2024-03-09	12:21:58	12:23:07	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	11:23:57	11:26:35	Onsite - PickUP	1	1
2024-03-09	12:28:43	12:30:29	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	12:57:40	12:57:46	Parking	-	1
2024-03-09	13:18:34	13:21:06	Onsite - PickUP	2	1
2024-03-09	13:42:30	13:54:02	Onsite - Drop Off and Onsite - Pickup	2	1

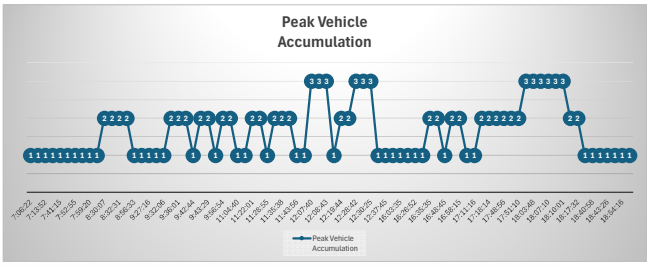
85th percentile of values	1.30
Rate Per Unit	0.0086



503 Beecrroft
Thursday-March-7-2024

Date	Start of Event	End of Event	Event Type	No of Passengers	Peak Vehicle Accumulation
2024-03-07	7:06:22	7:07:34	Onsite - PickUP	1	1
2024-03-07	7:09:23	7:12:30	Onsite - Drop Off	1	1
2024-03-07	7:13:52	7:17:53	Onsite - PickUP	1	1
2024-03-07	7:33:39	7:37:57	Onsite - PickUP	1	1
2024-03-07	7:41:15	7:43:17	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	7:47:45	7:50:02	Onsite - Drop Off	2	1
2024-03-07	7:52:55	7:53:01	Onsite - PickUP	1	1
2024-03-07	7:58:03	7:58:19	Onsite - PickUP	1	1
2024-03-07	7:59:20	8:01:38	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	8:16:38	8:22:59	Parking	-	1
2024-03-07	8:30:07	8:35:08	Onsite - PickUP	1	2
2024-03-07	8:30:44	8:32:16	Parking	-	2
2024-03-07	8:32:31	8:33:02	Onsite - PickUP	1	2
2024-03-07	8:33:09	8:33:19	Onsite - PickUP	1	2
2024-03-07	8:56:33	8:58:40	Onsite - PickUP	1	1
2024-03-07	8:59:00	9:00:01	Onsite - PickUP	1	1
2024-03-07	9:27:16	9:28:34	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	9:29:49	9:31:25	Onsite - Drop Off and Onsite - Pickup	3	1
2024-03-07	9:32:06	9:32:31	Onsite - PickUP	1	1
2024-03-07	9:35:03	9:40:59	Onsite - Drop Off	1	2
2024-03-07	9:36:01	9:36:37	Onsite - Drop Off	1	2
2024-03-07	9:38:01	9:39:40	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	9:42:44	9:42:54	Onsite - Drop Off	1	1
2024-03-07	9:43:19	9:44:52	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	9:43:29	9:43:46	Onsite - Drop Off	1	2
2024-03-07	9:45:32	9:46:56	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	9:56:54	10:00:00	Onsite - Drop Off	1	2
2024-03-07	9:57:00	9:57:13	Onsite - Drop Off	1	2
2024-03-07	11:04:40	11:09:25	Onsite - PickUP	1	1
2024-03-07	11:14:03	11:14:19	Onsite - PickUP	1	1
2024-03-07	11:22:01	11:24:28	Onsite - PickUP	1	2
2024-03-07	11:22:51	11:25:35	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	11:28:55	11:30:07	Onsite - Drop Off and Onsite - Pickup	3	1
2024-03-07	11:34:30	11:36:32	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	11:35:38	11:44:06	Onsite - PickUP	1	2
2024-03-07	11:38:30	11:39:57	Onsite - Drop Off and Onsite - Pickup	3	2
2024-03-07	11:43:56	11:50:45	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	11:55:41	11:57:28	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	12:07:40	12:11:51	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	12:08:17	12:11:46	Onsite - PickUP	1	3
2024-03-07	12:08:43	12:11:05	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	12:15:30	12:16:40	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	12:19:44	12:21:36	Onsite - Drop Off	1	2
2024-03-07	12:20:32	12:23:26	Onsite - PickUP	1	2
2024-03-07	12:28:42	12:30:38	Onsite - Drop Off	1	3
2024-03-07	12:29:05	12:30:54	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	12:30:25	12:30:36	Onsite - Drop Off	1	3
2024-03-07	12:31:22	12:33:58	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	12:37:45	12:39:14	Parking	-	1
2024-03-07	12:51:16	13:00:00	Parking	-	1
2024-03-07	16:03:35	16:04:00	Onsite - Drop Off	1	1
2024-03-07	16:16:30	16:17:45	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	16:26:52	16:27:09	Onsite - Drop Off	1	1
2024-03-07	16:29:19	16:29:50	Onsite - Drop Off	1	1
2024-03-07	16:35:35	16:42:29	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	16:37:25	16:38:33	Onsite - PickUP	2	2
2024-03-07	16:48:45	16:49:10	Onsite - PickUP	1	1
2024-03-07	16:57:04	17:02:08	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	16:58:15	16:58:23	Onsite - Drop Off	1	2
2024-03-07	17:09:40	17:10:06	Onsite - Drop Off	1	1
2024-03-07	17:11:16	17:11:35	Onsite - Drop Off	1	1
2024-03-07	17:17:42	17:21:55	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	17:18:14	17:18:33	Onsite - Drop Off	1	2
2024-03-07	17:47:06	18:03:19	Onsite - Drop Off	1	2
2024-03-07	17:48:56	17:50:11	Parking	-	2
2024-03-07	17:50:20	17:50:45	Onsite - PickUP	1	2
2024-03-07	17:51:10	17:52:10	Onsite - Drop Off and Onsite - Pickup	3	2
2024-03-07	18:03:38	18:04:32	Onsite - Drop Off	1	3
2024-03-07	18:03:48	18:05:08	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	18:04:26	18:06:16	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	18:07:10	18:10:06	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	18:07:39	18:10:10	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	18:10:01	18:12:23	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-07	18:11:45	18:18:32	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	18:17:32	18:18:39	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-07	18:34:12	18:34:19	Parking	-	1
2024-03-07	18:40:58	18:41:51	Onsite - Drop Off	1	1
2024-03-07	18:42:17	18:42:41	Parking	-	1
2024-03-07	18:43:26	18:46:47	Onsite - Drop Off	1	1
2024-03-07	18:49:53	18:51:30	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	18:54:16	18:58:40	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-07	18:59:03	19:00:00	Onsite - Drop Off	1	1

