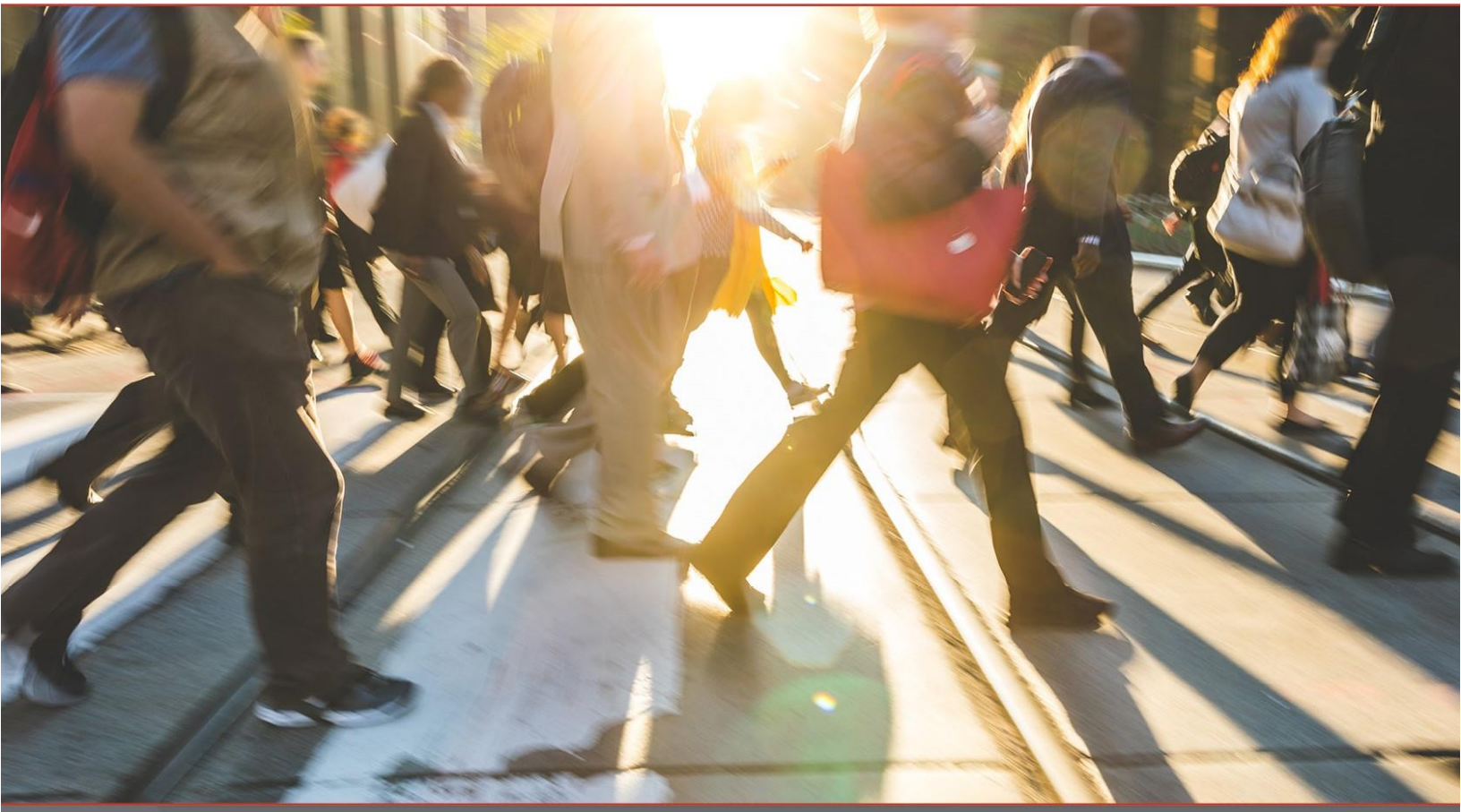
2343 EGLINTON AVENUE WEST
PROPOSED MIXED-USE DEVELOPMENT

Zoning By-law Amendment
City of Toronto



Prepared For: 1764174 Ontario Inc.

March 2025

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06/12/2024	Version 1	Draft Report
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1.0 INTRODUCTION

BA Group is retained by 1764174 Ontario Inc. ("the client") to provide transportation consulting services in relation to a Zoning By-law Amendment (ZBA) application being made to the City of Toronto for a mixed-use redevelopment located at 2343 Eglinton Ave West, herein referred to as "the Site".

This report provides an overview of the proposed development plan together with a review of the appropriateness of the proposed vehicular parking, bicycle parking, and loading provisions, and an overview of the traffic operations.

1.1 The Existing Site

The Site is located in the Eglinton West neighbourhood of Toronto at the southwest corner of the Eglinton Avenue West and Caledonia Road intersection. It is bounded to the south by single family homes, to the east by Caledonia Road, to the north by Eglinton Avenue West, and to the west by Gilbert Avenue. It is also in proximity of the future Caledonia LRT Station when the Eglinton Crosstown becomes operational. The Site location is illustrated in **Figure 1**.

The Site currently comprises of a Shoppers Drug Mart building which fronts onto Eglinton Avenue West. On the south and west sides of the Site is a surface parking lot which serves as parking and loading areas for the Shoppers Drug Mart. The Site currently has three driveways on Eglinton Avenue West, Gilbert Avenue, and Caledonia Road.

Pedestrian access to the Site is provided via a direct connection to the public sidewalk along Eglinton Avenue West. Pedestrian sidewalks are provided on all sides of the Site along Eglinton Avenue West, Gilbert Avenue, and Caledonia Road. There are currently no direct connections into the Site via pedestrian facilities along Gilbert Avenue and Caledonia Road. There are currently no formal cycling facilities to / from the Site.

It is noted that all existing uses on the Site will be demolished as part of the Proposed Development.

1.2 Proposed Development

The Proposed Development consists of 43-storey and 12-storey residential buildings connected by a 7-storey podium with at-grade commercial space. Specifically, the proposal includes 638 residential units (348 one-bedroom, 225 two-bedroom, and 65 three-bedroom units) and 878 square metres of retail gross floor area (GFA). Primary pedestrian access to the Site is provided the along Eglinton Avenue West building frontage. Vehicular access is provided via driveway connections on Caledonia Road and Gilbert Avenue, generally located in the similar location as the existing driveways. Further details are provided in **Section 2.0**.

1.3 Scope of Transportation Review

On February 29, 2024, a Mandatory Pre-Application Consultation Meeting request (Pre-Application No. 24 114984 STE 09 PAC) was received by the City for the Proposed Development. Subsequently, a Pre-Application Consultation (PAC) meeting was held virtually on March 19, 2024 between the applicant and City staff, to discuss the development proposal concept in preparation of a "Complete Application" for submission to the City. Materials were submitted prior to the meeting and City staff provided comments following their review in the form of a memorandum dated March 26, 2024.

Based on the City's requirement for a Terms of Reference submission (effective November 1, 2023), and in advance of the PAC Meeting comments, BA Group prepared a Terms of Reference document dated March 7, 2024 for the Transportation Impact Study of the development application. The Terms of Reference document was circulated to Transportation Planning and Transportation Services staff on March 7, 2024 for review. Since that time, Transportation Services staff provided comments, which have also been addressed accordingly within this report.

BA Group has undertaken a review of the key transportation-related aspects of the ZBA application being submitted to the City of Toronto to permit the Proposed Development as planned. The key transportation-related aspects reviewed include:

Proposed Development Plan

- An overview of the proposed development programme; and
- A review of the transportation elements (i.e., site access, loading, and parking facilities) of the proposed Site.

Policy Context

- A review of the evolving planning context including key provincial and municipal policies, plans, and programs subject to the Proposed Development.

Existing and Future Transportation Context

- A description of the existing transportation context of the Site considering the area road network transit system and other non-automobile dependent travel options; and
- A description of any future transportation-related changes/improvements to the area context (i.e., cycling infrastructure, other non-automobile dependent travel options, etc.).

Site Planning

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

Transportation Demand Management (TDM)

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

Travel Demand Forecasting

- An outline of multi-modal travel demand projections for the Proposed Development.
- Development of future background traffic forecasts including specific area developments in the study area;
- Development of new site-related traffic forecasts and assignments reflecting the proposed development plan

Traffic Operations Review

- Assessment of the existing traffic activity patterns and volumes in the study area during the key weekday morning and afternoon peak periods.
- A comprehensive review of traffic changes that may occur in the area in the future with the development of several other area development projects; and
- An assessment of the transit, traffic, and other trip generation characteristics of the Proposed Development.

FIGURE 1 SITE LOCATION

2.0 PROPOSED DEVELOPMENT

2.1 Development Programme

As mentioned, the Proposed Development includes two buildings connected by a 7-storey podium, and comprising the following uses:

- 638 residential units
- 878 square metres of retail GFA

The development proposal summary is outlined in **Table 1** and the site plan illustrated in **Figure 2**. Reduced scaled architectural plans are provided in **Appendix A**.

Table 1 Development Proposal Summary

Use / Aspect		Type	Units / GFA / Description[1]
Development			
	Residential	1-Bedroom	348 units
		2-Bedroom	225 units
		3-Bedroom	65 units
		Total	**638 units**
	Retail	**Total**	**878 m²**
Site Plan / Facilities			
	Vehicular Parking	Resident	168 resident parking spaces
		Residential Visitor	11 residential visitor parking spaces
		Pick-Up / Drop-Off (PUDO)	4 PUDO spaces
		Car-Share	1 car-share space
		Total	**179 parking spaces + 4 PUDO spaces + 1 car-share space**
	Bicycle Parking	Long-Term	576 bicycle parking spaces
		Short-Term	128 bicycle parking spaces
		Publicly Accessible Short-Term	10 bicycle parking spaces
		Total	**714 bicycle parking spaces**
	Loading	1 Type 'G' and 1 Type 'C' loading space is provided at-grade	
	Site Vehicle Access	Vehicular access is provided by driveway connections from Caledonia Road and Gilbert Avenue.	

Notes:
1. Site statistics received from RAW Architects and Planners dated March, 2025.

2.2 Site Plan Elements

2.2.1 Site Access and Circulation

A primary vehicular access to the Site is provided by a proposed driveway off Caledonia Road which will provide vehicular access to the underground parking garage ramp, pick-up / drop-off spaces, and building loading / servicing facilities. A driveway off Gilbert Avenue is also proposed but it will operate as one-way outbound only, which will serve as a secondary access for the Site.

Primary pedestrian access to the residential lobby and retail uses on Site is provided from Eglinton Avenue West, with additional pedestrian accesses off Caledonia Road and Gilbert Avenue to access the ground floor residential units. Public pedestrian sidewalks (at least 2.1 metres in width) are provided along all three of these streets.

Within the Site, a curb-separated east-west pedestrian pathway (at least 1.5 metres in width) is provided adjacent to the proposed driveway along the south edge of the Site. This pathway extends from Gilbert Avenue in the west to Caledonia Road in the east.

Access to the at-grade bicycle storage room and bicycle elevator is provided off the pedestrian pathway at the south end of the Site.

2.2.2 Vehicle Parking

A total of 179 vehicular parking spaces are proposed within a two-level, below-grade parking garage, inclusive of 168 resident parking spaces and 11 residential visitor parking spaces. All residential visitor spaces are provided on the P1 level while resident spaces are provided on the remaining P1 and P2 levels. An overhead door is proposed to separate the visitor and residential parking spaces.

In addition to the vehicle parking spaces, 4 pick-up / drop-off spaces and 1 car-share space are provided at-grade to serve short-term parking activity and accommodate additional vehicle needs on an occasional basis.

Further details related to the vehicular parking considerations are provided in **Section 5.0**

2.2.3 Bicycle Parking

A total of 703 bicycle parking spaces, inclusive of 128 short-term and 575 long-term bicycle parking spaces are provided to support the proposed development. All short-term bicycle parking spaces will be provided in a publicly accessible bike room on the ground floor of the Proposed Development. Long-term bicycle spaces will be provided in secure bicycle storage rooms located on the ground floor and P1 level of the development. The long-term bicycle parking room on the ground floor is supplied with a bicycle maintenance and repair station.

An additional 10 publicly accessible bicycle parking spaces are provided in the public right-of-way along Eglinton Avenue West. These spaces are required by the Toronto Green Standard (Version 4) for development sites within 500 metres of a higher-order transit station.

Further details related to the bicycle parking considerations are provided in **Section 6.0.**

2.2.4 Loading and Servicing

One (1) Type ‘G’ loading space and one (1) Type ‘C’ loading space is provided at-grade, each within an enclosed loading facility, to support the loading activities related to refuse / recycling collection, move-in / move-out activities, and general servicing for the proposed residential and retail uses on-Site.

Further details regarding the proposed loading facility are provided in **Section 7.0.**

2.2.5 Pick-up / Drop-Off (PUDO)

Four (4) pick-up / drop-off (PUDO) spaces are proposed at the south end of the Site, accessed from the proposed Site driveway on Caledonia Road.

Anticipated vehicle activity within the designated pick-up / drop-off spaces include:

- Taxis / ride-hailing services
- Food / grocery delivery services
- Small vehicle parcel / package deliveries
- Small vehicle moving and other short-term parking

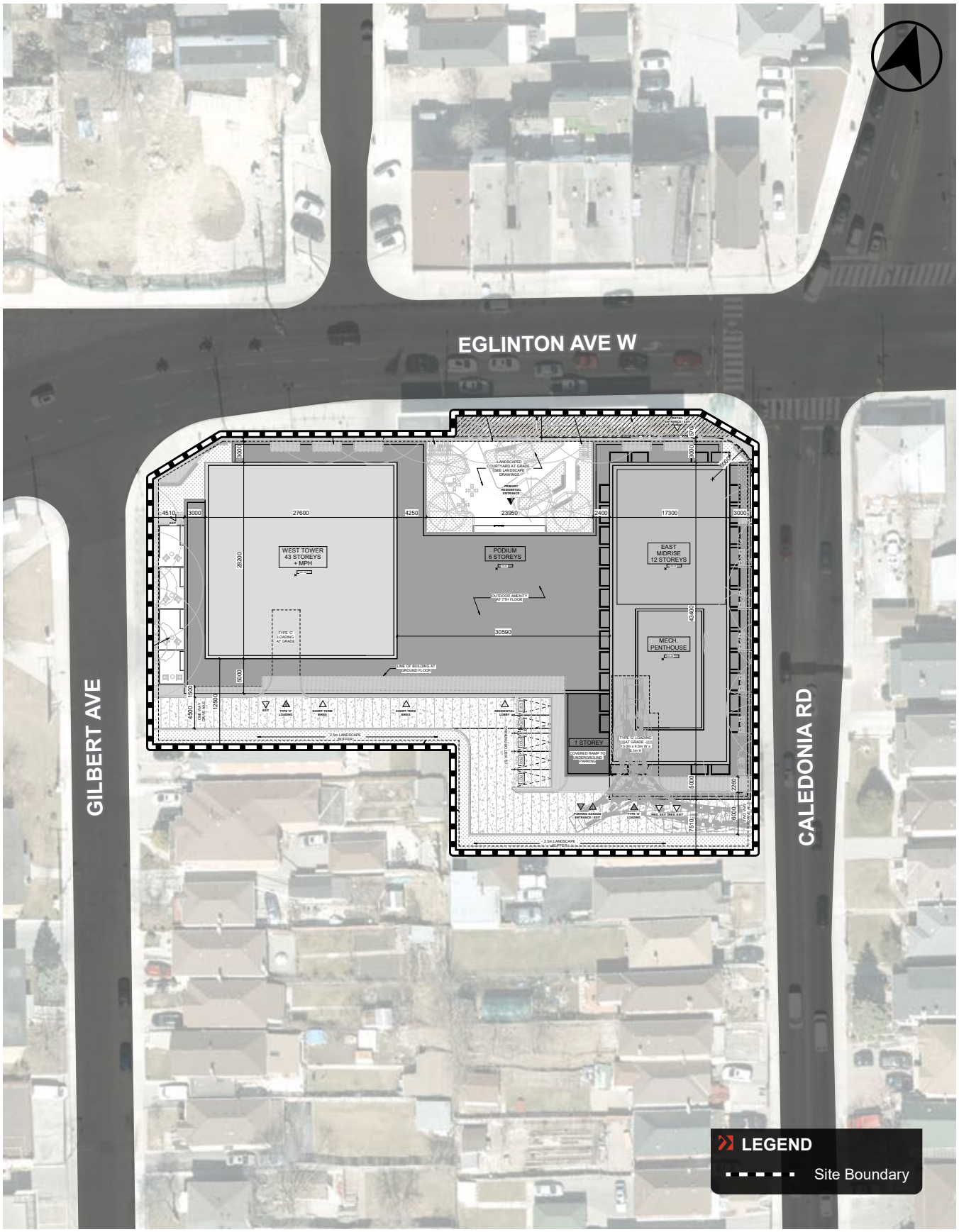

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FIGURE 2 SITE PLAN

3.0 PLANNING & POLICY CONTEXT

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

3.1 Provincial and Regional Policies

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

- 2024 Provincial Policy Statement;
- Ministry of Transportation Transit-Supportive Guidelines (2012);
- Metrolinx 2041 Regional Transportation Plan (2018); and
- Ontario Bill 185.

3.1.1 Provincial Policy Statement (2024)

The Provincial Planning Statement ("PPS 2024"), released in 2024, provides a set of adapted and integrated land use planning policies from the former Provincial Policy Statement ("PPS 2020") and the former Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), ultimately replacing both documents to form a new provincial planning policy tool. In particular, the PPS 2024 builds upon housing-supportive policies from both the PPS 2020 and the Growth Plan to provide municipalities with additional tools and flexibility to build more homes.

As it relates to transportation, Chapter 2 emphasizes the Province's focus on accommodating multi-modal access, requiring transit-supportive development, planning for intensification adjacent to existing and planned frequent transit corridors, and reducing greenhouse gas emissions through transit-supportive communities and active transportation. Further, Chapter 3 presents several policies related to providing safe and energy-efficient transportation systems that can appropriately address projected needs in the Province. Policies therein focus on promoting healthy and active communities through facilitating active transportation, planning public streets to meet the needs of all ages and abilities, providing opportunities for convenient public access to recreational areas, and making efficient use of existing and planning infrastructure through Transportation Demand Management strategies.

The Site development as planned, aligns with the policy directions of the PPS 2024 from a transportation perspective by virtue of the Site location relative to existing higher-order and surface transit infrastructure / services, and the proposed transportation elements of the plan (e.g., reduced parking standards and active transportation connections / facilities). This policy background is strongly supportive of the proposed development from a transportation perspective.

The PPS 2024 came into force and effect on October 20, 2024, thereby replacing the PPS 2020 and the Growth Plan.

3.1.2 Ministry of Transportation Transit-supportive Guidelines

The Transit-Supportive Guidelines are indented to assist municipalities in implementing the policies and objectives of the PPS and Growth Plan for the Greater Golden Horseshoe . The guidelines aim to create an environment that is supportive of transit, and to develop services and programs to increase transit ridership. Under the guidelines, a "node" is a settlement area of more intense density, use and activity. It is recommended to focus urban growth within nodes, especially those with higher levels of transit service to better link land use and transit, reducing walking times to and from uses and supporting the more efficient delivery of transit services. The guidelines also support the used of TDM strategies, especially in close proximity to transit stations. This includes the reduction of maximum and minimum parking requirements upon the adoption of TDM measures, the sharing of parking between uses and use of on-street parking during off-peak hours.

3.1.3 Metrolinx Regional Transportation Plan

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

3.1.4 Ontario Bill 185

On April 10, 2024, the Province of Ontario government introduced "Bill 185: Cutting Red Tape to Build More Homes Act, 2024". This provincial Bill introduced a number of changes to Province of Ontario Acts, including the Planning Act. Included among these changes were changes to prohibit and/or limit the ability for municipal official plans and zoning by-laws to require that an owner provide parking facilities (other than for bicycle parking) in Protected Major Transit Station Areas and areas around transit stations. It is our understanding that any minimum parking requirements (except for bicycle parking) within Zoning By-laws are no longer in effect and are therefore no longer applicable to lands located within identified MTSAs or PMTSAs.

Bill 185 received Royal Assent on June 6, 2024 and is now in force and effect.

The subject Site is located in the Caledonia Protected Major Transit Station Area as approved by City Council on February 2, 2022 and as codified in By-law 47-2022 / Amendment 524 to the Official Plan. It is understood that the Province of Ontario has yet to approve Amendment 524 to the City of Toronto Official Plan although nevertheless, the delineated MTSAs and PMTSAs have been approved by City Council and represent their approved direction. As such, we understand that minimum vehicle parking requirements will no longer be applicable to the subject Site once the Province of Ontario approves Amendment 524 to the City of Toronto Official Plan.

3.2 Local and Site-specific Policies

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

- Toronto Official Plan (2019 Office Consolidation);
- eglintonTOday Complete Street Project;
- Toronto Congestion Management Plan (MoveTO; 2020);
- Toronto Vision Zero Road Safety Plan (2017); and
- Toronto's Review of Parking Requirements (Zoning By-laws 89-2022 and 125-2022).

3.2.1 Toronto Official Plan

The Toronto Official Plan (OP) implements Provincial directions identified in the previous section and outlines City Council's goals and visions. The OP is intended to ensure that the City evolves, improves and realizes its full potential in areas such as transit, land use development and the environment.

The Site is located on the Eglinton Transit Corridor, extending across the City limits, as per Map 4 (Higher Order Transit Corridor) of the OP. As well, Eglinton Avenue is recognized as a Transit Priority Segment as per Map 5 (Surface Transit Priority Network), where transit-supportive measures should be integrated.

One main focus of the OP is to increase the permeability of urban blocks, as such, future developments will aim to incorporate smaller sized blocks to allow for more frequent pedestrian and cycling connections, improving the public realm. Furthermore, future growth will be steered by the OP to areas that are well-served by transit and the existing road network.

3.2.2 eglintonTOday Complete Street Project

The eglintonTOday Complete Street Project proposes public realm upgrades along Eglinton Avenue, between Keele Street and Mount Pleasant Road. Implementation of the improvements is being coordinated in conjunction with the Eglinton Crosstown LRT. City Council approved the final recommended design for the Eglinton Avenue West corridor on May 22nd, 2024. Implementation of the first phase of the project, between Avenue Road and Chaplin Crescent, was completed during fall 2024.

Implementation of improvements along the rest of the project corridor (including between Avenue Road and Keele Street) is expected to be completed in 2025 to align with the opening of the Eglinton Crosstown LRT. The proposed changes within the vicinity of the Site are discussed in **Section 4.1.2**.

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

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

3.2.4 City of Toronto Zoning By-law 89-2022

The City of Toronto has signalled a change in policy direction regarding its Zoning By-law and minimum parking requirements. In December 2021, after approximately a year of study and consultation, City Council adopted the Review of Parking Requirements for New Development which recommended the elimination of minimum parking requirements for most land uses, city-wide, replacing them with maximum parking standards within Zoning By-law 569-2013. In February 2022, By-law 89-2022 was published to amend Zoning By-law 569-2013 with the proposed changes, which included adjusted minimum accessible parking requirements for most land uses. While it was appealed, the appeal has since been resolved. As such, Zoning By-law 569-2013 as amended by By-law 89-2022 (since amended by By-law 125-2022 to correct Parking Zone mapping) is considered to be ‘applicable law’ where Zoning By-law 569-2013 is applicable.

4.0 AREA TRANSPORTATION CONTEXT

4.1 Area Road Network

4.1.1 Existing Area Road Network

The Site is well-located relative to established corridors which support connections across the City of Toronto and the Greater Toronto Area (GTA). A summary of the area road network is provided in **Table 2**, the existing lane configuration and traffic control within the Site vicinity is illustrated on **Figure 3**, and the area road network is illustrated in **Figure 4**.