85th percentile of values	2.6
Rate Per Unit	0.0050



About 503 Beecroft Rd — C Condos

C Condos is a Toronto condo located at 503 Beecroft Rd in the Willowdale neighbourhood. The condo was completed in 2008 and features 242 units over 21 storeys. Toronto condo for sale here range from 531 square feet, up to 1200 square feet.

This condo has an excellent Walk Score of 93 and a high demand ranking, based on Strata.ca's analytics. Maintenance fees are $0.94 per-square-foot, which is higher than the neighbourhood average of $0.79 per-square-foot.

About 509 Beecroft Road — The Continental Condos

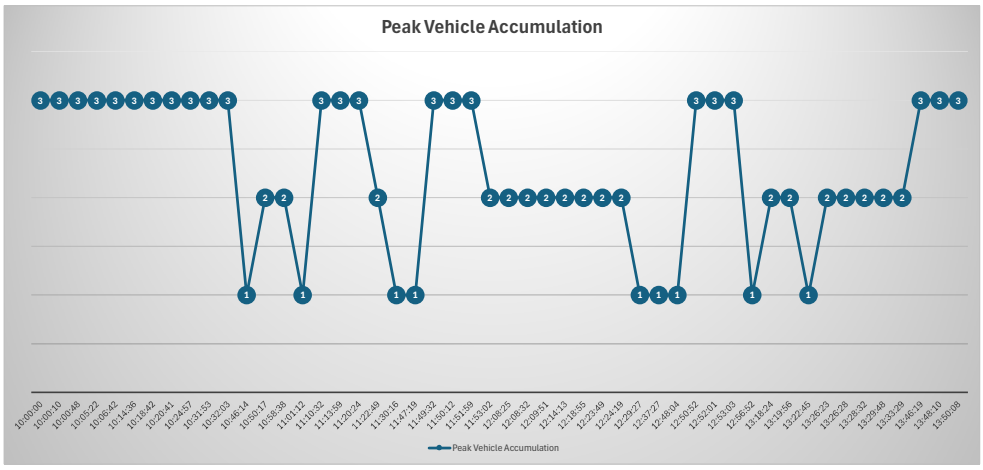
Located at 509 Beecroft Road, The Continental Condos is a 21-storey condo containing 272 units. These Toronto condos were developed by Empire Communities and completed in 2007. Units start at 532 square feet and can be as large as 8000 square feet. What makes a Willowdale condo for sale most appealing is all that the neighbourhood has to offer.