Table 2 Area Road Network

Road Name	Speed Limit	Parking Regulations	Description
Major Arterial			
Eglinton Avenue West	60 km/hr	North Side: Paid parking permitted during off-peak hours at specified locations. No stopping during peak hours. South Side: No parking any time.	Eglinton Avenue West is an east-west Major Arterial Road that extends from the Mississauga border in the west, where it continues as Eglinton Avenue in the City of Mississauga, to its intersection with Yonge Street in the east, where it continues as Eglinton Avenue East. In the vicinity of the Site, Eglinton Avenue West has a 5-lane cross-section, with 2 travel lanes in either direction and shared auxiliary left-turn lane. Notably, during weekday peak periods, the eastbound curbside lane is dedicated for buses and taxis.
Minor Arterial			
Caledonia Road	40 km/hr	Both Sides: No parking any time.	Caledonia Road is a north-south Minor Arterial Road that extends from St. Clair Avenue West in the south, where it continues as Caledonia Park Road, to Bridgeland Avenue in the north. In the area of the Site, Caledonia Road has a 2-lane cross section, with 1 travel lane in either direction and auxiliary turning lanes at major intersections.
Collector			
Blackthorn Avenue	Not posted	Both Sides: No parking any time.	Blackthorn Avenue is a north-south Collector Road that extends from Cameron Avenue in the south, where it continues as Haverson Boulevard, to Eglinton Avenue West in the north. In the area of the Site, Blackthorn Avenue has a 2-lane cross-section, with 1 travel lane in either direction.
Local			
Gilbert Avenue	30km/hr (south of the Site)	East Site: Overnight parking permitted with permit. 2h parking allowed during peak hours at specified locations. No stopping during peak hours at specified locations. West Site: No parking at any time.	Gilbert Avenue is a north-south road that extends from Eglinton Avenue to Kitchener Avenue, where it breaks, for Bert Robinson Park. South of the park it starts again and continues until Norman Avenue. In the area of the Site, Gilbert Avenue has a 2-lane cross-section, with 1 travel lane in either direction.

Road Name	Speed Limit	Parking Regulations	Description
Croham Road	40km/hr	West Side: 1 hour parking allowed during peak hours. East Site: No parking at any time.	Croham Road is a north-south road that extends from Bowie Avenue to Eglinton Avenue West. In the vicinity of the Site, Croham Road is a one-way northbound street.
Sanderstead Avenue	40km/hr	West Side: No parking Dec 1 to Mar 30, no parking 15th to end of each month Apr 1 to Nov 30. East Side: No parking 1st to 15th of each month Apr 1 to Nov 30.	Sanderstead Avenue is a north-south City of Toronto road that extends from Bowie Avenue to Eglinton Avenue West. In the vicinity of the Site, Sanderstead Avenue is a one-way northbound street.
Keith Avenue	Not posted	North Side: Overnight parking permitted with permit. South Side: No parking at any time.	Keith Avenue is an east-west road that extends from Gilbert Avenue to McRoberts Avenue. In the area of the Site, Keith Avenue has a 2-lane cross-section, with 1 travel lane in either direction.

4.1.2 Proposed Eglinton Avenue West Improvements

Eglinton Avenue West is proposed to undergo significant change to improve the corridor's public realm and enhance infrastructure for all forms of mobility through the eglintonTOday Complete Street Project, which serves to implement the planned streetscape from the Eglinton Connects Planning Study. As part of the project, Eglinton Avenue is proposed to undergo a configuration change in the area of the Site. It is proposed to reduce the eastbound lanes to one travel lane, with limited parking, between Keele Street and Caledonia Road to accommodate future buffered bicycle lanes and widened sidewalks. The two existing westbound travel lanes are proposed to be retained (west of Caledonia Road), with auxiliary left-turn lanes located at select intersections. The Eglinton Avenue West / Croham Road intersection will also operate as a signalized intersection. **Figure 5** illustrates the proposed cross-sections on Eglinton Ave, and **Figure 6** illustrates the future lane configurations in the area road network.

Implementation of improvements by the City has not been scheduled but work is anticipated to be completed in 2025 to align with the opening of the Eglinton Crosstown LRT. Given the 2025 completion date, it is assumed that all design work along Eglinton Avenue West has been finalized and will be constructed by the City before the development is built-out.

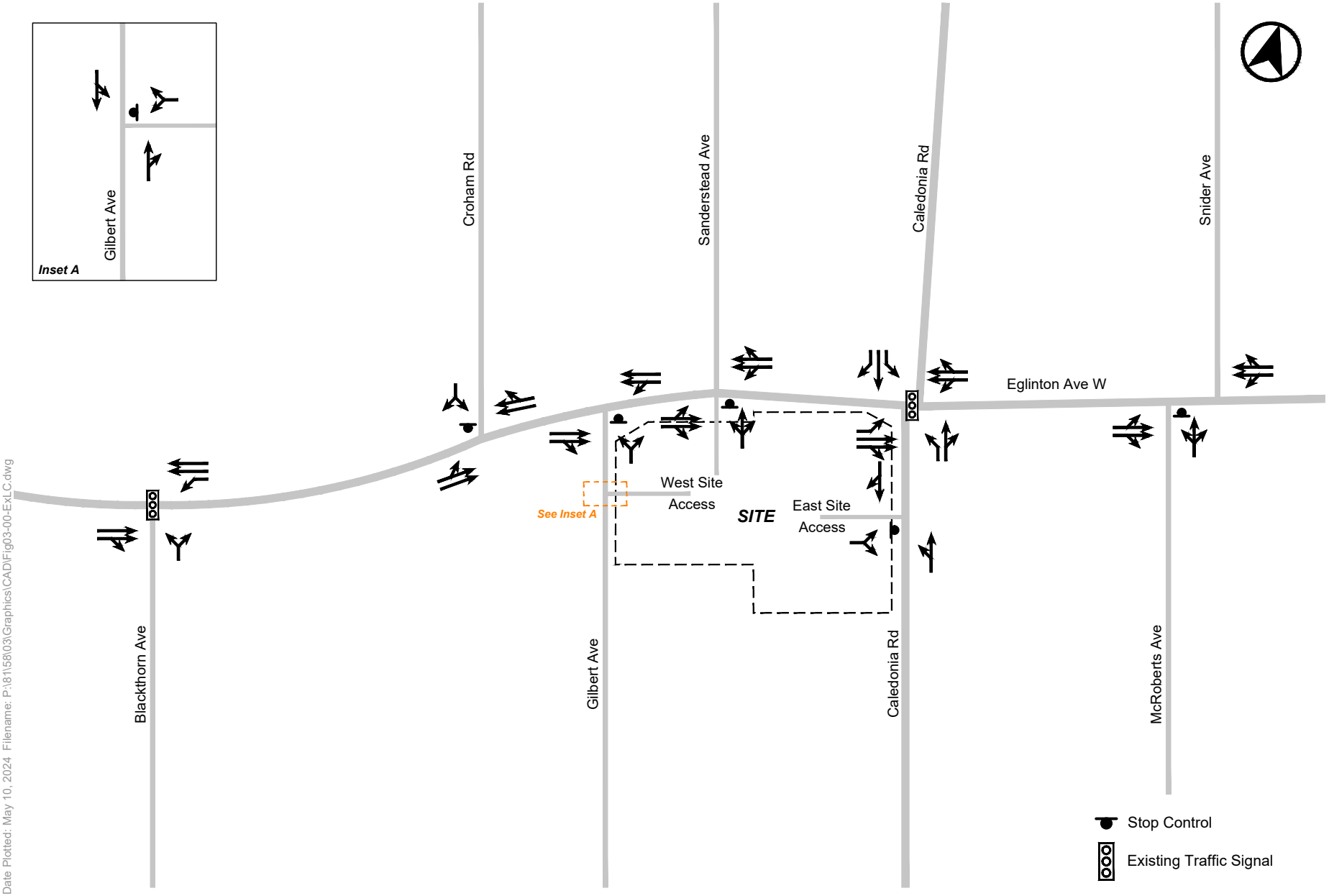

FIGURE 3 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

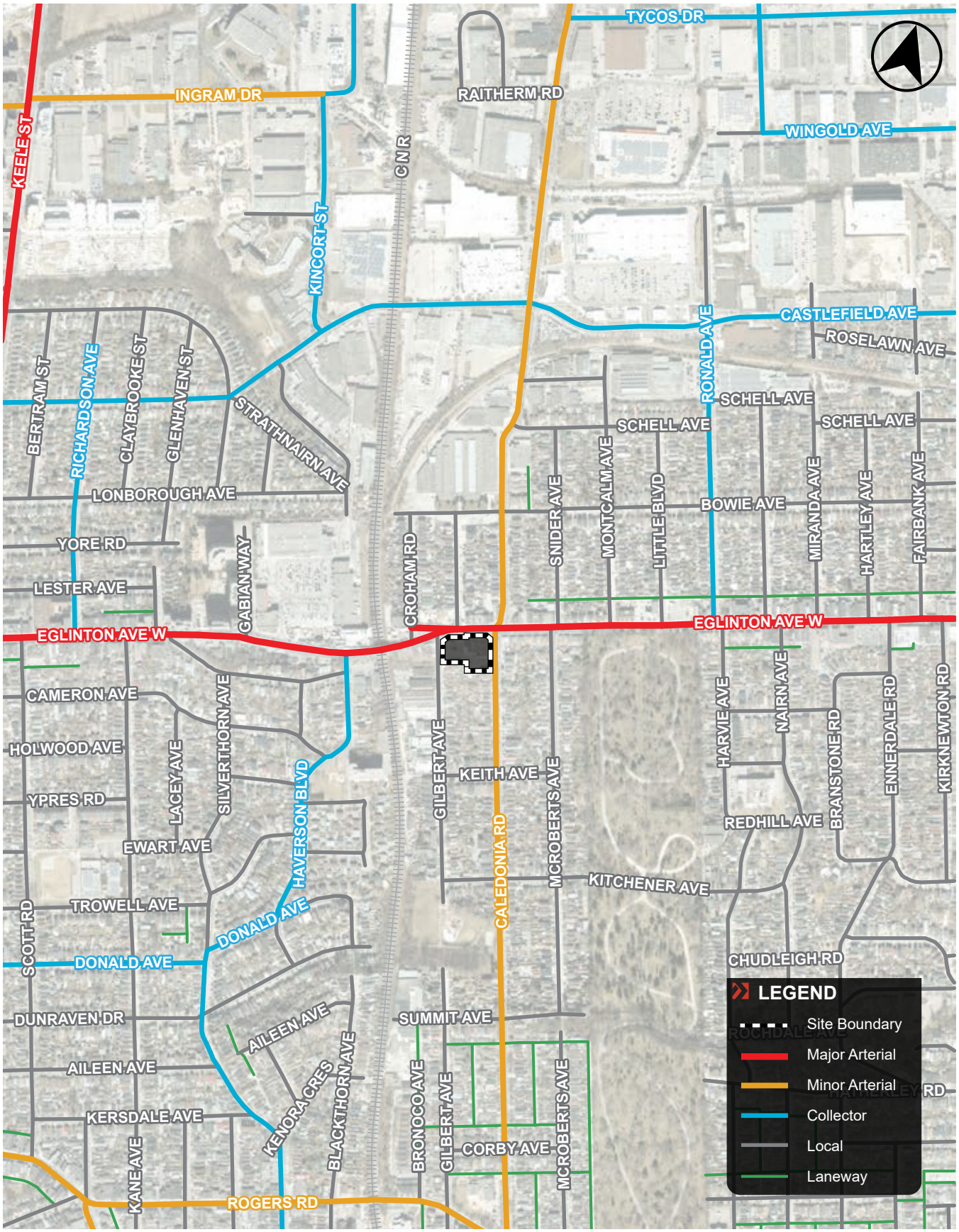

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FIGURE 4 EXISTING STREET NETWORK

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FIGURE 5 FUTURE EGLINTON AVENUE CROSS-SECTIONS

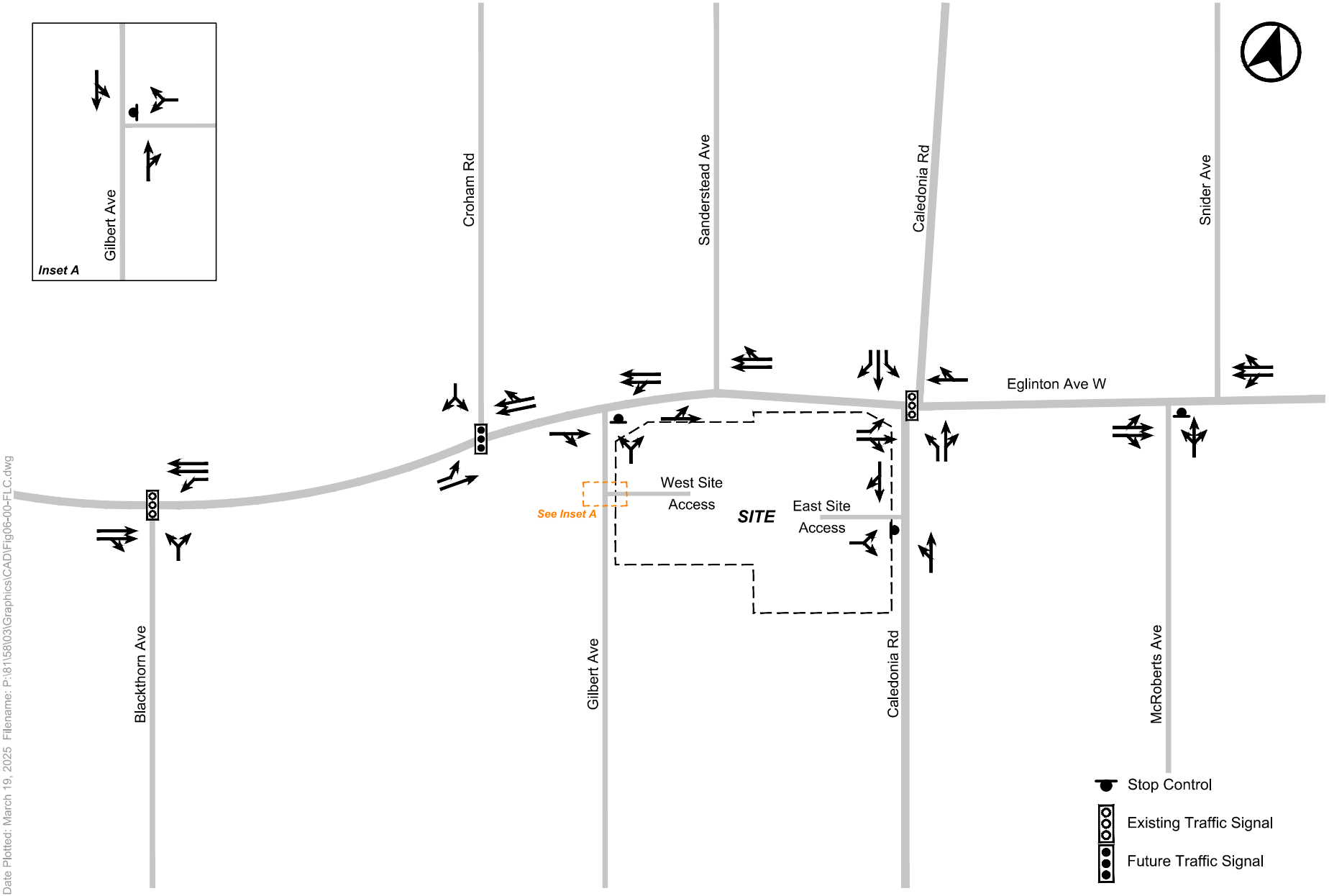

FIGURE 6 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

4.2 Area Transit Network

4.2.1 Existing Area Transit Context

The Site is well served by existing bus routes operated by the Toronto Transit Commission (TTC). A total of 2 services are operated within approximately 50 metres of the Site, providing east-west and north-south connectivity to a variety of other transit services, including higher-order subway stations.

Currently, in the vicinity of the Site, eastbound and westbound curbside lanes are dedicated for use by buses and taxis during weekday peak periods. During off-peak periods and on weekends, the curbside lanes are available for use by all traffic and have permitted parking in some locations. The existing area transit services are summarized in **Table 3** and illustrated in **Figure 7**.

Table 3 Existing Area Transit Network

Route	Headways (Weekday Peaks)	Nearest Stop(s)	Route Description
TTC Bus			
32 Eglinton West (Branches A & C)	~10 minutes	Caledonia Road @ Eglinton Avenue West (~50 m)	Route 32 Eglinton West operates between Eglinton Station on Line 1 Yonge-University and the area of Eglinton Avenue West and Renforth Drive, generally in an east-west direction. Three services are operated, two of which (branches A & C) are part of the 10-Minute Network.
47 Landsdowne (Branches B & C)	~15-20 minutes (Branch B) ~20 minutes (Branch C)	Caledonia Road @ Eglinton Avenue West (~50 m)	Route 47 Landsdowne operates between the area of Landsdowne Avenue and Queen Street West and Yorkdale Station on Line 1 Yonge-University-Spadina, generally in a north-south direction. Route 47 also serves Landsdowne Station on Line 2 Bloor-Danforth. Two services are operated in the area of the Site (Branches B & C), of which Branch B operates all day, every day. Branch C operates during peak periods from Monday to Friday only.

4.2.2 Planned Area Transit Improvements

Eglinton Crosstown LRT

The Eglinton Crosstown Light Rail Transit (LRT) is a future east-west transit line that will extend 19 kilometres from Mount Dennis Station in the west to Kennedy Station in the east, with connections to two TTC subway stations, 54 bus routes, and three GO Transit rail lines.

Between Mount Dennis Station and Laird Station (and in the area of the Site), the Eglinton Crosstown LRT will operate underground, with the remainder of the line from Laird Station to Kennedy Station operating above-ground.

The opening of the Eglinton Crosstown LRT is anticipated to be in 2025.

Completion and operation of the Eglinton Crosstown LRT will provide significant improvements to existing midtown travel conditions, providing enhanced City-wide transit connections and reducing overall travel times.

Barrie GO Line Improvements

As part of GO Transit's extensive Regional Express Rail (RER) program, the Barrie GO Line is planned to undergo significant improvements that will increase service levels and enhance the sustainability of regional rail transit. Key corridor-wide improvements include train electrification along the length of the corridor and 15-minute or better all-day service from Union Station to Bradford GO Station. To support future 15-minute or better service, an additional track is proposed to be added between Union Station and Aurora GO Station.

In the area of the Site, a future connection to the Barrie GO Line will be provided via the planned Caledonia Station, as discussed in greater detail below.

The planned Barrie GO Line improvements will provide a frequent and direct north-south transit connection to Downtown Toronto, supplementing the strong future east-west connections facilitated by the Eglinton Crosstown LRT.

Caledonia Intermodal Transit Station

Caledonia Station is a future intermodal transit station that will integrate the Eglinton Crosstown LRT, area surface TTC bus routes, and GO Transit rail service along the Barrie GO Line. The Station will be comprised of two distinct components: the Eglinton Crosstown LRT station located west of the Barrie GO Line at the intersection of Eglinton Avenue West and Blackthorn Avenue, and the GO station east of the Barrie GO Line at the intersection of Eglinton Avenue West and Croham Road. The two components of Caledonia Station are proposed to be connected via a pedestrian bridge that will span the Barrie GO Line and provide seamless integration between the GO and TTC services.

Caledonia Station is proposed to be further integrated with the area transportation infrastructure through direct connections with the York Beltline Trail on the east side of the Barrie GO Line and pick-up / drop-off facilities off Croham Road, providing additional integration with ride hailing services. Furthermore, a dedicated TTC bus loop with two bus bays will be provided on the west side of the tracks and will jointly serve riders connecting to / from the Eglinton Crosstown LRT and Barrie GO Line.

Currently, the TTC component of Caledonia Station is nearing completion and is expected to be operational at the time Eglinton Crosstown LRT service begins. Construction has not yet begun on the GO Transit component of the station, and a timeline for completion is not yet available.

The future area transit context is illustrated in **Figure 8**.

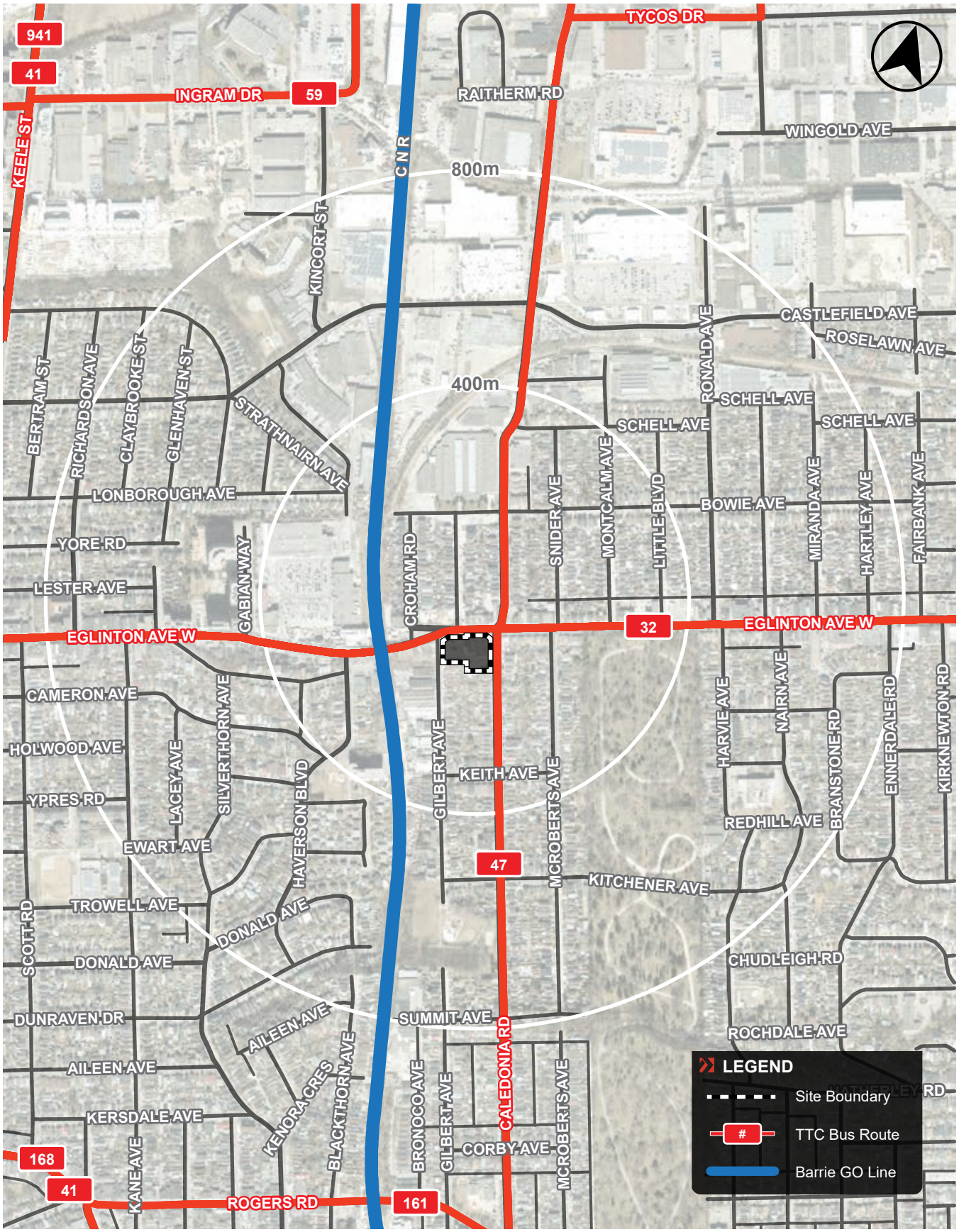

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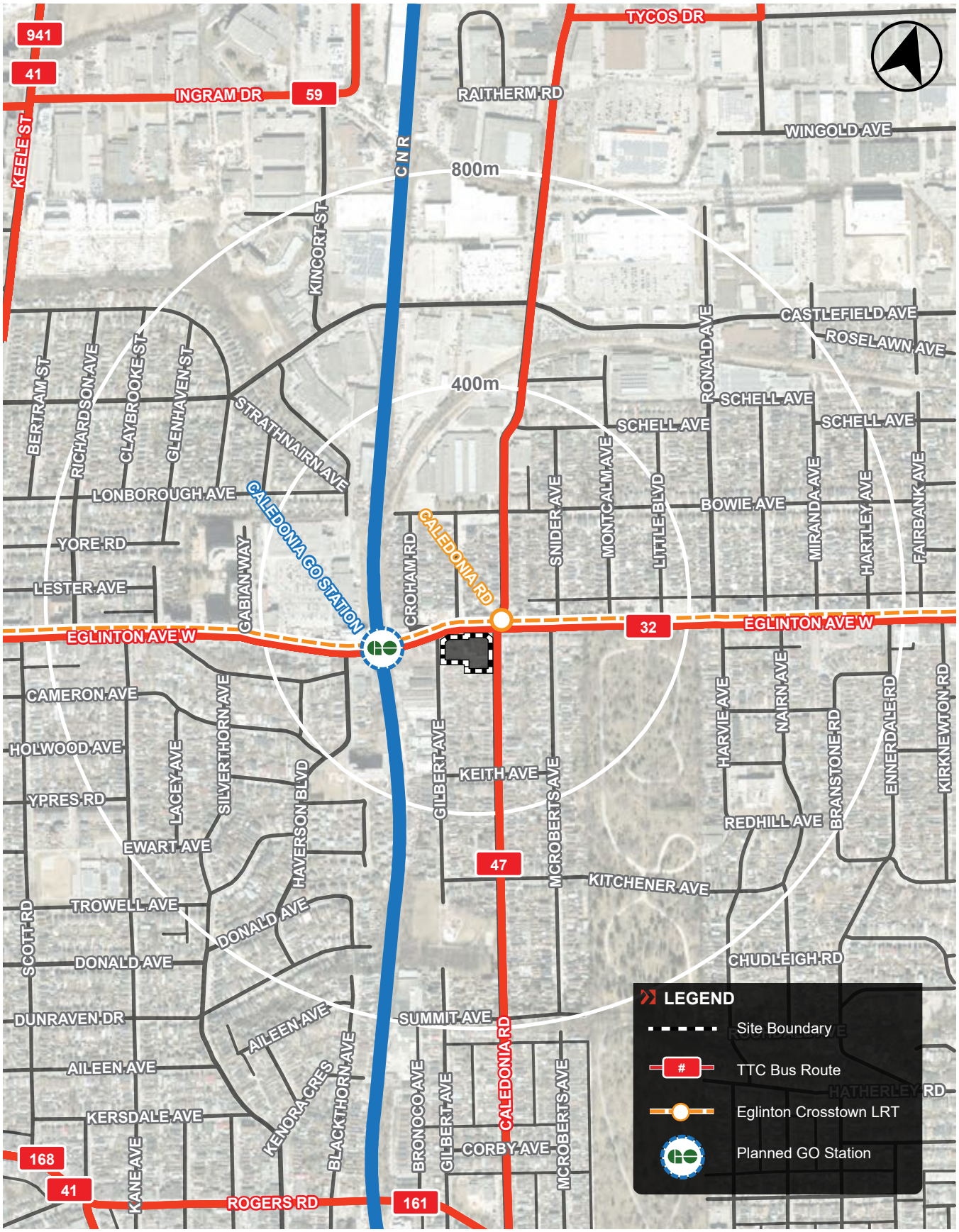
FIGURE 7 EXISTING TRANSIT NETWORK



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

FIGURE 8 FUTURE TRANSIT CONTEXT

4.2.3 Evolving Transit Context

4.2.3.1 EXISTING TRANSIT TRAVEL REACH

To understand the changing transportation context, transit service area analyses for the existing and future transit network were conducted using Geographic Information Systems (GIS). These analyses look at the service area of a transit network that a visitor of the Site has access to, within a given time frame. This type of analysis is useful in understanding the transit accessibility and can also be used to quantify the impact of transit service changes.

A 15-, 30-, 45-minute transit reach from the Site during the weekday morning travel period was analysed for existing conditions as is illustrated in **Figure 9**. Transit travel times include walking time to and from transit stops, as well as the transit schedules during peak hour (i.e., service frequency and wait times), all of which are based upon existing transit service.

4.2.3.2 FUTURE TRANSIT TRAVEL REACH

A review of projected transit travel times assumed the various public transit network improvements included in **Section 4.2.2** is illustrated in **Figure 10**. A comparison of areas that are reachable is provided in **Table 4**.

Table 4 Existing and Future Transit Service Area Analysis Comparison

Transit Scenario	15-minute reach	30-minute reach	45-minute reach
Existing Conditions (Travel Away From Site)	• North along Caledonia Rd to Leswyn Rd (north of Lawrence Ave W); • South along Caledonia Rd to Davenport Rd; • East along Eglinton Ave W to Rostrevor Rd (west of Bathurst St); and • West along Eglinton Ave W to Jane St.	• North along Dufferin St to Downsview Airport (south of Sheppard Ave W), and along Line 1 Yonge–University Subway to Sheppard West Station; • South along Lansdowne Ave to King St W • East along Eglinton Ave E to Lillian St (west of Mount Pleasant Rd); and • West along Eglinton Ave W to nearly Lloyd Manor Rd (west of Kipling Ave).	• North along Dufferin St to nearly Steeles Ave W, and along Line 1 Yonge–University Subway to Hwy 407 and Finch Stations; • South along Line 1 Yonge–University Subway to Union Station and waterfront (Harbourfront); • East along Eglinton Ave E to past Brentcliffe Rd (between Bayview Ave and Don Mills Rd), and along Danforth Ave (via Line 2 Bloor–Danforth Subway) to Coxwell Station); and • West along Eglinton Ave W (via the Mississauga Transitway) to past Orbitor Rd/Centennial Pkwy, along Bloor St W via Line 2 Bloor–Danforth Subway) to Kipling Station, and along Dixon Rd to Toronto Pearson Airport (Airport Rd).

Transit Scenario	15-minute reach	30-minute reach	45-minute reach
Future Conditions (Travel Away From Site) *with the addition of Eglinton Crosstown, GO Expansion, etc.*	• North along Caledonia Rd to Leswyn Rd (north of Lawrence Ave W), and along the improved Barrie GO Line to Downsview Park Station; • South along Caledonia Rd to Davenport Rd, and along the improved Barrie GO line to the future Bloor-Lansdowne GO Station; • East along Eglinton Ave W (via future Eglinton Crosstown) to nearly Edith Dr/Colin Ave (west of Yonge St); and • West along Eglinton Ave W (via future Eglinton Crosstown) to Royal York Rd.	• North along Line 1 Yonge–University Subway to York University Station, and along the improved Barrie GO Line to King City GO Station; • South along Yonge St (via Line 1 Yonge–University Subway) to Union Station and waterfront (Harbourfront); • East along Eglinton Ave E (via the future Eglinton Crosstown) to east of the Don Valley Pkwy; and • West along Eglinton Ave W (via the future Crosstown West Extension) to Renforth Dr, and along the Kitchener GO Line to Etobicoke North GO Station.	• North along Line 1 Yonge–University Subway to Vaughan Metropolitan Centre Station, along the future Yonge North Subway Extension to Langstaff GO station, and along the improved Barrie GO Line to Aurora GO Station; • South to the waterfront (Ontario Place, Harbourfront, Keating Channel; access to Billy Bishop Airport); • East along Eglinton Ave E (via the future Eglinton Crosstown) to Kennedy Station, and along the Lakeshore East GO Line to Scarborough GO Station; and • West along Eglinton Ave W (via the Mississauga Transitway) to Central Parkway, and along Dixie Rd to Toronto Pearson Airport (Airport Rd).

Notable findings include:

- Within 15 minutes, a reasonable area around the Site can be accessed, primarily along Caledonia Rd and Eglinton Ave. Under future conditions, access is set to increase greatly in all directions with the opening of the Eglinton Crosstown, and improvement of service along the GO Rail network, especially along the Barrie GO Line.
- Within 30 minutes, access expands further throughout North York, Etobicoke, and Scarborough. Under existing conditions, modest portions of Line 1 Yonge–University and Line 2 Bloor–Danforth are also accessible. In the future, completion of the Eglinton Crosstown LRT and Eglinton Crosstown LRT West Extension is again set to increase access, eastbound to the Don Valley Parkway, and westbound to Renforth Drive. The expansion of the Barrie GO Line will also enable travel into King City within 30-minutes.
- Within 45 minutes, access now permeates throughout most of central Toronto, transecting many major corridors. An overwhelming majority of Line 1 Yonge–University Subway falls within 45 minutes reach, while travel along Line 2 Bloor–Danforth Subway is now possible between Kipling and Coxwell stations. Under future conditions, completion of the Eglinton Crosstown LRT and West Extension will provide one-seat access across Toronto (and into Mississauga via the Mississauga Transitway), while completion of future rapid transit lines, such as the Finch West LRT and the Yonge North Subway Extension, will provide further access throughout northern Etobicoke and Richmond Hill. GO Expansion will also further increase reach beyond Toronto to Aurora within 45-minute travel times.

In summary, under existing conditions, the Site possesses good access to transit, particularly within 30-minute and 45-minute travel times, with its proximity to several major corridors, including Eglinton Ave, Yonge St, and Dufferin Rd. In the future, access is set to increase further, with the completion of the Eglinton Crosstown and the Barrie GO Line, both near the Site.

The evolving transportation context visualized in this analysis indicates that, at either local or intercity scales, there are suitable alternatives to driving or requiring a parking space for daily travel. The Site is in a prime location that enables future site users to shift away from auto use and utilize the major transit investments being afforded within the area.

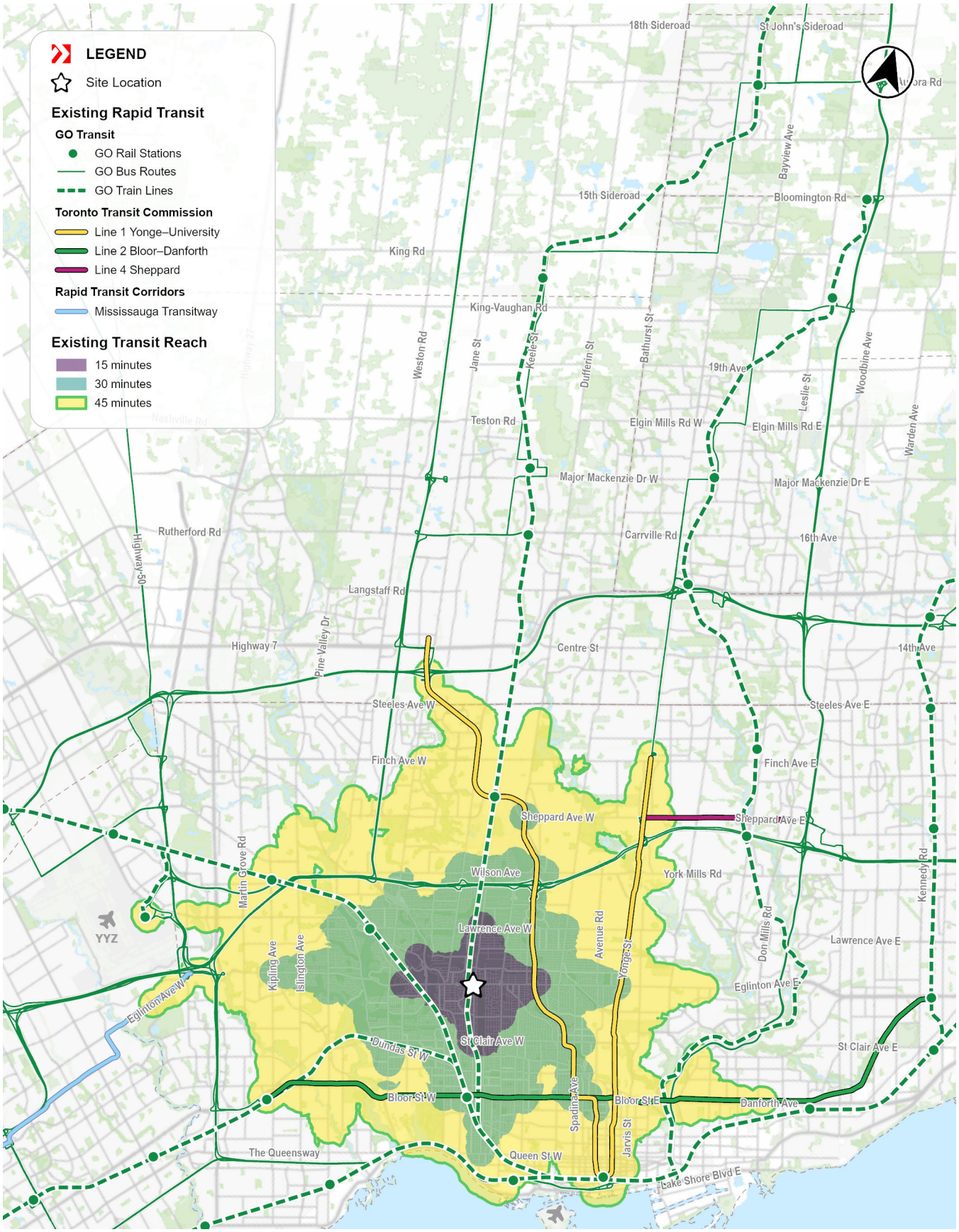

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FIGURE 9 EXISTING TRANSIT REACH

AM Peak - Away from Site

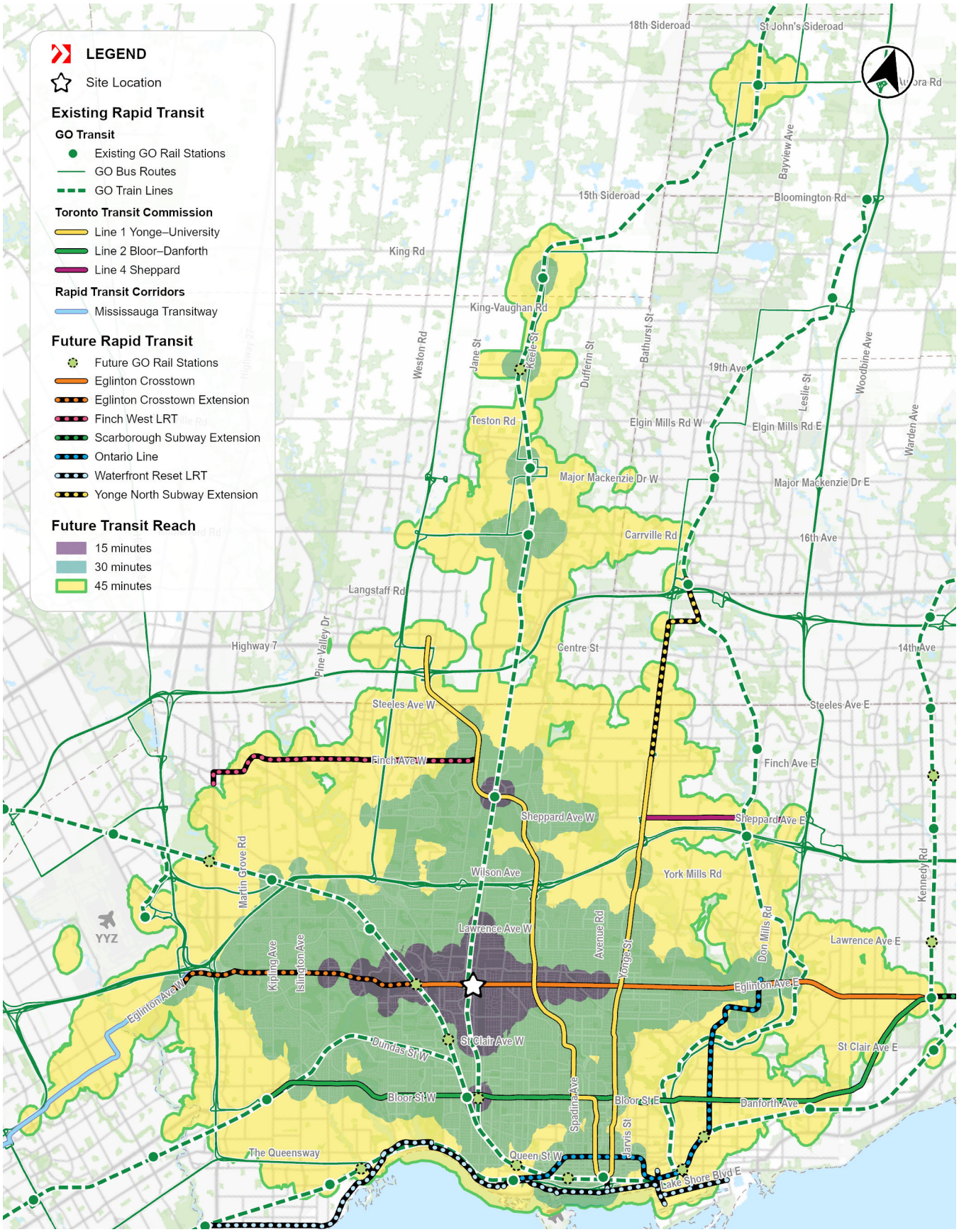

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FIGURE 10 FUTURE TRANSIT REACH

AM Peak - Away from Site

4.3 Area Pedestrian Network

4.3.1 Existing Area Pedestrian Context

Pedestrian infrastructure currently exists in the area of the Site, including sidewalks along both sides of all major area roads and signalized pedestrian crossings at all major intersections. Currently, signalized crossings exist at the Eglinton Avenue West / Caledonia Road intersection, the Eglinton Avenue West / Gabian Way intersection , and the Eglinton Avenue West / Blackthorn Avenue intersection . These signalized crossings provide opportunities for pedestrian connections to area amenities located on the north side of Eglinton Avenue West. Sidewalks are provided around the property frontage and neighbouring streets. The area pedestrian context is illustrated in **Figure 11**.

The Site is located in close proximity (within 300 metres) to Westside Mall, which provides a variety of services, amenities, and retail shops within a short walking distance including a grocer, banks, medical clinics and offices, food stores, and other retail and service providers. Within a broader 800-metre radius (~10-minute walk), a variety of additional amenities are accessible within walking distance.

The proximity of area amenities and the presence of existing pedestrian infrastructure provide opportunities for local trips to be made on foot, reducing the need to travel by personal automobile for certain trips. Area pedestrian destinations are illustrated in **Figure 12**.

4.3.2 Planned Area Pedestrian Improvements

eglintonTOday Complete Street Project

As part of the redevelopment of the Site, the existing driveway onto Eglinton Ave West will be removed. The reduction in curb cuts will provide an improved pedestrian realm along the perimeter of the Site. These connections will serve the proposed building, support neighbourhood connectivity and allow for future connections as adjacent properties redevelop and the City of Toronto implements the eglintonTOday Complete Streets Project.

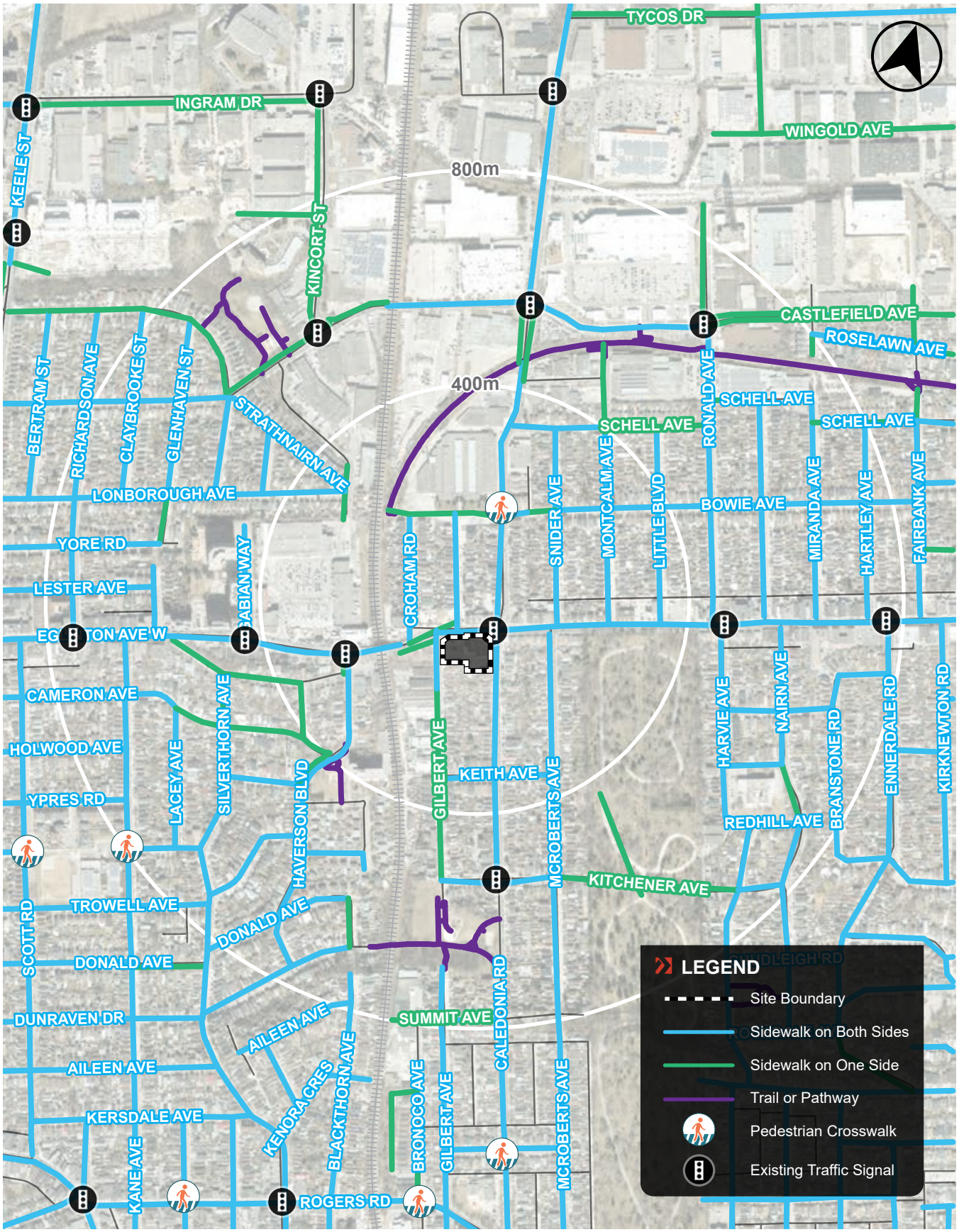

FIGURE 11 EXISTING AND PROPOSED PEDESTRIAN CONTEXT

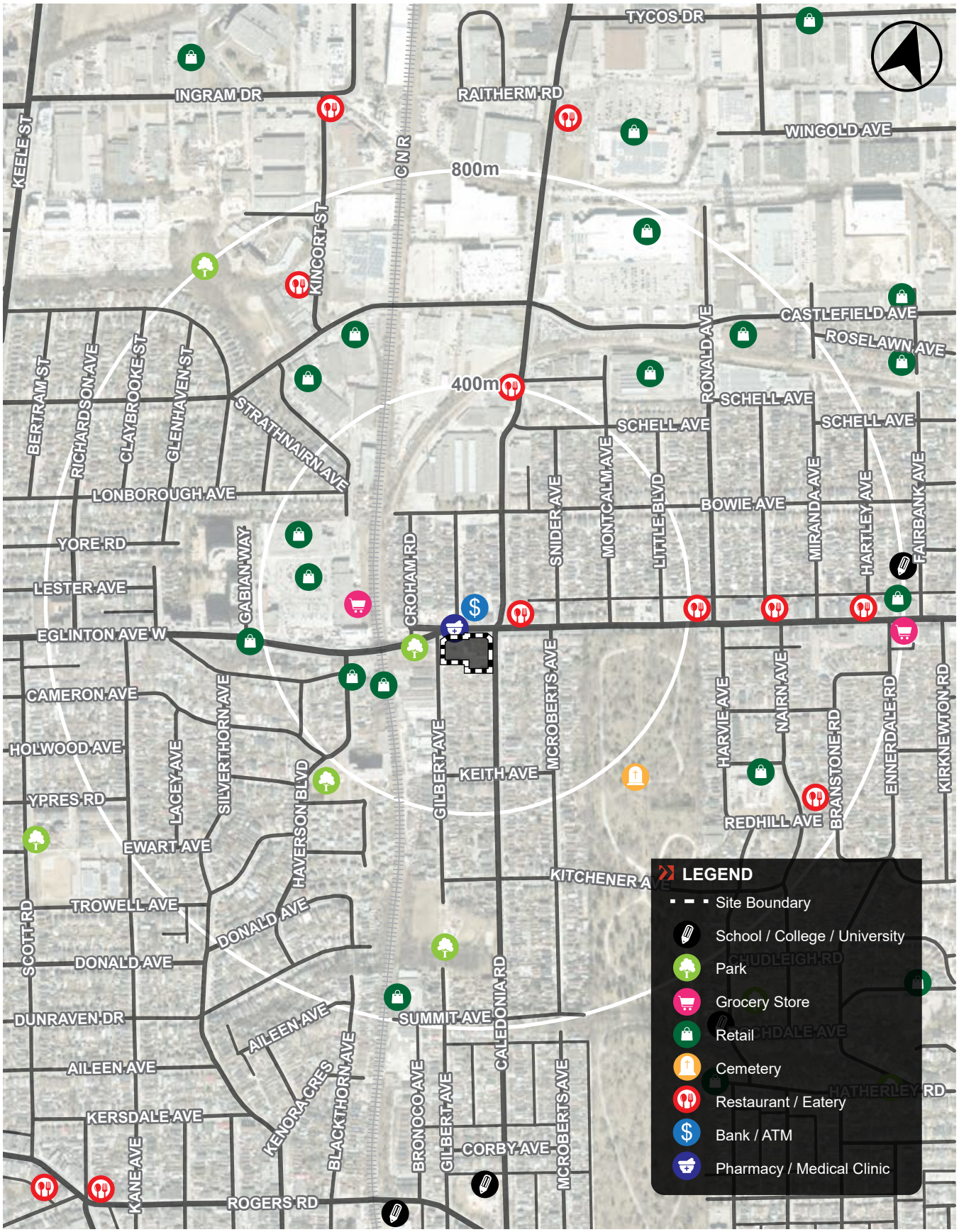

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FIGURE 12 AREA PEDESTRIAN DESTINATIONS

4.4 Area Cycling Network

4.4.1 Existing Area Cycling Context

Under existing conditions, there are limited protected / designed cycling facilities and routes in the Site area. Within 450 metres of the Site, the York Beltline Trail provides east-west connectivity to the area of the Eglinton Avenue West / Allen Road intersection and continues east of Allen Road to the area of the Rosedale neighbourhood in Central Toronto.