This condo has an above average Walk Score of 92 and a high demand ranking, based on Strata.ca stats. Maintenance fees at 509 Beecroft Road are $0.92 per-square-foot, which is notably higher than the city average of about $0.67.

503 Beecrroft
Saturday-March-9-2024

Date	Start of Event	End of Event	Event Type	No of Passengers	Peak Vehicle Accumulation
2024-03-09	10:00:00	10:03:09	Onsite - PickUP	1	3
2024-03-09	10:00:10	10:10:01	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	10:00:48	10:01:15	Onsite - PickUP	3	3
2024-03-09	10:05:22	10:06:49	Onsite - PickUP	2	3
2024-03-09	10:06:42	10:12:15	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	10:14:36	10:21:51	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	10:18:42	10:22:30	Onsite - PickUP	1	3
2024-03-09	10:20:41	10:20:58	Onstreet - Drop Off	1	3
2024-03-09	10:24:57	10:33:08	Onsite - PickUP	1	3
2024-03-09	10:31:53	10:33:11	Onsite - PickUP	1	3
2024-03-09	10:32:03	10:33:44	Onsite - PickUP	3	3
2024-03-09	10:46:14	10:49:35	Onsite - PickUP	1	1
2024-03-09	10:50:17	11:00:58	Parking	-	2
2024-03-09	10:58:38	11:00:40	Onsite - PickUP	1	2
2024-03-09	11:01:12	11:05:13	Onsite - PickUP	1	1
2024-03-09	11:10:32	11:23:46	Parking	-	3
2024-03-09	11:13:59	11:21:00	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	11:20:24	11:21:44	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	11:22:49	11:23:12	Onstreet - Drop Off	1	2
2024-03-09	11:30:16	11:30:28	Onstreet - Drop Off	1	1
2024-03-09	11:47:19	11:48:53	Onstreet - Drop Off	1	1
2024-03-09	11:49:32	11:51:59	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	11:50:12	11:55:50	Onsite - Drop Off and Onsite - Pickup	4	3
2024-03-09	11:51:59	11:52:54	Onsite - PickUP	1	3
2024-03-09	11:53:02	11:53:51	Onsite - PickUP	1	2
2024-03-09	12:08:25	12:09:44	Onsite - PickUP	2	2
2024-03-09	12:08:32	12:09:11	Onstreet - Drop Off	1	2
2024-03-09	12:09:51	12:15:53	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	12:14:13	12:19:47	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	12:18:55	12:19:07	Onstreet - Drop Off	1	2
2024-03-09	12:23:49	12:28:10	Onsite - PickUP	1	2
2024-03-09	12:24:19	12:25:37	Onsite - PickUP	2	2
2024-03-09	12:29:27	12:37:05	Onstreet - Drop Off	1	1
2024-03-09	12:37:27	12:38:23	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	12:48:04	12:48:31	Onsite - Drop Off and Onsite - Pickup	2	1
2024-03-09	12:50:52	12:54:58	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	12:52:01	12:53:56	Onsite - PickUP	1	3
2024-03-09	12:53:03	12:54:29	Onsite - PickUP	1	3
2024-03-09	12:56:52	12:57:03	Onstreet - Drop Off	1	1
2024-03-09	13:18:24	13:22:21	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	13:19:56	13:21:00	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	13:22:45	13:24:47	Parking	1	1
2024-03-09	13:26:23	13:27:30	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	13:26:28	13:28:30	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	13:28:32	13:30:16	Onsite - Drop Off and Onsite - Pickup	2	2
2024-03-09	13:29:48	13:39:03	Onsite - Drop Off and Onsite - Pickup	4	2
2024-03-09	13:33:29	13:38:07	Parking	1	2
2024-03-09	13:46:19	13:51:45	Onsite - PickUP	1	3
2024-03-09	13:48:10	13:51:12	Onsite - Drop Off and Onsite - Pickup	2	3
2024-03-09	13:50:08	13:50:20	Onsite - PickUP	1	3