Planned improvements to the cycling network will allow for the Site to be better connected within the City's cycling network.

4.4.2 Planned Area Cycling Improvements

Various improvements to the area cycling network are proposed in both near- and long-term outlooks. The City of Toronto's cycling Near-Term Implementation Program (2025-2027) identifies future cycling infrastructure along Eglinton Avenue West across the Site frontage, future north-south facilities along Blackthorn Avenue and Haverson Boulevard, and a future connection of the York Beltline Trail to Eglinton Avenue West via Croham Road. The proposed Eglinton Avenue West and Croham Road cycling infrastructure is planned for implementation as part of the eglintonTOday Complete Street Project, as discussed below.

eglintonTOday Complete Street Project

As part of the eglintonTOday Complete Street Project, buffered unidirectional cycling facilities are proposed to be provided along the north and south sides of Eglinton Avenue West. These facilities, in conjunction with the other cycling infrastructure improvements planned through eglintonTOday, will greatly improve cycling opportunities along the corridor between Keele Street and Mount Pleasant Road, and enhance connections to the broader area cycling network.

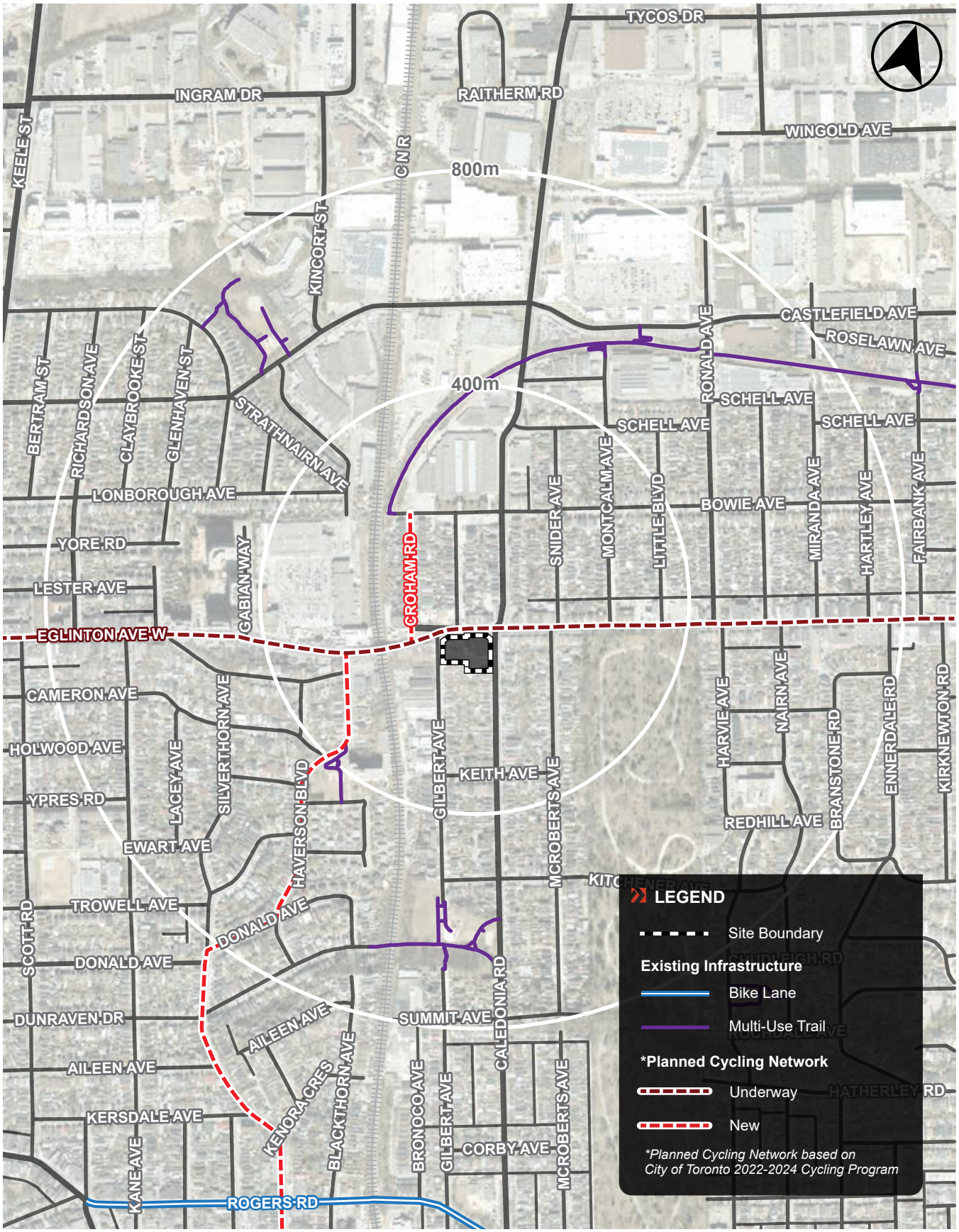
Cycling facilities along Croham Road between Bowie Avenue and Eglinton Avenue West are proposed to provide direct connections between the York Beltline Trail and the future Eglinton Avenue West cycling facilities. A combination of contra-flow cycling lanes and shared on-street connections are proposed along this segment, providing two-way connectivity between cycling facilities as well as the future GO Transit component of Caledonia Station.

The existing and planned area cycling context is illustrated in **Figure 13**.

4.4.3 Bike-Share Facilities

The Bike Share Toronto program provides flexible cycling options within the city that can be used on a short-term basis and can be picked up and dropped off at stations across the city. There is an existing bike share station at the Site that holds 19 docks that will be retained but slightly readjusted to fit within the proposed upgraded pedestrian walkway.

The existing bike share station locations within the immediate site area are illustrated in **Figure 14**.



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

FIGURE 13 EXISTING AND PROPOSED CYCLING CONTEXT

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

FIGURE 14 BIKE-SHARE FACILITIES

5.0 VEHICULAR PARKING CONSIDERATIONS

5.1 Minimum Parking Requirements

The Site is subjected to the City of Toronto Zoning By-law 569-2013 (as amended by 89-2022) and is located within 'Parking Zone A'. The minimum parking supply standards of Zoning By-law 569-2013 for 'Parking Zone A' that apply for the Proposed Development are outlined in **Table 5**.

Table 5 Zoning By-law 569-2013 Minimum Parking Requirements (incl. Accessible Parking)

Use	Units / GFA1		Minimum Parking Requirement		Maximum Parking Permission		Effective Parking Calculation[3]	
			Rate	Spaces[2]	Rate	Spaces[2]	Rate	Spaces[2]
Resident								
Resident	1-Bed	348 units	None	0 sps	0.5 sps / unit	174 sps	0.5 sps / unit	174 sps
	2-Bed	225 units	None	0 sps	0.8 sps / unit	180 sps	0.8 sps / unit	180 sps
	3-Bed	65 units	None	0 sps	1.0 sps / unit	65 sps	1.0 sps / unit	65 sps
Resident Sub-Total			-	***0 sps***	-	***419 sps***	-	***419 sps***
Non-Resident								
Residential Visitor	638 units		2 + 0.01 sps / unit	8 sps	1.0 sps / unit (first 5 units) + 0.1 sps / unit (subsequent units)	68 sps	0.10 sps / unit	63 sps
Retail	878 m^2 GFA		None	0 sps	3.5 sps / 100 m^2 GFA	30 sps	1.0 sps / 100 m^2 GFA	8 sps
Non-Resident Sub-Total			-	***8 sps***	-	***98 sps***	-	***71 sps***
TOTAL			-	***8 sps***	-	***517 sps***	-	***490 sps***
Accessible Parking Spaces[4] (included in TOTAL)							**13 sps**	

Notes:
1. Based on site statistics provided by RAW Architects and Planners dated March, 2025.
2. Application of "Effective" Parking Ratio in the calculation of Accessible parking is a procedural requirement, stipulated by By-law 89-2022.
3. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
4. If the number of effective parking spaces is greater than 100 spaces, a minimum of 5 accessible parking spaces + 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces is required.

Application of Zoning By-law 569-2013, as amended, for 'Parking Zone A' to the development programme requires a total of 8 vehicular parking spaces for residential visitors of the Site.

Application of the effective parking requirement of 490 spaces would result in a minimum of 13 accessible parking spaces. As per Zoning By-law 89-2022 - Clause 200.15.10.5 (2), the aforementioned accessible requirement represents the minimum number of parking spaces as it is greater than the permitted parking spaces provided.

5.2 Proposed Vehicular Parking Supply

It is proposed to meet the minimum requirements set out in **Section 5.1**, providing a total of 179 parking spaces (168 residential and 11 shared visitor / non-residential spaces, with 13 of the provided spaces being accessible), located within a two level (P1 and P2) underground parking garage. It is also proposed to provide 4 pick-up / drop-off spaces and 1 car-share space, located south of the building on the ground floor.

5.2.1 Proposed Toronto Green Standard Version 4.0 Parking Provisions

All new developments are required to meet Toronto Green Standard Version, Tier 1 performance measures throughout the approvals process of the development. The Site is subject to the "Mid to High Rise Residential and Non-Residential Version 4" standards as outlined below.

5.2.1.1 AQ 1.1 SINGLE-OCCUPANT VEHICLE TRIPS

This standard requires that single-occupancy auto vehicle trips generated by the Site be reduced by 25 percent through various multi-modal infrastructure strategies and Transportation Demand Management (TDM) measures. Provision of an appropriate parking supply considering proximity to existing and future area transportation services. In particular, the substantial reduction of the on-Site parking supply (and therefore Site vehicle trips) in comparison to the maximum parking requirement has exceeded 25 percent. In fact, the provision of 179 vehicular parking spaces on-Site, indicates that approximately 65 percent of single-occupancy auto vehicle trips will be reduced from the maximum By-law parking provision (i.e., 517 spaces) as part of the proposed plan

In addition, a number of TDM measures are proposed on-site (as discussed in **Section 9.0**) to further reduce single occupancy vehicle trips and encourage other alternative, non-motorized travel through a number of strategies. Such strategies include, but not limited to, the provision of bicycle parking and repair stations, pedestrian connections, and strategic proximity to an array of existing and future transit services.

As such, the set of TDM strategies proposed, coupled with the provision of limited parking, are to collectively and appropriately meet (and exceed) the minimum standard of 25 percent reduced single-occupancy auto vehicle trips.

5.2.1.2 AQ 1.2 ELECTRIC VEHICLE INFRASTRUCTURE

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

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

On this basis, a minimum of 168 resident parking spaces and 3 non-resident parking spaces are required to be equipped with an energized outlet, providing Level 2 charging or higher.

The intention of the development plan is to satisfy this requirement. EV parking provisions will be further refined through the Site Plan Control (SPC) application process.

Reduced architectural plans provided in **Appendix A** illustrate the locations of the accessible and EV spaces.

5.3 Parking Summary

The development proposal comprises two buildings connected via a podium with residential, retail uses within the midtown Toronto area. A total of 179 parking spaces (168 residential and 11 non residential spaces) as well as is 4 pick-up / drop off spaces and 1 car-share space are proposed to be provided on site. This meets the Zoning By-law 569-2013 minimum parking requirements.

6.0 BICYCLE PARKING CONSIDERATIONS

6.1 Minimum Bicycle Parking Requirements

The bicycle parking requirements of the City of Toronto Zoning By-law 569-2013 (Zone 1) that apply to the proposed development programme are summarized in **Table 6**.

Table 6 City of Toronto Zoning By-law 569-2013 (Amended as per 839-2022 – Zone 1) Bicycle Parking Requirements

Use	Units / GFA	Type	Minimum Parking Rate	Minimum Parking Required
Residential				
Resident	638 units	Long-Term	0.9 spaces / unit	575 spaces
		Short-Term	0.2 spaces / unit	128 spaces
		Subtotal		703 spaces
Non-Residential				
Retail	878 m^2	Long-Term	Section 230.5.10.1(3) specifies that if the non-residential IFA is 2000 m^2 or less, then no bicycle parking is required	0 space
		Short-Term		0 spaces
		Subtotal		0 spaces
Long-Term				575 spaces
Short-Term				128 spaces
Total Minimum Bicycle Parking Requirement				**703 spaces**

Notes:
1. Interior Floor Area (IFA) is assumed to be equal to Gross Floor Area (GFA)
2. Bicycle parking requirement values are assumed to be rounded up to the nearest whole number.
3. Based on site statistics provided by RAW Architects and Planners dated March, 2025.

Zoning By-law 569-2013 requires the provision of 703 bicycle parking spaces for the Site, including 575 long-term and 128 short-term bicycle parking spaces for the existing and future uses of the development.

6.2 Proposed Bicycle Parking Supply

A total of 714 bicycle parking spaces are required for the Site, including 576 residential spaces located in secure, weather protected areas for long-term use, 128 residential visitor spaces located in convenient accessible locations for short-term use, and 10 publicly accessible bicycle parking spaces located at-grade along the public boulevard on Eglinton Avenue West.

It is proposed to provide 714 bicycle parking spaces (576 long-term spaces, 128 short-term spaces, and 10 publicly accessible spaces). This exceeds the requirement Zoning By-law requirements.

6.2.1 Proposed Toronto Green Standards (TGS) Version 4.0 Bicycle Parking Provisions

6.2.1.1 AQ 2.1 - 2.3 BICYCLE PARKING

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

Based on the above, the proposed bicycle parking supply currently meets the requirements as per Zoning By-law 569-2013 at a minimum. All long-term bicycle parking is located on the ground floor and P1 level of the Site within secure, weather-protected facilities, and all short-term bicycle parking is provided at-grade in a weather-protected facility on the south side of the Site.

6.2.1.2 AQ 2.4 ELECTRIC BICYCLE INFRASTRUCTURE

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

Based on the above, a total of 87 residential long-term bicycle parking spaces are required to have Energized Outlets. The current architectural plans are illustrating 88 residential long-term bicycle parking spaces to have Energized Outlets. On this basis, the proposed residential long-term bicycle parking spaces for Energized Outlets currently meets and exceeds the requirements outlined in the TGS Version 4.0.

6.2.1.3 AQ 2.6 PUBLICLY ACCESSIBLE BICYCLE PARKING

This standard requires the provision of at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the Site or within the public boulevard in addition to bicycle parking required under AQ 2.1.

Based on the above, a total of 10 publicly accessible short-term bicycle parking spaces are provided within the public boulevard of Eglinton Avenue West.

7.0 LOADING CONSIDERATIONS

7.1 Loading Requirements

Application of the Zoning By-law 569-2013 loading standards requires a total of two (2) loading spaces to be provided to service the Site. This supply includes the provision of one (1) Type 'C' space and one (1) Type 'G' space. Further details are provided in **Table 7.**

Table 7 Zoning By-law 569-2013 Loading Requirements

Use	Units / GFA	Minimum Number of Loading Spaces					
		Range of Standard	Type A	Type B	Type C	Type G	Total
Residential	638 units	400+ units	0 spaces	0 space	1 space	1 space	2 spaces
Retail	878 m^2	500 – 1,999 m^2	0 spaces	1 space	0 spaces	0 spaces	1 space
Total			**0 spaces**	**1 space**	**1 spaces**	**1 space**	**3 spaces**
Total Including Sharing [2]			**0 spaces**	**0 space**	**1 spaces**	**1 space**	**2 spaces**

Notes:
1. Based on site statistics provided by RAW Architects and Planners dated March, 2025.
2. In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space, referred to in regulation 220.5.1.10(8).

7.2 Proposed Loading Supply

The current proposal incorporates a total of two (2) loading spaces (one (1) Type 'C' and one (1) Type 'G' loading space), at-grade on the southern portion of the Site. Access to the proposed loading facilities is provided from the Caledonia Road driveway. The loading facilities will service the waste and recycling collection, moving and delivery activities related to the residential and retail components of the proposed development.

7.2.1 Height Clearance

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

7.2.2 Operations and Manoeuvring

Vehicle manoeuvring diagrams (VMDs) are provided in **Appendix B** and illustrate the manoeuvring needs of various design vehicles entering and exiting the proposed loading space. These diagrams confirm that the proposed loading arrangements are appropriate and will facilitate the manoeuvring requirements of the vehicles that are expected to access the Site.

The design vehicles used to assess the proposed loading spaces are as follows:

- City of Toronto Typical Front-Loading Waste Collection Vehicle;
- City of Toronto Typical Rear-Pack Oversize Waste Collection Vehicle;
- TAC Single Unit Design Vehicle (TAC - SU); and
- Cube Van.

8.0 PICK-UP / DROP-OFF CONSIDERATIONS

Short-term or pick-up/drop-off ("PUDO") parking facilities are vehicle parking spaces designated for temporary use to accommodate activities such as picking up or dropping off a passenger (e.g., Uber, Lyft, taxi, personal drop-off, etc.) or making deliveries in a passenger car (e.g. scheduled couriers, food deliveries, on-demand deliveries, etc.) to a site. The emergence of auto-based shared mobility services (e.g. Uber, Lyft, ride-sharing, etc.) and on-demand delivery services (e.g. Uber Eats, Amazon Flex, etc.), particularly in urban contexts, increasingly necessitates the consideration of short-term vehicular activity throughout the site planning and design process.

The current Site concept plan proposes 4 short-term parking spaces to be located at-grade on-Site and can be accessed from either the Caledonia Road driveway or the Gilbert Avenue driveway. One (1) car-share space is also proposed in addition to the proposed PUDO spaces at-grade. Pedestrian connections are provided from these spaces to the residential lobby.

9.0 TRANSPORTATION DEMAND MANAGEMENT

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

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

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

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

9.1 Organizational Framework

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

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

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

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

9.2 TDM Plan Strategies

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

A summary of the TDM Plan is provided in **Table 8**, below. It is important to note that this TDM Plan and associated strategies will continue to be refined through the development application process.

Table 8 Proposed TDM Strategies

Category	Intent	Proposed Measure
Single Occupant Vehicles		
Vehicle Parking Supply and Management	• *Reduce the attractiveness of car use for residents and visitors* • *Reduce car ownership needs* • *Encourage higher vehicle occupancy and / or the use of other travel modes*	1. Provision of an appropriate resident parking supply at a rate of 0.26 spaces per unit, given the Site's proximity to existing and planned transit facilities and area amenities. 2. Provision of unbundled parking (i.e., purchase of a parking space is separate from the purchase of a dwelling unit) for the development. 3. Provision of one car-share vehicle on-Site and the ability to partner with a service provider (e.g., ZipCar, Enterprise CarShare, Communauto) to implement this service. These car-share vehicles would serve both the proposed mixed-use building as well as the surrounding neighbourhood to reduce private automobile ownership.
Facilitation Of Reduced Car Ownership and Usage	• *Reduce the need for residents to own a car for occasional travel* • *Reduce the likelihood of privately-owned car use for general travel, particularly during peak periods*	4. Provision of an on-Site pick-up / drop-off (PUDO) area located near a Site entrance, accommodating four (4) vehicles.
Transit, Cycling, and Walking		
Encourage Transit Use	• *Increase awareness and viability of transit travel options for commuter and recreational travel purposes* • *Capitalize on the improving transit context* • *Support the use of transit*	5. Consider the provision of a one-time, preloaded PRESTO card for all unit owners that do not purchase parking at the time of occupancy, encouraging use of the future Eglinton Crosstown LRT.

Category	Intent	Proposed Measure
Encourage Bicycle Use	• *Provide physical and operational infrastructure on-site* • *Cooperate with the City to enhance bicycle connectivity within the area to the broader network*	6. Provision of a bicycle parking supply that meets the Toronto Green Standard Version 4 (TGS V4, Tier 1) / Zoning By-law 569-2013 (Zone 1) requirements. 7. Provision of on-Site bicycle repair / maintenance station, meeting the supply requirements as per TGS V4 (Tier 1) / Zoning By-law 569-2013 (Zone 1) requirements. 8. Provision of energized outlets for 15% of the total long-term bicycle parking supply, adjacent to each space, meeting the requirements as per TGS V4. 9. Provision of ten (10) publicly accessible bicycle parking spaces at-grade, meeting the requirements as per TGS V4. 10. Consider the provision of a Bike Share Toronto membership for all unit owners that do not purchase parking at the time of occupancy or contribution to an area bike share station should Toronto Bike Share stations be added within the Site vicinity.
Enhance Access and Walkability	• *Enhance the walkability of the Site at-grade and create a pedestrian-scaled neighbourhood* • *Assist in creating high-quality, safe pedestrian linkages to the Site and wider network* • *Improve the quality of the public realm and accessibility of the area* • *Enhance ability to travel to transit focal points without a vehicle*	11. Provision of an enhanced sidewalks along Eglinton Avenue West, Gilbert Avenue, and Caledonia Road. 12. Provision of an internal east-west pedestrian walkway adjacent to proposed site driveway, extending from Gilbert Avenue to Caledonia Road.
Land Use and Communication		
Land Use and Building Infrastructure	• *Offer a variety of residential and non-residential uses on-site* • *Reduce the need for residents, employees and visitors to travel off-site to address daily needs* • *Shorten travel distances* • *Support residents that work from home*	13. Availability of diverse (and complementing) uses within the Site vicinity that allow people to live and work within the Site area.
Coordination, Communication, and Promotion	• *Inform and raise awareness of non-automobile travel options for the Site* • *Actively promote non-automobile travel options and services* • *Introduce, develop and coordinate TDM programs / indicatives with the employment tenants within the context of the broader strategies in place* • *Ability to adapt the strategy based on changing demand and special circumstances as they may arise*	14. Periodically promote and support the use of evolving sustainable transportation modes to residents by building management and operations (e.g., "Welcome Package" about area transportation services, event that explores ride-sharing programs, etc.). 15. Consider the provision of a real-time transit (i.e., route mapping, service times, and next bus) information screen / display board in building lobby or cost-effective alternative.

10.0 MULTI-MODAL TRAVEL DEMAND FORECASTING

BA Group has established travel demand forecasts for auto-based and non-auto based trips for the Site. Vehicular trip generation for the residential component was based on a review of trip generation rates observed at other existing neighbouring developments with comparable context and characteristics.

10.1 Forecasting Approach

Travel demand for the proposed development has been forecasted for auto, transit, pedestrian, and cycling trips that are reflective of existing area travel characteristics and transportation demand management measures provided on-site. Person trips to and from the proposed development were forecast based on surveys of proxy sites. Travel demand for each mode was then established by applying mode split information from the 2016 Transportation Tomorrow Survey (TTS).

10.2 Site Vehicle Travel Demand Forecast

10.2.1 Retail

Given the size and nature of the proposed retail, it is expected to primarily serve the new residents of the proposed development, as well as the residents and employees of the developments within the surrounding neighbourhood. In this regard, it is anticipated that the majority of the person trips travelling to and from the retail component of the Site will be internal to the proposed development or pass-by pedestrian trips. Therefore, no person travel demands were forecasted for the retail component of the proposed development.

10.2.2 Total Vehicle Trip Generation

Vehicle travel demand was forecast based on a review of proxy site traffic surveys undertaken by BA Group at developments with comparable travel characteristics. **Table 9** summarizes the proxy vehicle trip generation rates and the resulting site-generated vehicle trips.

Table 9 Site Residential Vehicle Trip Generation

Proxy Site Location	Survey Date	Unit Count	AM Peak Hour			PM Peak Hour		
			In	Out	2-Way	In	Out	2-Way
61 Heintzman Street	Thurs, March 7, 2024	664	0.03	0.11	0.15	0.08	0.05	0.13
812 Lansdowne Avenue	Weds, March 6, 2024	303	0.04	0.12	0.16	0.17	0.12	0.28
816 Lansdowne Avenue	Thurs, March 7, 2024	297	0.05	0.14	0.19	0.12	0.05	0.17
223 St. Clair Avenue West	Tues, June 13, 2023	164	0.03	0.15	0.18	0.12	0.05	0.17
6 Parkwood Avenue	Tues, June 13, 2024	116	0.06	0.14	0.20	0.09	0.11	0.21
25 Montgomery Avenue	Tues, Mar 28, 2023	233	0.07	0.08	0.15	0.07	0.06	0.13
1638 Bloor Street West	Weds, Mar 29, 2023	108	0.02	0.09	0.11	0.11	0.09	0.20
Adopted Site Residential Vehicle Trip Rate (Trips / Unit)			**0.04**	**0.12**	**0.16**	**0.11**	**0.08**	**0.18**
Site Residential Vehicle Trips (638 units)			**25**	**75**	**100**	**70**	**50**	**120**

Notes:

1. All proxy survey information is the property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than the intended purpose in connection with this development application.
2. Trips rounded to the nearest five (5) vehicles.

Based on the foregoing, the proposed development will generate in the order of 100 and 120 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

10.2.3 Pick-Up / Drop-Off (PUDO) Vehicle Trip Generation

Pick-up and drop-off trips are generated by private rideshare vehicles picking up or dropping off passengers, delivery vehicles (including parcels and food) and service / maintenance vehicles. It represents a subset of the total vehicle trips derived in **Section 10.2.2**. For analysis purposes, the PUDO vehicle trips have been separated from parking garage trips as they have different travel characteristics. For example, a PUDO trip includes both an inbound *and* an outbound *vehicle* trip but usually only an inbound *or* outbound *person* trip(s), whereas a garage trip generates only one inbound or outbound *vehicle* trip and a corresponding inbound or outbound *person* trip(s).

To assess the impact of pick-up / drop-off activity of on-site vehicle traffic levels, BA Group reviewed data from proxy surveys at developments with similar travel characteristics and within similar transportation contexts. **Table 10** summarizes the adopted PUDO vehicle trip rate as well as the expected PUDO vehicle trips generated by the Site.

Table 10 Site Residential Pick-Up/Drop-Off Vehicle Trip Generation

Proxy Site Location	Survey Date	Units	AM Peak Hour			PM Peak Hour		
			In	Out	2-Way	In	Out	2-Way
61 Heintzman Street	Thurs, March 7, 2024	664	0.02	0.05	0.07	0.03	0.02	0.05
812 Lansdowne Avenue	Wed, March 6, 2024	303	0.020	0.023	0.043	0.026	0.030	0.056
Passenger PUDO			0.017	0.020	0.037	0.020	0.020	0.040
Service/Delivery			0.003	0.003	0.006	0.007	0.010	0.017
816 Lansdowne Avenue	Thurs, March 7, 2024	297	0.024	0.024	0.048	0.017	0.017	0.034
Passenger PUDO			0.020	0.020	0.040	0.017	0.017	0.034
Service/Delivery			0.003	0.003	0.006	0.000	0.000	0.000
Adopted PUDO Vehicle Trip Rate (Trips / Unit)			**0.02**	**0.02**	**0.04**	**0.02**	**0.02**	**0.04**
Passenger PUDO			0.01	0.01	0.02	0.01	0.01	0.02
Service/Delivery			0.01	0.01	0.02	0.01	0.01	0.02
Site PUDO Vehicle Trips (638 Units)			**10**	**10**	**20**	**10**	**10**	**20**
Passenger PUDO			5	5	10	5	5	10
Service/Delivery			5	5	10	5	5	10

Notes:
1. All proxy survey information is the property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than the intended purpose in connection with this development application.
2. Trips rounded to the nearest five (5) vehicles.

Based on the foregoing, the proposed development is expected to generate in the order of 20 two-way PUDO vehicle trips during the weekday morning and afternoon peak hours. The PUDO demand during the weekday morning peak hour is evenly split between passenger PUDO vehicles and service / delivery vehicles. The PUDO demand during the weekday afternoon peak hour is primarily driven by the demand for private and rideshare (e.g. taxi, Uber, Lyft) vehicles picking up and dropping off passengers.

10.2.4 Parking Garage Vehicle Trip Generation

Vehicle trips to and from the parking garage were calculated as the difference between total vehicle trips and PUDO vehicle trips, as summarized in **Table 11**.

Table 11 Parking Garage Vehicle Trip Generation

Survey Date	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Total Vehicle Trip Generation	**25**	**75**	**100**	**70**	**50**	**120**
PUDO Vehicle Trip Generation	10	10	20	10	10	20
Parking Garage Vehicle Trip Generation	15	65	75	60	40	100

Based on the foregoing, the proposed development is expected to generate in the order of 100 and 120 two-way parking garage vehicle trips during the weekday morning and afternoon peak hours, respectively.

10.3 Site Person Travel Demand Forecast

10.3.1 Total Person Trip Generation

Person travel demand for the proposed development was forecast based on a review of proxy site traffic surveys undertaken by BA Group at developments with similar travel characteristics and within similar transportation contexts. **Table 12** summarizes the proxy person trip generation rates and the adopted site trip rates.

Table 12 Site Residential Person Trip Generation

Proxy Site Location	Survey Date	Unit Count	AM Peak Hour			PM Peak Hour		
			In	Out	2-Way	In	Out	2-Way
61 Heintzman Street	Thurs, March 7, 2024	664	0.03	0.11	0.15	0.08	0.05	0.13
812 Lansdowne Avenue	Weds, March 6, 2024	303	0.04	0.12	0.16	0.17	0.12	0.28
816 Lansdowne Avenue	Thurs, March 7, 2024	297	0.05	0.14	0.19	0.12	0.05	0.17
223 St. Clair Avenue West	Tues, June 13, 2023	164	0.03	0.15	0.18	0.12	0.05	0.17
6 Parkwood Avenue	Tues, June 13, 2024	116	0.06	0.14	0.20	0.09	0.11	0.21
25 Montgomery Avenue	Tues, Mar 28, 2023	233	0.07	0.08	0.15	0.07	0.06	0.13
1638 Bloor Street West	Weds, Mar 29, 2023	108	0.02	0.09	0.11	0.11	0.09	0.20
Adopted Site Residential Person Trip Rate (Trips / Unit)			**0.09**	**0.34**	**0.43**	**0.25**	**0.24**	**0.49**
Site Residential Person Trips (638 units)			**60**	**215**	**275**	**160**	**155**	**315**

Notes:
1. All proxy survey information is the property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than the intended purpose in connection with this development application.
2. Trips rounded to the nearest five (5) vehicles.

Based on the foregoing, the proposed development is expected to generate in the order of 275 and 315 two-way person trips during the weekday morning and afternoon peak hours, respectively.

10.3.2 Auto Driver Mode Share Calculation

The parking garage vehicle trips summarized in **Section 10.2.4** reflect the auto driver person trips generated by the proposed development. The auto driver mode share was subsequently derived by calculating the proportion of auto driver trips in the total person trips. The auto driver trips and corresponding auto driver mode share are summarized in **Table 13**.

Table 13 Auto Driver Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Auto Driver Trips	**25**	**75**	**100**	**70**	**50**	**120**
Total Person Trips	**60**	**215**	**275**	**160**	**155**	**315**
Auto Driver Mode Share	**42%**	**35%**	**36%**	**44%**	**32%**	**38%**

Notes:
1. Trips rounded to the nearest five (5) vehicles.

10.3.3 Multi-Modal Trip Generation

The Site's auto driver and auto passenger mode shares were determined in **Section 10.3.2**. Proxy person trip surveys are typically unable to differentiate between transit trips vs. walking or cycling trips (e.g. a resident walking to a transit stop, to then use transit to reach their destination, versus a resident using walking as their primary mode of travel to reach their destination). Thus, the target mode split derived from the 2016 Transportation Tomorrow Survey, has been used to estimate the split between non-auto trips generated by the proposed development. The Site mode split is summarized in **Table 14**.

Table 14 Site Mode Split Summary

Mode		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Auto	Driver	42%	35%	44%	32%
	Passenger	17%	7%	16%	18%
	Total	**59%**	**42%**	**60%**	**50%**
Non-Auto	Transit	32%	45%	30%	37%
	Walking	8%	11%	9%	11%
	Cycling	1%	2%	1%	2%
	Total	**41%**	**58%**	**40%**	**50%**
Total		**100%**	**100%**	**100%**	**100%**

Based on the foregoing, a total of 42% to 60% of trips generated by the proposed development are expected to use auto modes (auto drivers and auto passengers) during peak hours. A total of 40% to 58% of trips are expected to use non-auto modes (transit, walking and cycling) during peak hours.

Based on the above, multi-modal person trips for the proposed development have been established by applying the adopted mode share percentages to the total person trips summarized in **Section 10.3.1**. **Table 15** summarizes the resulting number of person trips for each travel mode generated by the proposed development during the weekday morning and afternoon peak hours.

Table 15 Site Multi-Modal Person Trip Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Driver	25	75	100	70	50	120
Passenger	10	15	25	25	30	55
Transit	20	95	115	50	55	105
Walking	5	25	30	15	15	30
Cycling	0	5	5	0	5	5
Total	**60**	**215**	**275**	**160**	**155**	**315**

11.0 VEHICULAR TRAFFIC VOLUMES

11.1 Analysis Horizons

Based on discussions with the City of Toronto staff and consistent with the City of Toronto Guidelines for the Preparation of Transportation Impact Studies 2013, traffic operations analyses have been undertaken at the study area intersections during both the weekday morning and afternoon peak periods under the following traffic conditions:

- **Existing Traffic -** considering prevailing levels of activity on the area street network and the existing street configuration;
- **Future Background Traffic –** considering existing levels of activity in addition to anticipated changes due to a) the construction of other development proposals in the area that are already approved but not yet built, or are in the approvals process with the City of Toronto; and b) corridor growth allowances along the major arterial routes surrounding the Site;
- **Future Total Traffic –** considering future background levels of activity and any activity changes relating to development of the proposed building.

It should be noted that a 5-year horizon for the full site build-out has been assumed for the purposes of this study. The 5-year horizon is consistent with the City of Toronto guidelines and the proposed development will not be phased given that the development consists of two buildings connected by a podium. In addition, it is assumed that the application approval process will take approximately 2 to 3 years and approximately 3 years to construct the property. Therefore, it is considered appropriate to assume a 5-year horizon period for the purposes of this study.

11.2 Existing Traffic Volumes

11.2.1 Existing Baseline Traffic Volumes

Base existing traffic volumes were established for the weekday morning and afternoon peak hours (defined as the busiest hour of traffic between 7:30 a.m. to 9:30 a.m. in the morning and 4:00 p.m. to 6:00 p.m. in the evening, respectively) for intersections within the study area. The data was gathered for intersections within the study area based on recent traffic count information conducted by Spectrum Traffic Inc. on behalf of BA Group.

The traffic count information adopted as the basis for the traffic operations analysis undertaken to assess the operational impacts of the proposed development is summarized in **Table 16**.

Table 16 Summary of Turning Movement Count Information

Intersections	Count Date	Source
Blackthorn Avenue / Eglinton Avenue West	Tuesday, September 26, 2023	Spectrum Traffic Data Inc.
Croham Avenue / Eglinton Avenue West		
Sanderstead Avenue / North Site Access / Eglinton Avenue West		
Caledonia Road / Eglinton Avenue West		
McRoberts Avenue / Sinder Avenue / Eglinton Avenue West		
Gilbert Avenue / West Site Access		
Caledonia Avenue / East Site Access		
Gilbert Avenue / Eglinton Avenue West	Wednesday, October 11, 2023	

The existing turning movement counts were reviewed in detail to ensure general consistency in the traffic volumes on roadways between intersections. Where necessary, minor adjustments were made to balance traffic volumes between intersections to create a representative traffic volume base for the purposes of the traffic operations analyses undertaken as part of this study. Turning movement counts are attached in **Appendix C**.

Existing baseline area traffic volumes for the weekday morning and afternoon peak hour traffic volumes in the study area adopted for this analysis are illustrated in **Figure 15**.

11.2.2 Adjusted Existing Baseline Traffic Volumes – Eglinton Avenue West Lane Reduction

Please note that the existing volume base has been adjusted for analysis purposes to reflect the City's reduction of the Eglinton Avenue West corridor cross section from four (4) lanes to (2) lanes. The previous "existing" traffic volumes have been reduced to respond to the reduction in traffic capacity available at key intersections along the corridor and recognizing a (desirable) shift to other travel modes (or traffic diversion) that would occur with the introduction of the cross section reduction.

Further details are outlined in **Section 12.2.1** as part of the calibration of the existing conditions analysis model. Adjusted existing baseline volumes are outlined in **Figure 16**.

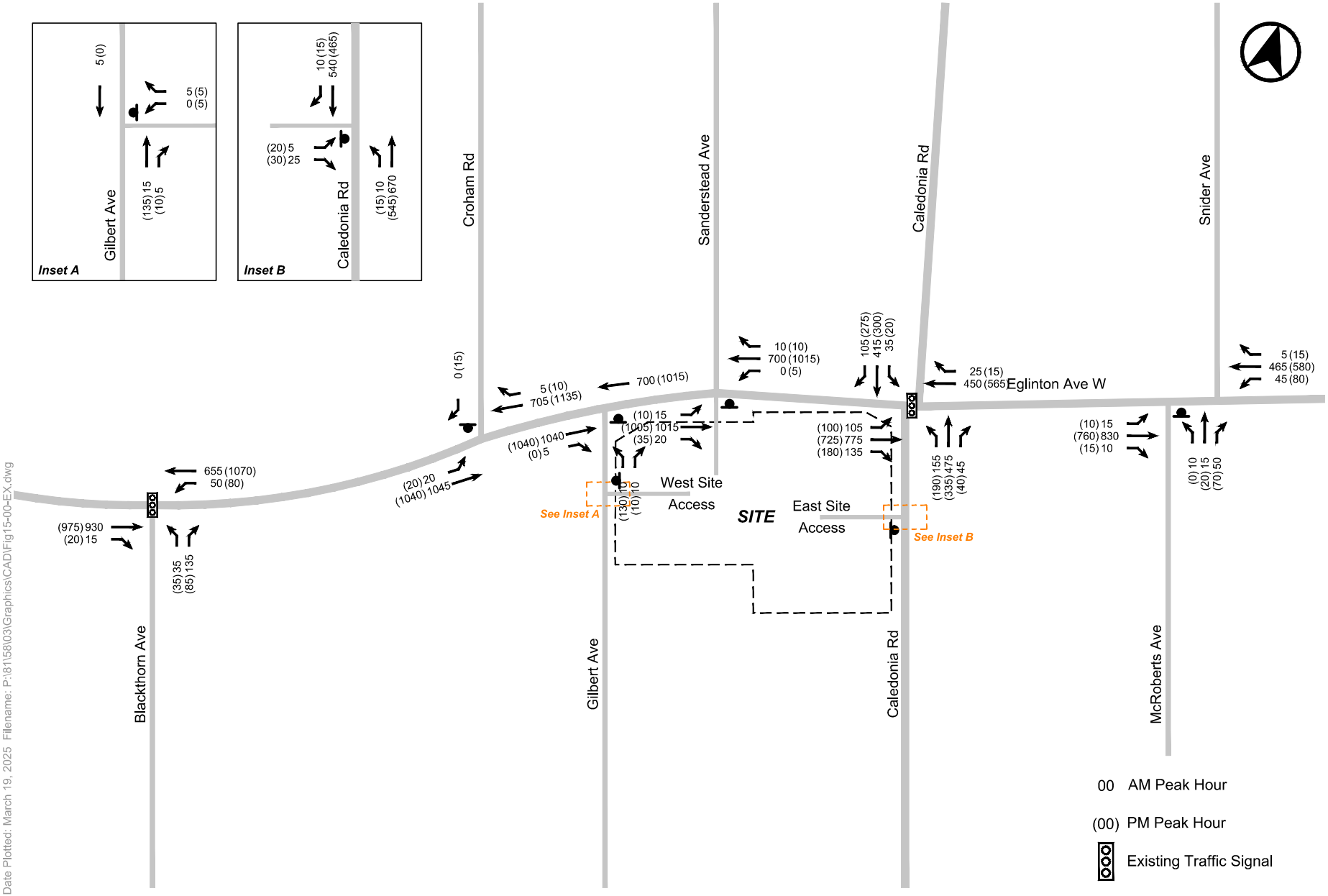

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FIGURE 15 EXISTING TRAFFIC VOLUMES

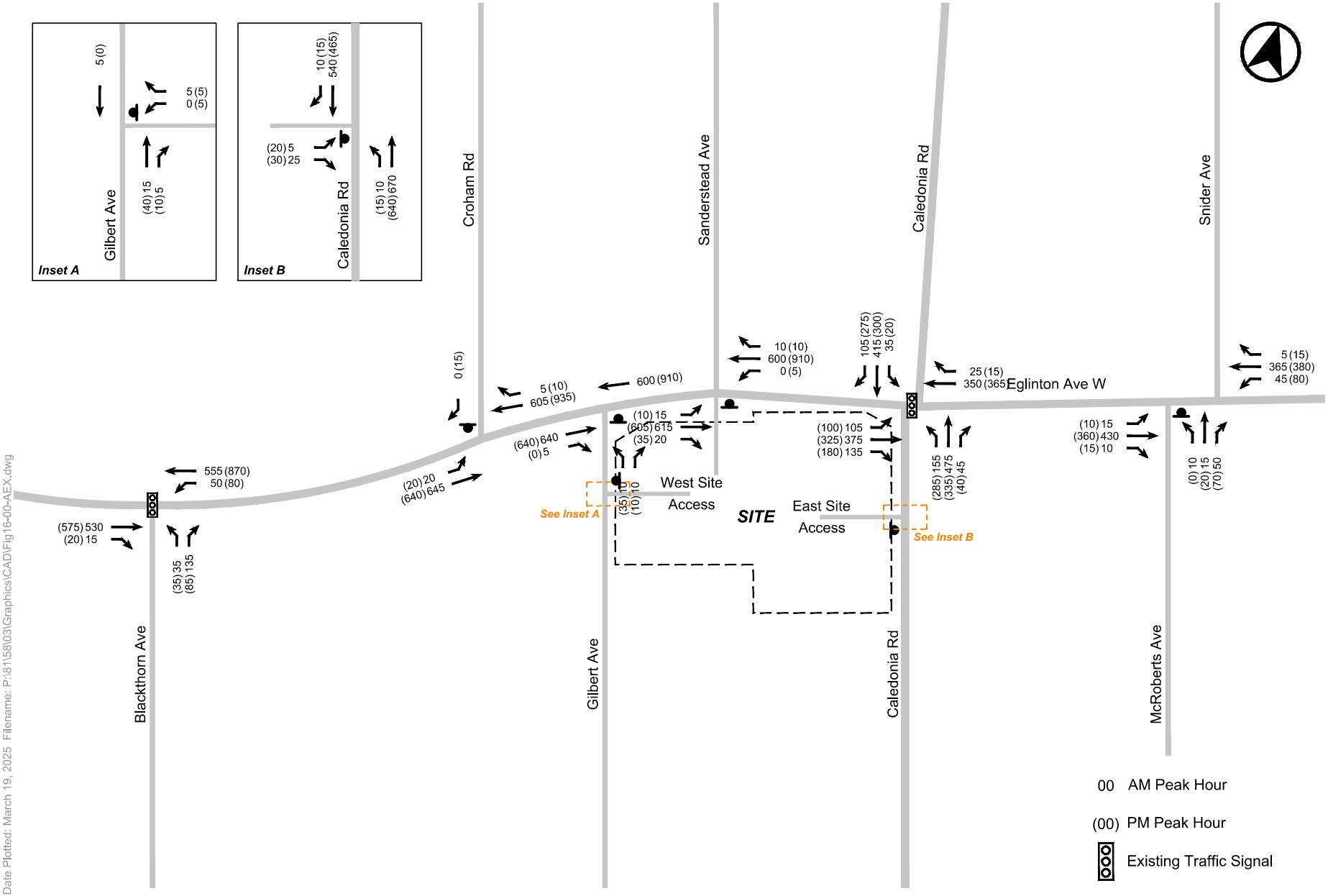

FIGURE 16 ADJUSTED EXISTING TRAFFIC VOLUMES

11.3 Future Background Traffic

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; and
- specific area development traffic (i.e. background development traffic).

11.3.1 Corridor Growth

With the future implementation of the Eglinton Crosstown LRT and the future bicycle lanes along Eglinton Avenue West, vehicle traffic is expected to decrease along the arterial roads. Therefore, it is proposed to not apply a corridor growth factor for this analysis. Rather, a list of background developments were reviewed to determine background traffic growth in the study area.

11.3.2 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 November 2024. These sites represent a total development in the order of 1,029 residential units and 18,275 m^2 GFA of non-residential GFA.

Area background developments are summarized in **Table 17** together with a description of key development statistics for each. Traffic allowances have been made for a total of six (6) area background developments which were based upon traffic impact studies submitted to the City of Toronto as part of the development application process, unless otherwise noted. These developments have either been approved and are not, as of yet, occupied, under construction or are being actively reviewed by the City.

Table 17 Background Developments

Development Location		Development Statistics		Sources
		Residential Units	Non-Residential GFA (m^2)	
1	2116 Eglinton Avenue West	114 units	--	LEA, 2020
2	2400 Eglinton Avenue West (Phase A)	397 units	1,301 m^1	HDR, 2023
3	2270-2280 Eglinton Avenue West	141 units	839 m^2	NexTrans, 2018
4	2322 Eglinton Avenue West		Caledonia GO Redesign	R.J Burnside, 2023
5	2421 Eglinton Avenue West	7 units		LEA, 2022
6	2636 Eglinton Avenue West	370 units	324 m^2	BA Group, 2023
7	498 Gilbert Avenue		15,811 m^2	CGH, 2022
Total		**1,029 Units**	**18,275 m^2**	

11.3.3 Future Background Traffic Volumes

Future background traffic volumes representing the sum of existing traffic volumes and background development volumes are illustrated in **Figure 17**.