85th percentile of values	3.0
Rate Per Unit	0.0058



Peak Vehicle Accumulation	49 Canterbury Place		503 & 509 Beecroft Road		Average
	March 7, 2024	March 9, 2024	March 7, 2024	March 9, 2024	
Maximum values	3	2	3	3	
85th percentile of values	2.00	1.30	2.55	3.00	
Unit Number	151	151	514	514	
Rate Per Unit (85th percentile)	0.0132	0.0086	0.0050	0.0058	0.008

	26-38 Hounslow Avenue
85th percentile of values	**2.50**
Unit Number	**305**
Rate Per Unit (85th percentile)	**0.008**

APPENDIX

E. CORRESPONDENCE WITH CITY

Azari, Kian

From: Wayne Browne <Wayne.Browne@toronto.ca>
Sent: February 21, 2024 11:56 AM
To: 'Margo Rooks'
Cc: Lukezic, Dave; Billy Caden
Subject: RE: Official Plan / Zoning Bylaw Amendment Application No: 23 230561 NNY 18 OZ - 26, 28, 36, 38 Hounslow Avenue Comments

HI Margo
Please see below response from SW.
Best
Wayne

Please inform the applicant, 2 collection vehicle diagrams were requested due to the new Zoning application following the requirements for City of Toronto garbage, recycling and organics collection requirements for 2022 .

The vehicle movement diagram for both types of collection vehicles was always required however not enforced.

For this specific site, as the loading area has not changed in the drawings dated April 6, 2021 and the drawings dated September 23, 2023, the new requirements for 2 collection vehicles will not be enforced.

The details and description of the each type of vehicle is provided below in case further information is required.

The Front-end collection vehicle is used by the City to service residential properties, or other select properties, on front-end collection services. This type of vehicle is used to collect garbage, recycling and organics containers. Vehicle movement diagrams must show the truck driving with the forks up, which measures to be about 10 m.

Typical Rear-Pack Oversized Waste Collection Vehicle is used by the City to service residential properties, or other select properties, on front-end collection services. This is a two-man crewed vehicle and is used to collect oversized items. Vehicle movement diagrams may show this truck reversing into or out of a site, at the discretion of the General Manager. This vehicle measures to be about 12 m.

From: Margo Rooks <Margo.Rooks@mattamycorp.com>
Sent: February 20, 2024 3:28 PM
To: Wayne Browne <Wayne.Browne@toronto.ca>
Cc: Lukezic, Dave <David.Lukezic@wsp.com>; Melissa Cirillo-Wilcox <Melissa.Cirillo-Wilcox@toronto.ca>; Billy Caden <Billy.Caden@mattamycorp.com>
Subject: [External Sender] Official Plan / Zoning Bylaw Amendment Application No: 23 230561 NNY 18 OZ - 26, 28, 36, 38 Hounslow Avenue Comments

Good afternoon Mr. Browne,

I hope you are well. Recently we received comments from Engineering and Construction services, regarding the Solid Waste Management Services - Site Plan Comments:

“Revised drawings must indicate and annotate two collection vehicle movement diagrams. The first is a front-end load collection vehicle that has a length of 10 metres and a width of 2.4 metres. The second is a rear-pack collection vehicle that has a length of 12 metres and a width of 2.4 metres. Both trucks must have a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site, and entering/exiting the type G loading space. These collection vehicles must be shown entering/exiting the site in a forward motion with no more than a three-point turn on site to turn around. Currently, only the front-end collection vehicle movement diagram is provided. “

Could you please confirm that this is a new requirement and if so, is there a background explanation for this requirement? (i.e. two types of trucks are required for waste collection) According to our consultant, in a previous application for this site with a similar layout for the loading area, the City did not ask for an oversized vehicle to be simulated. We would like to understand better the new requirements and confirm if oversized waste collection vehicles are a requirement based on the discretion of the General Manager, as this comment may impact our plans significantly.

Looking forward to your reply, thank you!

Margo Rooks
Development Coordinator

Mattamy Homes Canada | GTA Urban Division
3300 Bloor St. West, West Tower, Suite 1800, Toronto, ON M8X 2X2
Cell: 416.305.1138 Office: 905.907.8888
Email: Margo.Rooks@mattamycorp.com
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