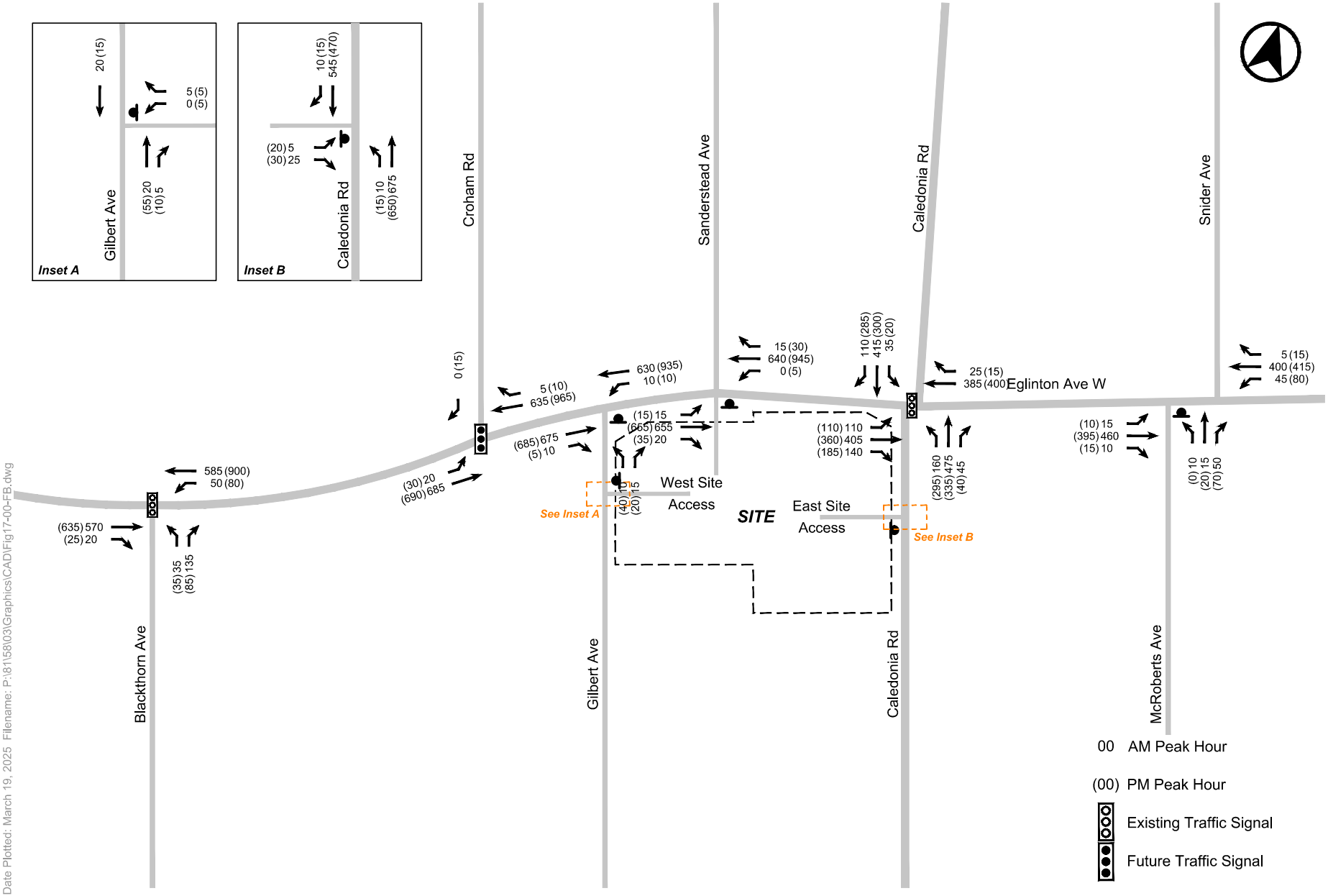

FIGURE 17 FUTURE BACKGROUND TRAFFIC VOLUMES

11.4 Site Traffic Volumes

11.4.1 Existing Site Traffic

The existing building on the Site, comprised of specialty retail stores and service shops are being removed as part of the proposed development. As such, the associated vehicle trips are removed from the existing network during the weekday peak hours as part of this analysis.

Site vehicle trips have been removed based on the September 2023 counts taken at the existing site intersections and access points.

Table 18 Summary of Existing Vehicle Trips

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Gilbert Avenue / West Site Access	5	5	10	10	10	20
Caledonia Road / East Site Access	20	30	50	30	50	80
Eglinton Avenue West / North Site Access	20	5	25	40	5	45
Resultant Existing Trips (To Be Removed)	**45**	**40**	**85**	**80**	**65**	**145**

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

The existing building on the Site generate a total of 85 and 145 two-way vehicle trips during the morning and afternoon peak hour periods, respectively. The building and its associated trips will be removed from the area street network as part of the proposed development. The traffic distribution for the existing site traffic was assumed based on a review of existing traffic patterns using intersection traffic counts.

The existing traffic removal is illustrated in **Figure 18**.

11.4.2 Vehicle Trip Generation

Forecasted Site vehicle travel demands were calculated in **Section 10.0**. The resultant vehicle trip generation for the overall proposed development is summarized in **Table 19**.

Table 19 Vehicle Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential Site Traffic	25	75	100	70	50	120
TOTAL	**25**	**75**	**100**	**70**	**50**	**120**

Notes:
1. Vehicle trips are rounded to the nearest five (5) trips.

11.4.3 Net-New Site Vehicle Trips

An outline of the net-new vehicle trips expected as a result of the proposed development is provided in **Table 20**. With the removal of existing traffic volumes, the Site's overall impact on the road network is expected to be minimal, as the morning peak hour period results in a net addition of 15 vehicle trips, and the afternoon peak hour results in a net removal of 25 trips.

Table 20 Net-New Site Vehicle Trips

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Forecast Residential Site Trips	25	75	100	70	50	120
Existing Site Trips (To Be Removed)	**-45**	**-40**	**-85**	**-80**	**-65**	**-145**
TOTAL	**-20**	**35**	**15**	**-10**	**-15**	**-25**

Notes:
1. Vehicle trips are rounded to the nearest five (5) trips.

11.4.4 Trip Distribution and Assignment

The trip distribution pattern for the residential site traffic was established based upon a review of 2016 Transportation Tomorrow Survey (TTS) data for home-based vehicle trips to and from the study area during the weekday morning and afternoon peak hour periods. The distribution of inbound and outbound residential traffic adopted for the proposed development is outlined in **Table 21.**

Table 21 Peak Directional Distribution of Traffic

Route (To / From)	Inbound	Outbound
East on Eglinton Avenue West	50%	30%
West on Eglinton Avenue West	25%	30%
North on Caledonia Road	15%	20%
South on Caledonia Road	10%	20%
Total	**100%**	**100%**

Notes:
1. Based on 2016 TTS data for home-based trips within 2006 GTA Traffic Zones 149-152 during the weekday morning (6:00 to 8:59 a.m.) and afternoon (3:00 to 5:59 p.m.) peak periods.
2. The trip distribution percentages are rounded to the nearest 5 percent.

New site generated traffic volumes assigned to the area road network are illustrated in **Figure 19**.

Net-new site generated traffic volumes for the Site are illustrated in **Figure 20**.

11.5 Future Total Traffic Volumes

Future total traffic volumes were established by adding site-generated traffic to future background traffic volumes. Future total traffic volumes for the Site during the weekday morning and afternoon peak hours are illustrated in **Figure 21**.

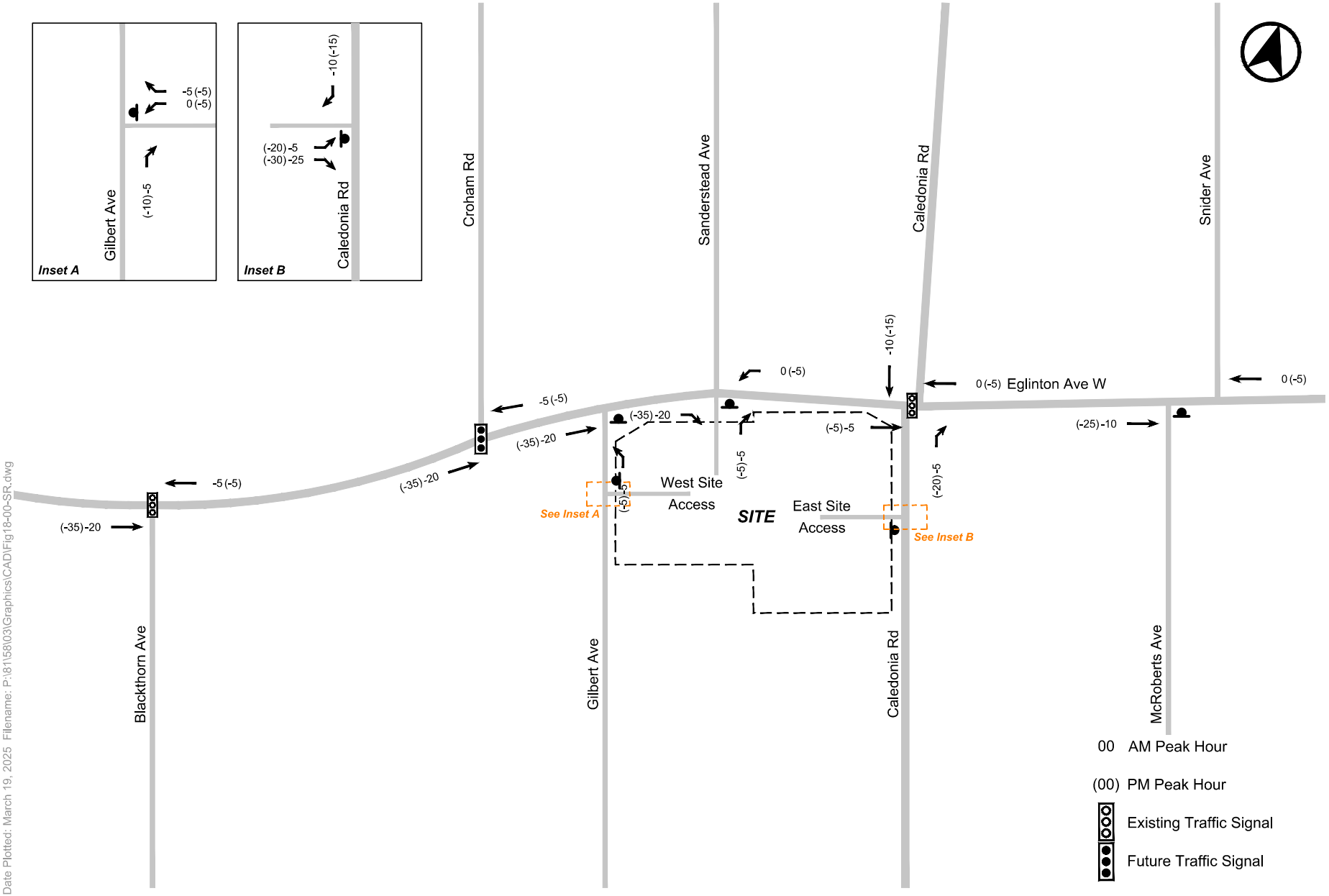

FIGURE 18 EXISTING REMOVAL TRAFFIC VOLUMES

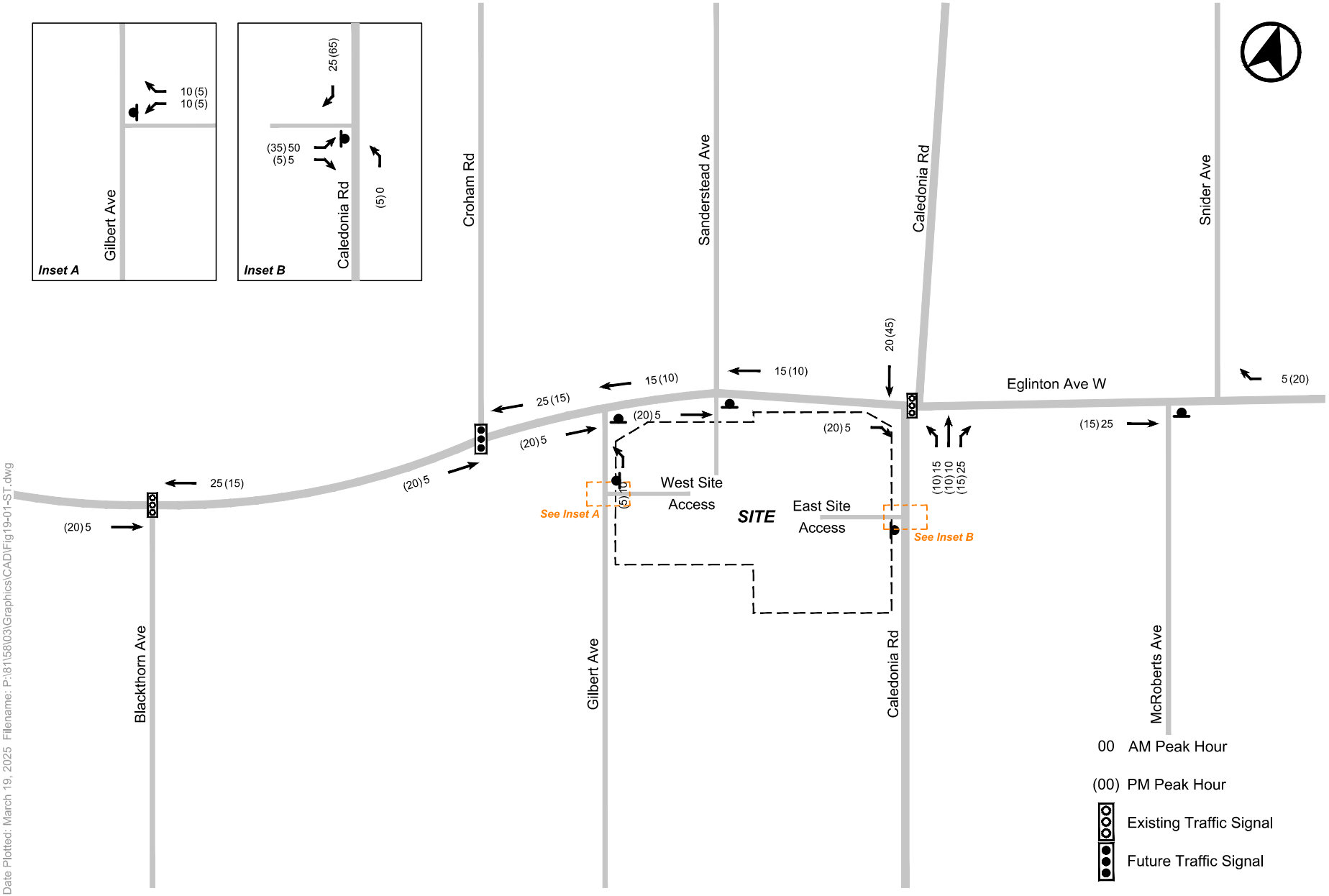

FIGURE 19 NEW SITE TRAFFIC VOLUMES

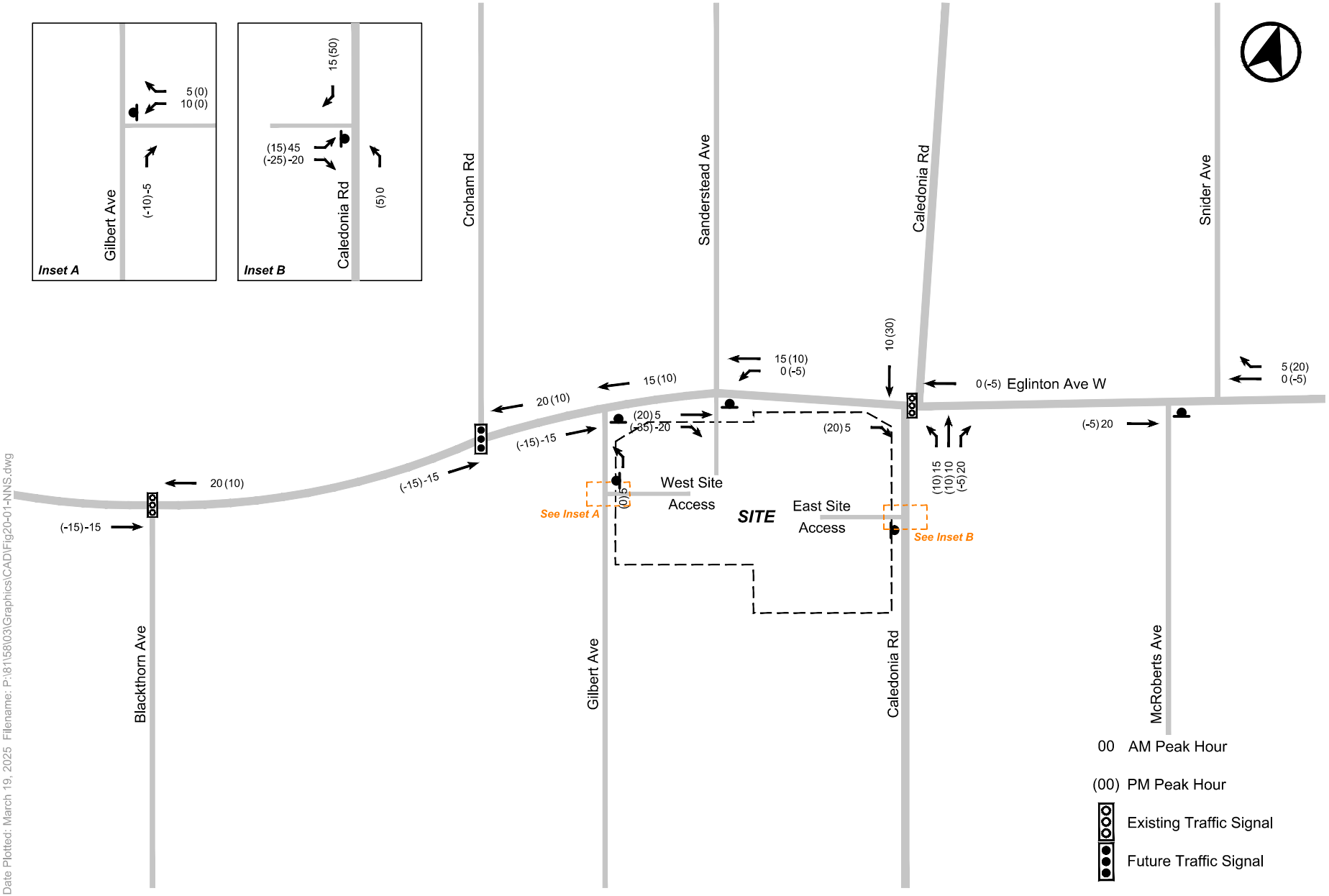

FIGURE 20 NET NEW SITE TRAFFIC VOLUMES

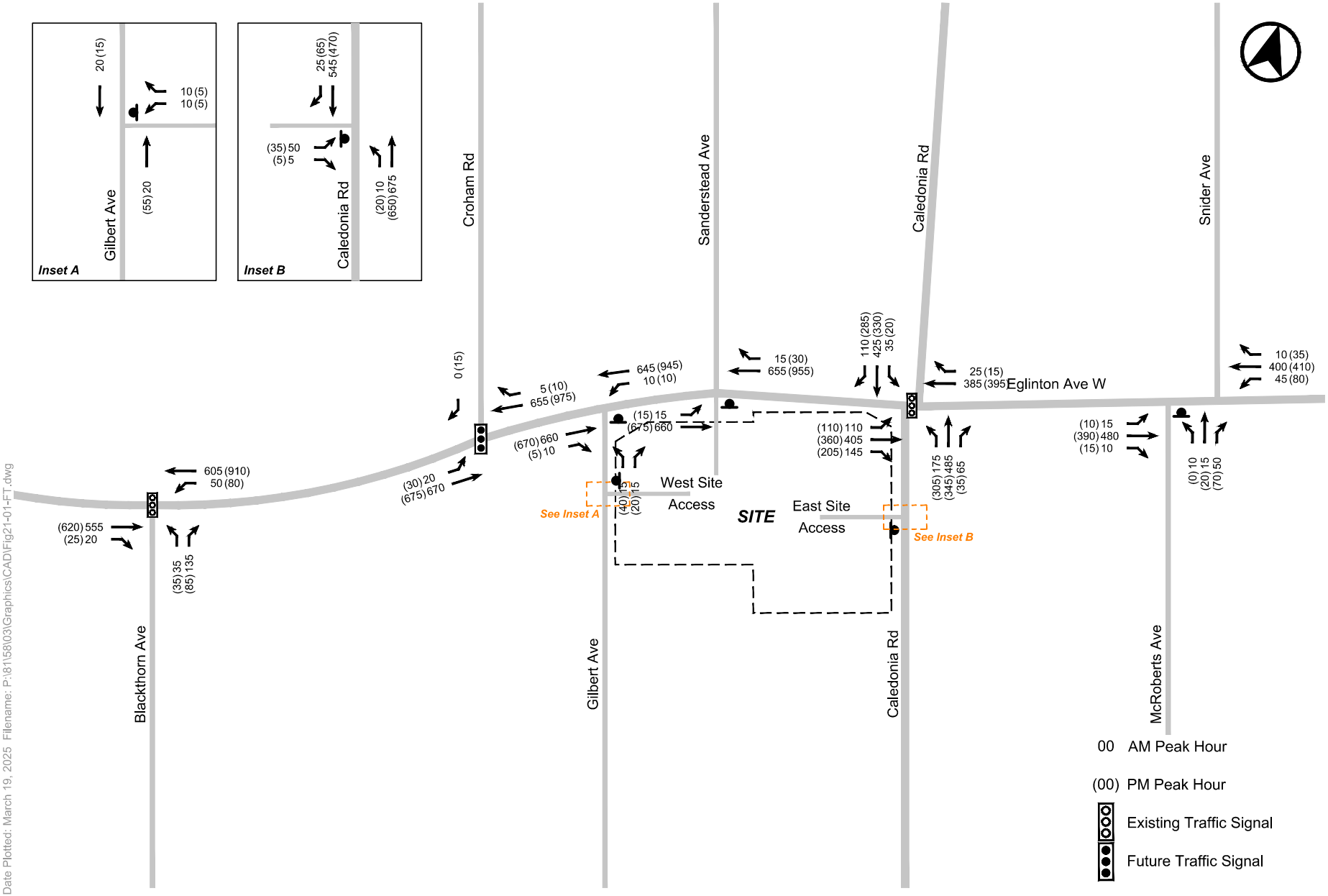

FIGURE 21 FUTURE TOTAL TRAFFIC VOLUMES

12.0 TRAFFIC OPERATIONS

12.1 Analysis Methodology and Assumptions

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures defined in the Highway Capacity Manual (HCM) 2000 and evaluated in Synchro Version 11.1 software. All Synchro analyses performed conform to the requirements of the City of Toronto's Guidelines for Using Synchro 11, January 15, 2021.

12.1.1 Signalized Intersection Capacity Analysis Methodology

Intersections operating under traffic signal control were analyzed using Synchro Version 11.1 software and applying the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000. The product of the signalized intersection evaluation is an intersection performance index (volume to capacity ratio or v/c), where a v/c index of 1.00 indicates 'at or near capacity' conditions.

12.1.2 Unsignalized Intersection Capacity Analysis Methodology

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

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

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

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

12.1.3 Analysis Parameters

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

Network Assumptions

The area road network lane configuration and traffic control for the existing and future networks are illustrated in **Figure 3** and **Figure 6**, respectively.

Signal Timing

Existing signal timings, phasing plans, and cycle lengths were requested from the City of Toronto and Metrolinx.

City of Toronto provided older signal timing plans that were used for the purpose of this analysis and reinforced by a manual count that was conducted using recorded video. Existing signal timings adopted as the basis for the traffic operations analyses are provided in **Appendix D.** Existing signal timings were maintained during the analysis of future conditions.

The intersection of Eglinton Avenue West / Croham Road is planned to be signalized along with the planned changed along the Eglinton West Avenue corridor. **Table 22** summarizes the assumed signal timing for the intersection. Cycle lengths of 110 seconds and 90 seconds were assumed to maintain coordination with other signals along the corridor.

Table 22 Eglinton Avenue West / Croham Road Signal Timing

Phase	EBTL (2)	SBL (4)	WBT (6)
Maximum Green Time (s)	82 (61)	28 (29)	82 (61)
Yellow Time (s)	3 (3)	3 (3)	3 (3)
All-Red Time (s)	3 (3)	3 (3)	3 (3)
Walk Time (s)	7 (7)	7 (7)	7 (7)
Flash Don't Walk Time (s)	10 (10)	15 (15)	10 (10)

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

Base Saturation Flow Rates

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for signalized and unsignalized intersections. These default rates were adopted in the analysis for the proposed development.

Heavy Vehicle Assumptions

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

Lost Time Adjustments

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

Peak Hour Factor

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

The City of Toronto default values were used in the analysis of the proposed site driveway. At other area intersections, peak hour factors were calculated based on the existing traffic volume data extracted from the traffic counts utilized in this study for the operations analysis. The calculated peak hour factors are summarized in **Table 23**.

Table 23 Calculated Peak Hour Factors

Intersection	Morning Peak	Afternoon Peak
Signalized Intersections		
Blackthorn Avenue / Eglinton Avenue West	0.90	0.95
Caledonia Road / Eglinton Avenue West	0.92	0.96
Unsignalized Intersections		
Croham Avenue / Eglinton Avenue West	0.91	0.97
Gilbert Avenue / Eglinton Avenue West	0.93	0.98
Sanderstead Avenue / North Site Access / Eglinton Avenue West	0.89	0.96
McRoberts Avenue / Sinder Avenue / Eglinton Avenue West	0.93	0.96
Gilbert Avenue / West Site Access	0.75	0.69
Caledonia Avenue / East Site Access	0.96	0.96

12.2 Model Calibration

12.2.1 Existing Traffic Volumes Reduction for Eglinton Avenue West

The significant level of changes planned on Eglinton Avenue West, both to the physical road configuration and the future provision of active transportation in the form of bicycle lanes along the Eglinton Avenue West corridor, will have a profound impact on traffic activity along the corridor in the future.

The removal of traffic lanes (resulting in a reduction from 4-lane to 2-lane cross-sections through the study area) will result in a reduction in vehicular carrying capacity of the street; meanwhile the provision of dedicated on-street bicycle lanes and improved pedestrian boulevards will facilitate a shift from auto-based modes of travel to active-based modes of travel including cycling and walking.

Given the removal of traffic lanes, the signalized intersections within the study area will begin to operate above theoretical capacity at prior traffic volume levels. The addition of traffic anticipated by the area background developments and the proposed redevelopment will only further exacerbate the over capacity condition. It is noted, however, a characteristic of the HCM methodology (utilized in this analysis) is an exaggeration of incremental capacity impacts associated with traffic volumes increased in above capacity conditions. Essentially, the v/c ratio increase resulting from fixed traffic volume growth and the v/c ratio increases exponentially once it surpasses a v/c ratio of 1.00.

Understanding that it is not realistic for intersections to operate over capacity, it is reasonable to assume that the loss of capacity will result in reductions in vehicular demand volumes along Eglinton Avenue West. The trends of decreasing personal automobile use during the peak travel periods in favour of non-automobile use (i.e. transit, cycling, and walking), vehicular travelling outside of the peak periods, or alternate vehicle travel routes will begin to be observed due to the traffic lane reductions along the Eglinton Avenue West corridor.

Therefore, a component of the existing through traffic volumes along the Eglinton Avenue West corridor have been removed from the study area network to respond to reduction in cross-section assumed in all future analyses.

For the purposes of this analysis, the extent of volume reduction was established from a review of vehicular capacity at the study area intersections and to maintain the levels of operation seen with the prior four-lane Eglinton Avenue West configuration under existing volume levels. Baseline through volume levels were reduced in the two-lane configuration to provide intersection operation levels that are consistent with those that would have been experienced previously.

A summary of the existing through traffic volumes removed from the network along the Bloor Street West corridor are summarized in **Table 24.**

Table 24 Existing Traffic Volume Reduction

Corridor	Eastbound	Westbound
Eglinton Avenue West	-400 (-400)	-100 (-200)

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

This assumption was adopted under existing conditions and maintained through all future analysis scenarios and is reflected in the adjusted baseline volumes reflected on **Figure 16** that forms the basis for future volume projections in the Study Area.

12.3 Study Area Intersections

Traffic operations and impacts related to new traffic volumes have been reviewed at the following area intersections:

Signalized Intersections

- Blackthorn Avenue / Eglinton Avenue West
- Caledonia Road / Eglinton Avenue West

Unsignalized Intersections

- Croham Avenue / Eglinton Avenue West
- Gilbert Avenue / Eglinton Avenue West
- Sanderstead Avenue / North Site Access / Eglinton Avenue West
- McRoberts Avenue / Sinder Avenue / Eglinton Avenue West
- Gilbert Avenue / West Site Access
- Caledonia Avenue / East Site Access

12.4 Traffic Analysis Summary

12.4.1 Signalized Intersection Analysis

Traffic operations analysis results and discussion for the area signalized intersections for the existing, future background and future total conditions are summarized in the following sections. Detailed Synchro analysis worksheets are provided in **Appendix E**.

12.4.1.1 EGLINTON AVENUE WEST / BLACKTHORN AVENUE

The Eglinton Avenue West / Blackthorn Avenue intersection operates under traffic signal control with a cycle length of 90 seconds during the weekday morning and afternoon peak periods. The existing cycle length was maintained in all analysis scenarios. The results of the traffic operations are summarized in **Table 25**.

Table 25 Eglinton Avenue West / Blackthorn Avenue

Scenario	Existing		Existing (Adjusted)		Future Background		Future Total	
Parameter	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**
EBTR	0.75 (0.66)	C (C)	0.78 (0.68)	C (C)	0.80 (0.70)	C (B)	0.79 (0.68)	C (B)
WBL	0.59 (0.68)	D (D)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)
WBT	0.54 (0.75)	C (C)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)
WBTL	-- (--)	-- (--)	0.70 (0.88)	C (C)	0.69 (0.84)	C (B)	0.72 (0.83)	C (B)
NBLR	0.18 (0.12)	B (B)	0.15 (0.11)	B (B)	0.15 (0.12)	B (C)	0.15 (0.12)	B (C)
Overall	**0.46 (0.43)**	**C (C)**	**0.47 (0.54)**	**C (C)**	**0.50 (0.55)**	**C (B)**	**0.49 (0.55)**	**C (B)**

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

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

12.4.1.2 EGLINTON AVENUE WEST / CROHAM ROAD

The Eglinton Avenue West / Croham Road intersection operates under unsignalized traffic control. The intersection is proposed to be signalized under future conditions with the construction of the Eglinton Crosstown LRT. As mentioned in **Section 12.1.3**, cycle lengths of 110 seconds and 90 seconds were assumed to maintain coordination with other signals along the corridor. The results of the traffic operations are summarized in **Table 26**.

Table 26 Eglinton Avenue West / Croham Road

Scenario	Existing		Existing (Adjusted)		Future Background		Future Total	
Parameter	**v/c**	**LOS**	**LOS**	**v/c**	**LOS**	**LOS**	**v/c**	**LOS**
EBL	Intersection not signalized.		Intersection not signalized.		0.06 (0.17)	B (A)	0.05 (0.18)	A (A)
EBT					0.74 (0.77)	C (B)	0.59 (0.77)	B (B)
WBTR					0.36 (0.58)	A (B)	0.31 (0.60)	A (B)
SBLR					-- (0.01)	-- (B)	-- (0.01)	-- (B)
Overall					**0.47 (0.44)**	**B (B)**	**0.46 (0.44)**	**A (B)**

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

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

12.4.1.3 EGLINTON AVENUE WEST / CALEDONIA ROAD

The Eglinton Avenue West / Caledonia Road intersection operates under traffic signal control with a cycle length of 110 seconds during the weekday morning and the afternoon peak periods. The existing cycle length was maintained in all analysis scenarios. The results of the traffic operations are summarized in **Table 27**.

Table 27 Eglinton Avenue West / Caledonia Road Capacity Analysis Results

Scenario	Existing		Existing (Adjusted)		Future Background		Future Total	
Parameter	**v/c**	**LOS**	**v/c**	**LOS**	**v/c**	**LOS**	**v/c**	**LOS**
EBL	0.31 (0.26)	B (B)	0.33 (0.24)	B (B)	0.37 (0.35)	C (B)	0.38 (0.37)	C (C)
EBTR	0.68 (0.58)	C (C)	0.71 (0.63)	C (C)	0.74 (0.75)	D (C)	0.76 (0.81)	D (D)
WBTR	0.48 (0.46)	C (C)	0.69 (0.56)	D (C)	0.74 (0.68)	D (D)	0.75 (0.68)	D (D)
NBL	0.62 (0.61)	C (C)	0.69 (0.97)	C (E)	0.76 (0.75)	D (C)	0.83 (0.78)	D (C)
NBTR	0.72 (0.58)	C (C)	0.75 (0.60)	C (C)	0.77 (0.53)	C (C)	0.80 (0.52)	D (C)
SBL	0.20 (0.10)	C (C)	0.23 (0.11)	C (C)	0.24 (0.12)	C (D)	0.27 (0.12)	C (D)
SBT	0.82 (0.75)	D (D)	0.81 (0.75)	D (D)	0.82 (0.84)	D (E)	0.82 (0.89)	D (E)
SBR	0.08 (0.30)	C (D)	0.09 (0.27)	C (D)	0.09 (0.35)	C (D)	0.09 (0.36)	C (D)
Overall	**0.78 (0.66)**	**C (C)**	**0.80 (0.83)**	**C (D)**	**0.82 (0.81)**	**D (D)**	**0.86 (0.86)**	**D (D)**

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

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

12.4.2 Unsignalized Intersection Analysis

Traffic operations at all unsignalized intersections within the study area are at acceptable level of service under all scenarios without any need for road improvements or mitigation measures. All movements will function at LOS A to LOS E under future total conditions. The results of the capacity analysis undertaken at the unsignalized intersections are summarized in **Table 28**.

Vehicle access to the Site will be provided from Caledonia Road. The driveway will provide a convenient two-way vehicle access to the proposed parking ramp and loading area for the proposed development. It is anticipated to operate at a great level of service (**LOS E**) under future total conditions for both scenarios. The proposed Gilbert Avenue driveway will operate as one-way outbound only.

Detailed Synchro analysis worksheets are attached in **Appendix E**.

Table 28 Peak Hour Analysis Results – Unsignalized Intersections

Scenario	Existing		Existing (Adjusted)		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eglinton Avenue West / Croham Road								
EBTL	A (A)	0.7 (1.0)	Intersection Signalized		Intersection Signalized		Intersection Signalized	
SBLR	A (B)	0.0 (11.1)						
Eglinton Avenue West / Gilbert Avenue								
WBTL	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.6 (0.5)	A (A)	0.6 (0.5)
NBLR	B (D)	12.9 (26.5)	C (D)	20.6 (32.6)	C (E)	22.4 (41.9)	C (E)	23.8 (40.4)
Eglinton Avenue West / Sanderstead Avenue / Existing Site Access								
EBTLR	A (A)	0.5 (0.4)	A (A)	0.5 (0.5)	A (A)	0.6 (0.8)	A (A)	0.6 (0.8)
WBTLR	0.0 (A)	0.0 (0.2)	0.0 (A)	0.0 (0.2)	0.0 (A)	0.0 (0.2)	-- (--)	-- (--)
NBTLR	A (A)	9.5 (9.3)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	-- (--)	-- (--)
Eglinton Avenue West / McRoberts Avenue / Snider Avenue								
EBTLR	A (A)	0.5 (0.3)	A (A)	0.4 (0.3)	A (A)	0.4 (0.3)	A (A)	0.4 (0.3)
WBTL	A (A)	1.9 (2.8)	A (A)	2.1 (3.1)	A (A)	2.0 (3.0)	A (A)	2.0 (3.0)
NBTLR	C (C)	19.3 (20.7)	C (C)	16.8 (16.2)	C (C)	18.2 (17.3)	C (C)	19.0 (17.3)
Gilbert Avenue / West Site Access								
WBLR	A (A)	8.5 (9.6)	A (A)	8.5 (8.9)	A (A)	8.5 (9.0)	A (A)	8.7 (9.0)
Caledonia Road / East Site Access								
EBLR	B (C)	14.8 (16.7)	B (C)	14.8 (18.3)	B (C)	15.0 (18.7)	E (D)	40.3 (29.9)
NBTL	A (A)	0.3 (0.4)	A (A)	0.3 (0.4)	A (A)	0.3 (0.4)	A (A)	0.3 (0.6)

Notes:
1. 00(00) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour)

12.5 Overall Traffic Operations Summary

Based on the analysis conducted by BA Group, the forecast vehicle site traffic generated by the proposed development will have minimal impacts on the overall operation of the network signalized and unsignalized intersections. All of the study area signalized and unsignalized intersections can acceptably accommodate the site-related traffic activity and will continue to operate within the capacity and at acceptable levels of service under future conditions.

13.0 SUMMARY AND CONCLUSIONS

Introduction

1. BA Group is retained by 1764174 Ontario Inc. ("the client") to provide transportation consulting services in relation to a Zoning By-law Amendment (ZBA) application being made to the City of Toronto for a mixed-use redevelopment located at 2343 Eglinton Ave West, herein referred to as "the Site".

2. This report provides an overview of the proposed development plan together with a review of the appropriateness of the proposed vehicular parking, bicycle parking, and loading provisions, and an overview of the traffic operations.

Development Proposal

3. The proposed development consists of 43-storey and 12-storey residential buildings connected by a 7-storey podium with at-grade commercial space. The proposal includes 638 residential units (348 one-bedroom, 225 two-bedroom, and 65 three-bedroom units) and 878 square metres of retail gross floor area (GFA).

4. Primary retail and residential site access is provided along the Eglinton Ave West building frontage. Primary vehicular access is provided from a driveway on Caledonia Road. The Gilbert Avenue access operates as one-way outbound only.

Transportation Context

5. The Site is currently well served by existing bus routes and is located near amenities within 400 metres.

6. The site is located less than 400 metres away from the future Caledonia Station intermodal transit station that will integrate the Eglinton Crosstown LRT, area surface TTC bus routes, and GO Transit rail service along the Barrie GO Line. Planned Barrie GO Line improvements will provide a frequent and direct north-south transit connection to Downtown Toronto, supplementing the strong future east-west connections facilitated by the Eglinton Crosstown LRT.

7. There is a bike-share station currently on-site that will be retained as part of the development.

Vehicle Parking

8. The site is subjected to the City of Toronto Zoning By-law 569-2013 (as amended by 89-2022) and is located within 'Parking Zone A'.

9. Application of Zoning By-law 569-2013 for 'Parking Zong A' to the development programme requires a total of 8 vehicular parking spaces for residential visitors of the Site.

10. Application of the effective parking requirement of 490 spaces would result in a minimum of 13 accessible parking spaces. As per Zoning By-law 89-2022 - Clause 200.15.10.5 (2), the aforementioned accessible requirement represents the minimum number of parking spaces as it is greater than the permitted parking spaces provided.

11. It is proposed to meet the minimum requirements, providing a total of 179 parking spaces (168 residential and 11 shared visitor / non-residential spaces, with 13 of the provided spaces being accessible), located within a two level (P1 and P2) underground parking garage.

12. It is also proposed to provide 4 pick-up / drop-off spaces and 1 car-share space, located south of the building on the ground floor.

Bicycle Parking

13. Zoning By-law 569-2013 requires the provision of 703 bicycle parking spaces for the Site, including 575 long-term and 128 short-term bicycle parking spaces for the proposed development.

14. The Toronto Green Standard Version 4.0 AQ 2.6 requires 10 publicly accessible bicycle parking spaces.

15. It is proposed to provide 714 bicycle parking spaces (576 long-term spaces, 128 short-term spaces, and 10 publicly accessible spaces). This exceeds the requirement Zoning By-law / TGS v4 requirements.

Loading

16. Application of the Zoning By-law 569-2013 loading standards requires a total of two (2) loading spaces to be provided to service the Site. This supply includes the provision of one (1) Type 'C' space and one (1) Type 'G' space.

17. The current proposal incorporates a total of two (2) loading spaces (one (1) Type 'C' and one (1) Type 'G' loading space), at-grade on the southern portion of the Site. Access to the proposed loading facilities is provided from the Caledonia Road driveway.

18. The loading facility will service the waste and recycling collection, moving and delivery activities related to the residential and retail components of the proposed development.

Pick Up Drop Off

19. To satisfy the PUDO needs of the proposed Site, 4 short-term parking spaces are proposed at-grade and can be accessed from either the Caledonia Road driveway or the Gilbert Avenue driveway.

Transportation Demand Management Strategy (TDM)

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

Multi-Modal Travel Demand Forecasting

21. Given the size and nature of the proposed retail, it is expected to primarily serve the new residents of the proposed development, as well as the residents and employees of the developments within the surrounding neighbourhood. In this regard, it is anticipated that the majority of the person trips travelling to and from the retail component of the Site will be internal to the proposed development or pass-by pedestrian trips. Therefore, no person travel demands were forecasted for the retail component of the proposed development.

22. The proposed development will generate in the order of 100 and 120 two-way residential vehicle trips during the weekday morning and afternoon peak hours, respectively.

23. The proposed development is expected to generate in the order of 20 two-way PUDO vehicle trips during the weekday morning and afternoon peak hours. The PUDO demand during the weekday morning peak hour is evenly split between passenger PUDO vehicles and service / delivery vehicles.

24. The proposed development is expected to generate in the order of 275 and 315 two-way person trips during the weekday morning and afternoon peak hours, respectively.

Vehicular Traffic Volumes

25. The existing volume base has been adjusted for analysis purposes to reflect the City's reduction of the Eglinton Avenue West corridor cross section from four (4) lanes to (2) lanes. The previous "existing" traffic volumes have been reduced to respond to the reduction in traffic capacity available at key intersections along the corridor and recognizing a (desirable) shift to other travel modes (or traffic diversion) that would occur with the introduction of the cross section reduction.

26. With the future implementation of the Eglinton Crosstown LRT and the future bicycle lanes along Eglinton Avenue West, vehicle traffic is expected to decrease along the arterial roads. Therefore, it is proposed to not apply a corridor growth factor for this analysis. Rather, a list of background developments were reviewed to determine background traffic growth in the study area.

27. 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 November 2024. These sites represent a total development in the order of 1,029 residential units and 18,275 m^2 GFA of non-residential GFA.

28. The existing building on the Site, comprised of specialty retail stores and service shops are being removed as part of the proposed development. As such, the associated vehicle trips are removed from the existing network during the weekday peak hours as part of this analysis.

29. The existing building on the Site generate a total of 85 and 145 two-way vehicle trips during the morning and afternoon peak hour periods, respectively. The building and its associated trips will be removed from the area street network as part of the proposed development. The traffic distribution for the existing site traffic was assumed based on a review of existing traffic patterns using intersection traffic counts.

30. The Site's overall impact on the road network is expected to be minimal, as the morning peak hour period results in a net addition of 15 vehicle trips, and the afternoon peak hour results in a net removal of 25 trips.

Vehicular Traffic Operations Analysis

31. The removal of traffic lanes (resulting in a reduction from 4-lane to 2-lane cross-sections through the study area) will result in a reduction in vehicular carrying capacity of the street; meanwhile the provision of dedicated on-street bicycle lanes and improved pedestrian boulevards will facilitate a shift from auto-based modes of travel to active-based modes of travel including cycling and walking.

32. Therefore, a component of the existing through traffic volumes along the Eglinton Avenue West corridor have been removed from the study area network to respond to reduction in cross-section assumed in all future analyses.

33. The addition of site-related traffic has very minimal impacts on the overall signalized intersection operations. All individual movements and the intersections overall are expected to operate at acceptable levels of service and within capacity.

34. Traffic operations at all unsignalized intersections within the study area are at acceptable level of service under all scenarios without any need for road improvements or mitigation measures. All movements will function at LOS A to LOS E under future total conditions.

35. Based on the analysis conducted by BA Group, the forecast vehicle site traffic generated by the proposed development will have minimal impacts on the overall operation of the network signalized and unsignalized intersections. All of the study area signalized and unsignalized intersections can acceptably accommodate the site-related traffic activity and will continue to operate within the capacity and at acceptable levels of service under future conditions.

Appendix A:
Reduced Architectural Plans

PROPOSED MIXED USE DEVELOPMENT

2343 Eglinton Ave. W, Toronto, ON

1764174 Ontario Inc.

Project: 22029
Date: 2025-03-12
Issued for: ZBA

ARCHITECTURAL DRAWING LIST	
SHEET NUMBER	SHEET NAME
A000	COVER / DRAWING LIST
A001	CONTEXT PLAN & PROJECT STATS
A002	3D RENDERS
A003	MASSING VIEWS
A100	SITE PLAN
A101	P2 PARKING PLAN
A102	P1 PARKING PLAN
A201	1ST FLOOR PLAN
A202	2ND FLOOR PLAN
A203	3RD-6TH FLOOR PLAN
A207	7TH FLOOR PLAN
A208	8TH-12TH FLOOR PLAN
A213	13TH FLOOR PLAN
A243	14TH-43RD FLOOR PLAN
A244	MECH PH FLOOR PLAN
A401	BUILDING ELEVATION - NORTH & SOUTH
A402	BUILDING ELEVATION - EAST & WEST
A501	BUILDING SECTION
A502	BUILDING SECTION

PROJECT CONSULTANTS

ARCHITECT
RAW DESIGN INC.
317 ADELAIDE STREET WEST, SUITE 405
TORONTO, ON, M5V 1P9

T: 416 599 9729
F: 416 599 7729
E: RRC@RAWDESIGN.CA
W: WWW.RAWDESIGN.CA

TRAFFIC CONSULTANT
BA CONSULTING GROUP LTD.

95 ST. CLAIR AVENUE WEST, SUITE 1000
TORONTO , ON
T: 416 961 7110

SURVEY
KRCMAR SURVEYORS LTD.
1137 CENTRE ST.
THORNHILL, ON, L4J 3M6

T: (905) 738-0053
E: INFO@KRCMAR.COM
W: WWW.KRCMAR.COM

PLANNING
BOUSFIELDS INC.
3 CHURCH STREET, SUITE 200
TORONTO ON, M5E 1M2

T: 416-947-9744

MECHANICAL & ELECTRICAL ENGINEER
TBD

STRUCTURAL ENGINEER
TBD

CIVIL ENGINEER
COUNTERPOINT ENGINEERING
8395 JANE STREET, SUITE 100,
VAUGHAN ON, L4K 5Y2

ENERGY MODEL
INVIRO ENGINEERED SYSTEMS LTD.
3530 PHARMACY AVE, UNIT #3
TORONTO, ON, M1W 2S7

GEOTECHNICAL ENGINEER
GROUNDWATER ENVIRONMENTAL MANAGEMENT SERVICES (GEMS) INC.
150 RIVERMEDE RD UNIT 9,
CONCORD, ON L4K 3M8

LANDSCAPE ARCHITECT
STUDIO TLA
20 CHAMPLAIN BLVD,
NORTH YORK, ON M3H 2Z1

ACOUSTICS
TBD

WIND
SLR CONSULTING (CANADA) LTD
100 STONE RD, SUITE 201
GUELPH, ON, N1G 5L3

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2343 Eglinton Ave. W, Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

COVER / DRAWING LIST

SCALE:

A000

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SITE STATISTICS
25 September 2024

22029
2343 Eglinton Avenue West
Toronto, ON

Official Plan	Mixed Use				
Avenue Width	26	streetwall	20.8 m		
Current Zoning					
Gross Site Area	4,611.7	sq.m.	49,640	sq.ft.	
Street Widening	147.2	sq.m.	1,585	sq.ft.	
Corner Conveyance	6.9	sq.m.	74	sq.ft.	
Net Lot Area	4,457.6	sq.m.	47,981	sq.ft.	

AREA CALCULATIONS

FLOOR	UNITS					INDOOR AMENITY		RETAIL GCA		RES GCA		GFA EXC.		GFA	
	STUDIO	1B/1B+	2B/2B+	3B/3B+	TOTAL	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.
P2															
P1															
1		7	3		10		0	878	9,451	1798.0	19,354	284.0	3,057	1514.0	16,297
2		12	19	2	33					2627.0	28,277	227.0	2,443	2400.0	25,833
3		13	20	3	36					2627.0	28,277	134.0	1,442	2493.0	26,834
4		13	20	3	36					2627.0	28,277	134.0	1,442	2493.0	26,834
5		13	20	3	36					2627.0	28,277	134.0	1,442	2493.0	26,834
6		13	20	3	36					2627.0	28,277	134.0	1,442	2493.0	26,834
7		0	0	0	0	1331	14,327			2053.0	22,098	1500.0	16,146	553.0	5,952
8		12	6	4	22					2053.0	22,098	131.0	1,410	1922.0	20,688
9		12	6	4	22					2053.0	22,098	131.0	1,410	1922.0	20,688
10		12	6	4	22					2053.0	22,098	131.0	1,410	1922.0	20,688
11		12	6	4	22					2053.0	22,098	131.0	1,410	1922.0	20,688
12		12	6	4	22					1500.0	16,146	77.0	829	1423.0	15,317
13		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
14		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
15		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
16		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
17		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
18		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
19		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
20		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
21		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
22		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
23		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
24		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
25		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
26		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
27		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
28		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
29		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
30		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
31		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
32		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
33		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
34		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
35		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
36		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
37		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
38		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
39		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
40		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
41		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
42		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
43		7	3	1	11					800.0	8,611	77.0	829	723.0	7,782
ROOF					0					235.0	2,530	235.0	2,530	0.0	0
	0	348	225	65	638	1,331	14,327	878	9,451	51,733	556,868	5,770	62,110	45,963	494,742
	0%	55%	35%	10%											

FSI Retail	0.20
FSI Residential	10.31
FSI Total	10.51

AMENITY	Required	Provided
INDOOR	1276	1,331
OUTDOOR	1,276	1,359
Total	2,552	2,690

PARKING

VEHICLE		Required	G	P1	P2	Provided	RATE	
Residential		N/A		70	98	168	0.26	Including 13 Accessible spaces
Non-Residential		8		11		11	0.02	min
Pick-Up Drop-Off (PUDO)			5			5		
TOTAL						184	0.29	
BIKE		Required				Provided		
Short-Term	Required Ratio (0.2)	128	128			128		
Publicly Accessible		10	10			10		
Long-Term	Required Ratio (0.9)	575	144	432			88 EV SPACES	
TOTAL		703				138	min	

Garbage size req	152.88	+	25	+	17	=	194.88	
Provided							200	

2 SITE STATISTICS
A001 1 : 1

TORONTO City Planning Division

Green Roof Statistics

The Green Roof Statistics Template is required to be submitted for Site Plan Control Applications where a green roof is required under the Toronto Municipal Code Chapter 492, Green Roofs. Complete the table below and **copy it directly onto the Roof Plan** submitted as part of any Site Plan Control Application requiring a green roof in accordance with the Bylaw. Refer to Section § 492-1 of the Municipal Code for a complete list of defined terms, and greater clarity and certainty regarding the intent and application of the terms included in the template. The Toronto Municipal Code Chapter 492, Green Roofs can be found online at: http://www.toronto.ca/legdocs/municode/1184_492.pdf

Green Roof Statistics

		Proposed
Gross Floor Area, *as defined in Green Roof Bylaw* (m^2)		45963
Total Roof Area (m^2)		3148
Area of Residential Private Terraces (m^2)		196
Rooftop Outdoor Amenity Space, *if in a Residential Building* (m^2)		1276
Area of Renewable Energy Devices (m^2)		0
Tower (s)Roof Area with floor plate less than 750 m^2		1500
Total Available Roof Space (m^2)		176
Green Roof Coverage	Required	Proposed
Coverage of Available Roof Space (m^2)	105.6	105.6
Coverage of Available Roof Space (%)	60	60

3 GREEN ROOF STATISTICS
A001 1 : 1

Bird-Friendly Design Statistics

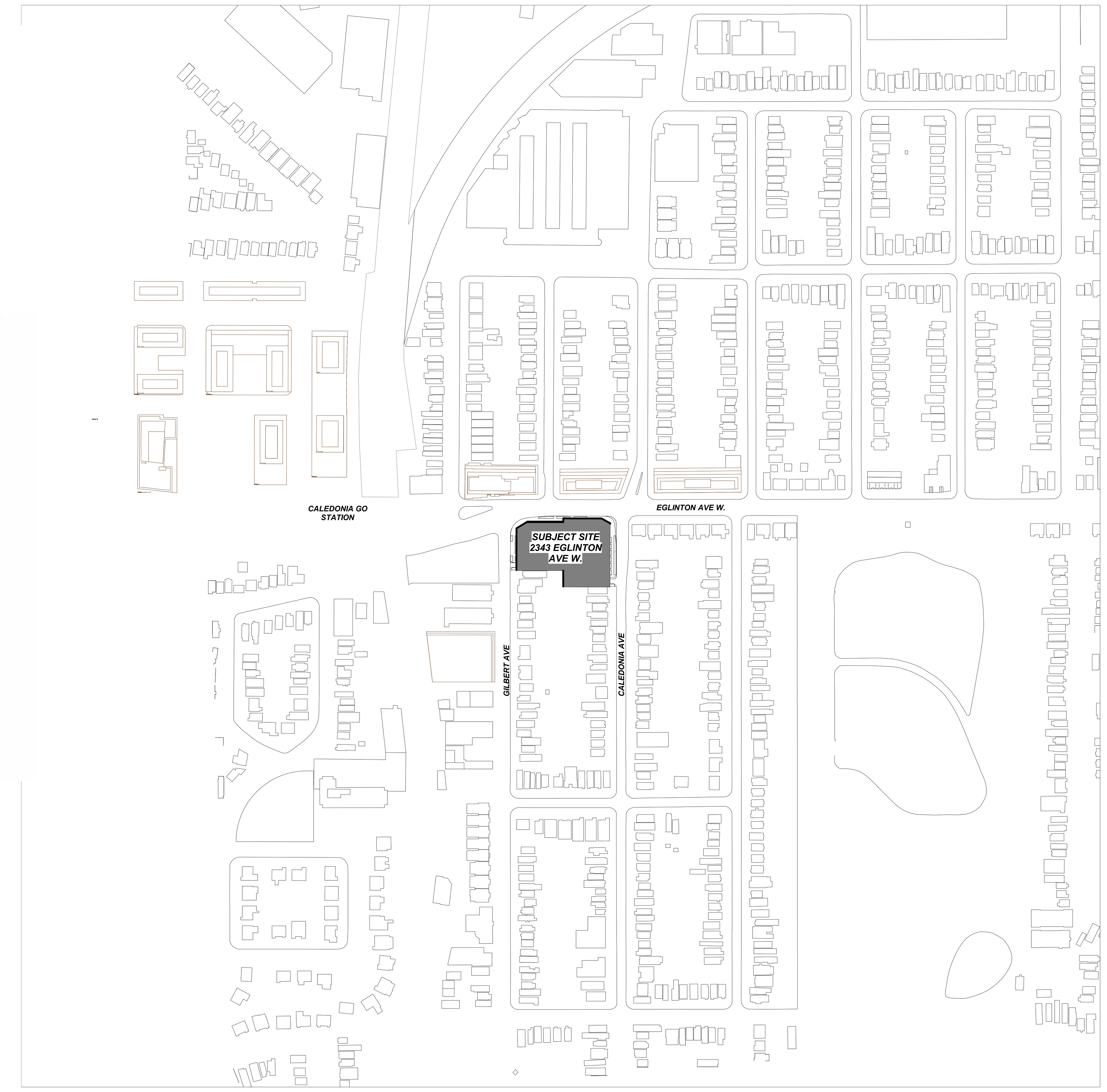
TORONTO

	Elevation First 16m Above Grade					
	North	South	East	West	Total (m2)	Total (%)
Glazing Area (m^2)					0	100%
Glazing Area (m^2) facing High Hazard Area						
Untreated Area (m^2)					0	
Treated Area (m^2)					0	
Visual Markers (m^2)					0	
Non-reflective glass (m^2)						
Shaded (m^2)					0	

	Elevation First 4m Above Rooftop Vegetation*					
	North (Floor #s)	South (Floor #s)	East (Floor #s)	West (Floor #s)	Total (m2)	Total (%)
Glazing Area (m^2)					0	
Untreated Area (m^2)					0	
Treated Area (m^2)					0	
Non-reflective glass (m^2)					0	
Visual Markers (m^2)					0	
Shaded (m^2)					0	
* Include this section only when applicable and provide relevant floor numbers for reference						
Building Window : Wall Ratio						

Refer to the Toronto Green Standard Version 4 Ecology section for details on bird collision dete

4 BIRD FRIENDLY DESIGN STATISTICS
A001 1 : 1



1 CONTEXT PLAN
A001 1 : 2500

TORONTO

Statistics Template – Toronto Green Standard Version 4.0

Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 4.0 Statistics Template is submitted with Site Plan Control Applications and stand-alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.

For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	46841m2
Breakdown of project components (m^2):	
Residential	45963m2
Retail	878m2
Commercial	
Industrial	
Institutional/Other	
Total number of residential units	638

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	0	184	
Number of EV Parking Spaces (Residential)	0	168	100
Number of EV Parking Spaces (non-residential)	11 (5 pudo)	11	100

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all-uses)	575	584	100
Number of long-term bicycle parking located on:			
a) first storey of building		160	27
b) second storey of building			
c) first level below-ground		424	73
d) second level below-ground			
e) other levels below-ground			

3 1 1 toronto at your service

TORONTO

Statistics Template – Toronto Green Standard Version 4.0

Mid to High Rise Residential and all New Non-Residential Development

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	128	138	100
Number of shower and change facilities (non-residential)			

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area ÷ 66 m2 x 30 m^3)			
Soil volume provided within the site area (m^3)			
Soil Volume provided within the public boulevard (m^3)			

Section 2: For Site Plan Control Applications

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade			
Number of publicly accessible bicycle parking spaces			
Number of energized outlets for electric bicycles			

Tree Canopy	Required	Proposed	Proposed %
Total site area (m^2)			
Total Soil Volume (40% of the site area ÷ 66 m^2 x 30 m^3)			
Total number of trees planted			
Number of surface parking spaces (if applicable)			
Number of shade trees located in surface parking area			

Landscaping & Biodiversity	Required	Proposed	Proposed %
Total non-roof hardscape area (m^2)			
Total non-roof hardscape area treated for Urban Heat Island (minimum residential 75% or non-residential 50%) (m^2)			
Area of non-roof hardscape treated with: (indicate m^2)			
a) high-albedo surface material			
b) open-grid pavement			
c) shade from tree canopy			

TORONTO

Statistics Template – Toronto Green Standard Version 4.0

Mid to High Rise Residential and all New Non-Residential Development

Landscaping & Biodiversity	Required	Proposed	Proposed %
d) shade from high-albedo structures			
e) shade from energy generation structures			
Percentage of Lot Area as Soft Landscaping (non-residential only)			
Total number of plants			
Total number of native plants and % of total plants			
Available Roof Space (m^2)			
Available Roof Space provided as Green Roof (m^2)			
Available Roof Space provided as Cool Roof (m^2)			
Available Roof Space provided as Solar Panels (m^2)			

Bird Collision Deterrence	Required	Proposed	Proposed %
Total area of glazing of all elevations within 16m above grade			
Total area of treated glazing (minimum 85% of total area of glazing within 16m above grade) (m^2)			
Percentage of glazing within 16m above grade treated with:			
a) Visual markers			
b) non-reflective glass			
c) Building integrated structures			

5 TORONTO GREEN STANDARDS STATTISTICS TEMPLATE
A001 1 : 1

ISSUED RECORD

REVISION RECORD

NORTH

405-317 ADELAIDE STREET WEST
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2343 Eglinton Ave. W, Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

CONTEXT PLAN & PROJECT STATS

SCALE: As indicated

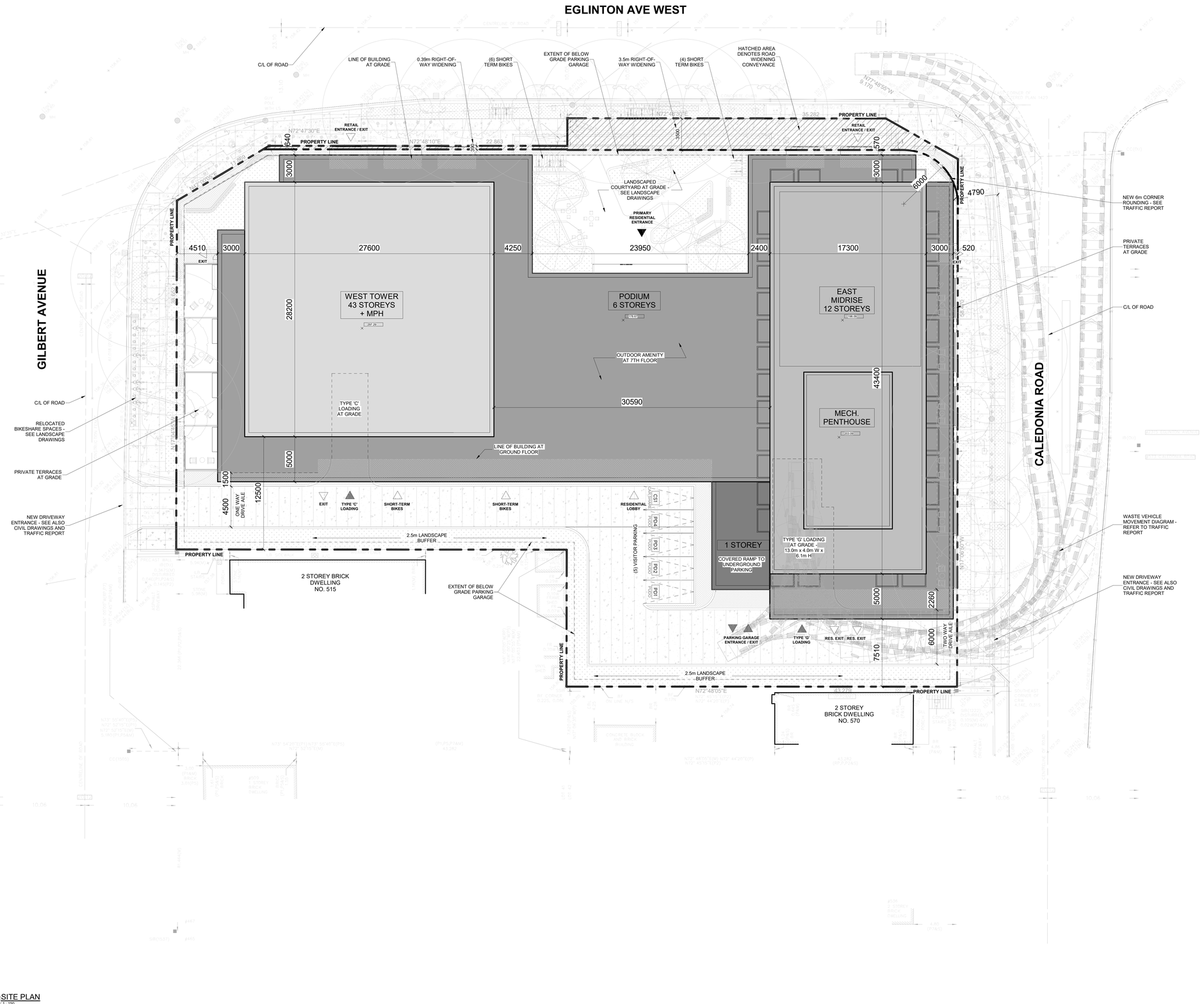
A001

SITE PLAN LEGEND

000.000	EXISTING ELEVATION		SIAMESE CONNECTION
000.000 TOS	TOP OF SLAB		FIRE HYDRANT
000.000 TOR	TOP OF ROOF		MANHOLE
			CATCH BASIN
	OUTLINE OF BUILDING AT GRADE		
	OUTLINE OF BELOW GRADE STRUCTURE	SITE PLAN INFORMATION TAKEN FROM:	
	PRINCIPAL RES ENTRANCE	TOPOGRAPHIC PLAN SURVEY OF PART OF LOTs 41, 42, 43 AND 44 REGISTERED PLAN 1429 CITY OF TORONTO PREPARED BY KRCMAR LAND SURVEYORS AUGUST 8, 2023	
	PEDESTRIAN EXIT/ENTRANCE		
	VEHICULAR EXIT/ENTRANCE	158.700m = ESTABLISHED GRADE 158.700m = TOS GROUND FLOOR AVERAGE	

SITE PLAN NOTES

1. THE BUILDING IS TO BE SPRINKLERED.
2. TORONTO HYDRO STREET LIGHTING AND TYPE TO BE COORDINATED WITH AND APPROVED BY TORONTO HYDRO.
3. ALL WASTE GENERATED BY THE SITE TO BE STORED ON PRIVATE PROPERTY.
4. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
5. REFER TO SITE SERVICING PLAN, PREPARED BY COUNTERPOINT ENGINEERING, FOR SEWER AND WATER SERVICE INFORMATION.
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGES THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. TYPICAL PARKING SPACES ARE 2.6m X 5.6m. SPACES WITH ADJACENT OBSTRUCTIONS OF A DEPTH GREATER THAN 1m TO HAVE A TYPICAL ALLOWANCE OF 0.3m FROM PARKING SPACE.
8. ALL SMALL CAR PARKING SPACES TO BE CLEARLY SIGNED AT THE FRONT OF EACH SPACE AS "SMALL CAR ONLY"
9. EXTERIOR LIGHTING WILL BE FULL CUT-OFF FIXTURES (OR DARK SKY COMPLIANT) SO THAT NO UP-LIGHTING WILL BE PRODUCED FROM THESE LIGHTS AND EXTERIOR LIGHT FIXTURES ARE SHIELDED TO PREVENT GLARE AND LIGHT TRESPASS ONTO ANY NEIGHBORING PROPERTIES
10. SHORT-TERM BIKE PARKING: MIN. LENGTH 1.8m, MIN. WIDTH 0.6m,MIN. VERTICAL CLEARANCE 1.9m



1 SITE PLAN
A100 1 : 150

ISSUED RECORD

REVISION RECORD

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PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

SITE PLAN

SCALE:

A100

98 RESIDENT PARKING

SERVICE ROOM P205

TURN-AROUND SPACE

STAIR C ST-C 19 m² [177 ft²]

STAIR A ST-A

ELEV P200

ELEV LOBBY P2000

LOCKERS P201 77 m² [827 ft²]

LOCKERS P203

LOCKERS P202

ELEV P200

ELEV LOBBY P200B

STAIR D ST-D

LOCKERS P204 95 m² [1023 ft²]

UNEXCAVATED

7.0% UP \ 13

14.2% UP \ 7

151.07

STORMWATER TANK SWT

TURN-AROUND SPACE

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PROPOSED MIXED USE DEVELOPMENT

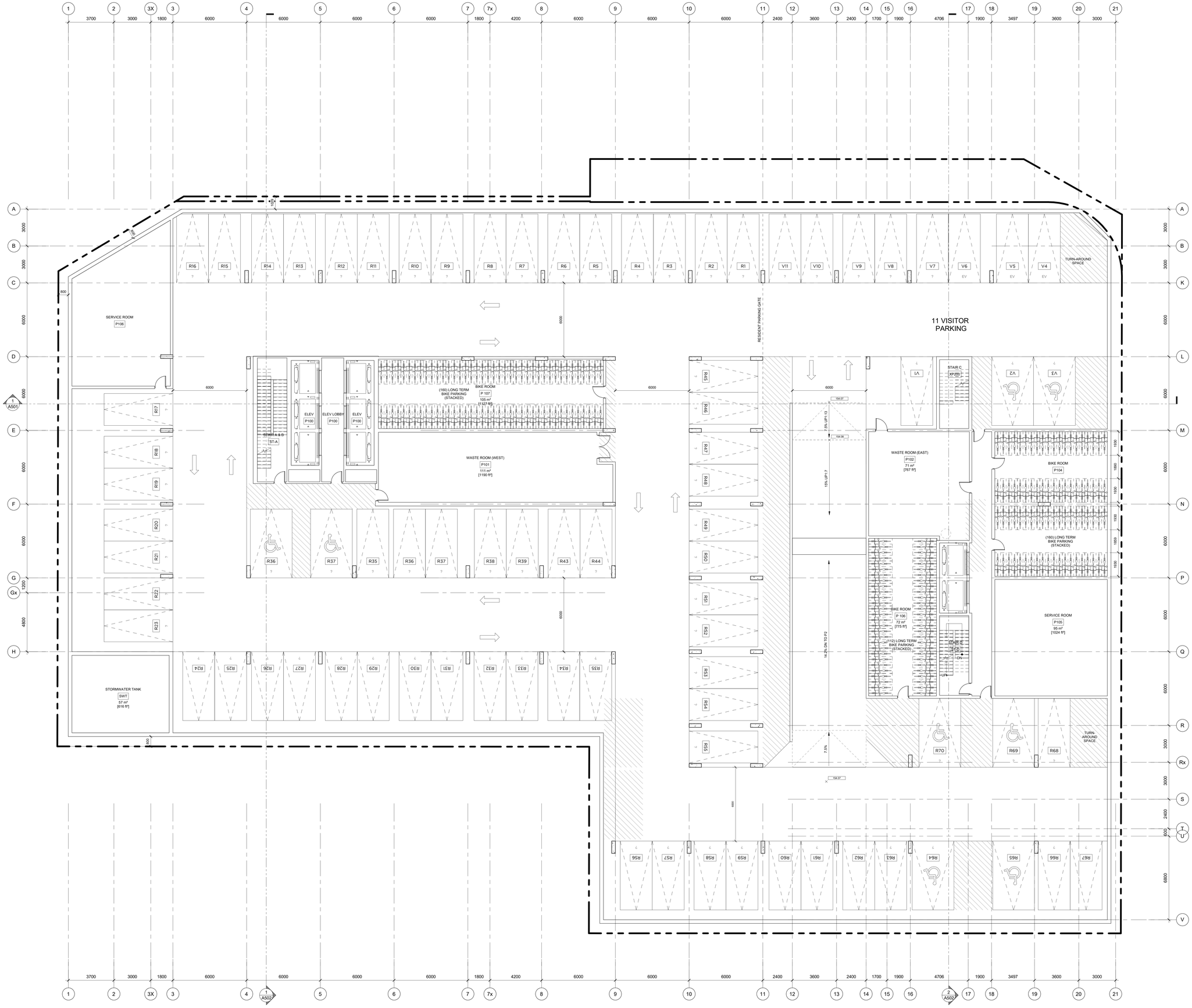
1764174 Ontario Inc.

P2 PARKING PLAN

SCALE: 1 : 100

A101

2025-03-12 3:04:12 PM



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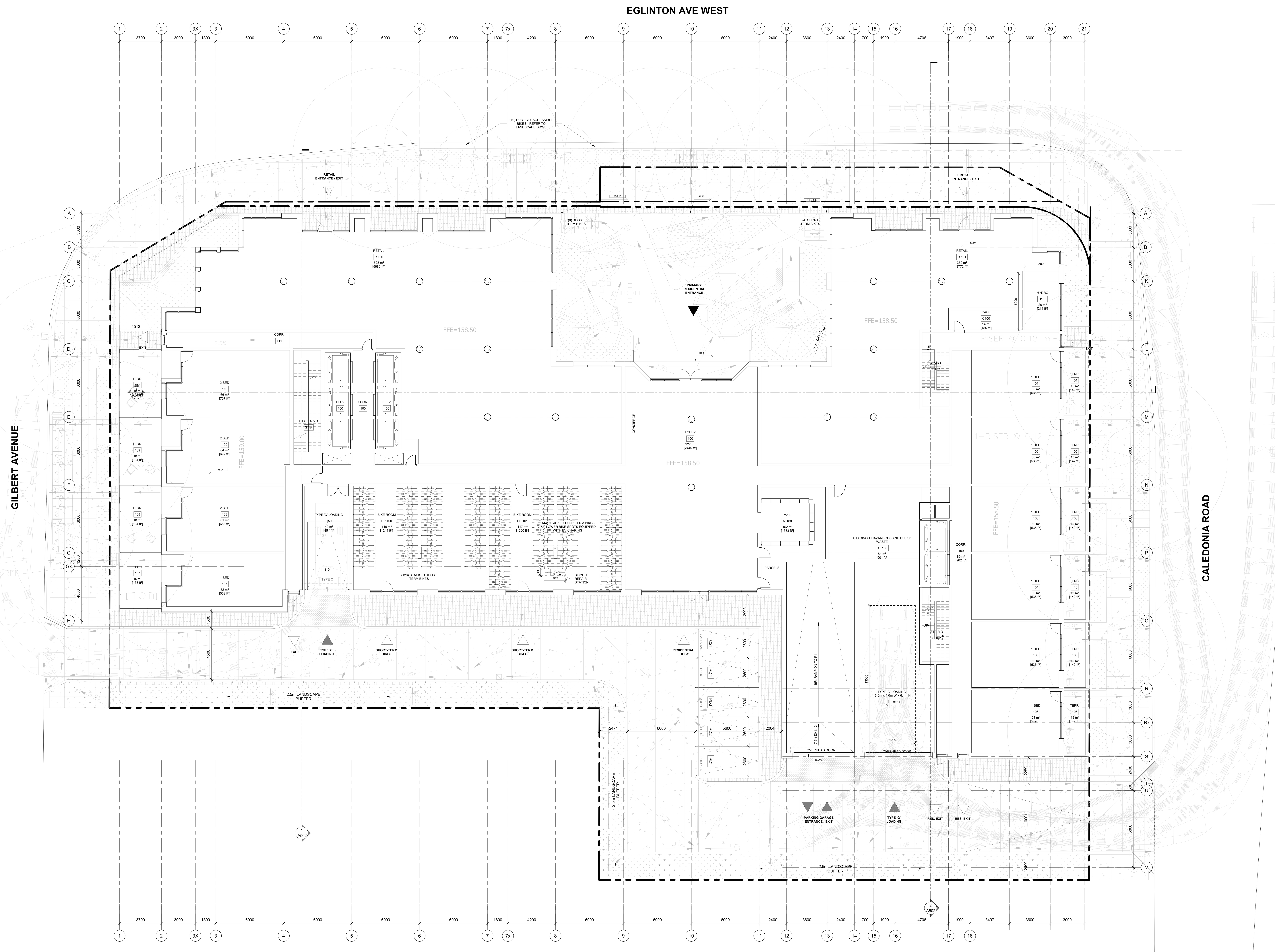
PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

P1 PARKING PLAN

SCALE: 1 : 100

A102



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ISSUED RECORD

REVISION RECORD

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2343 Eglinton Ave. W,
Toronto, ON

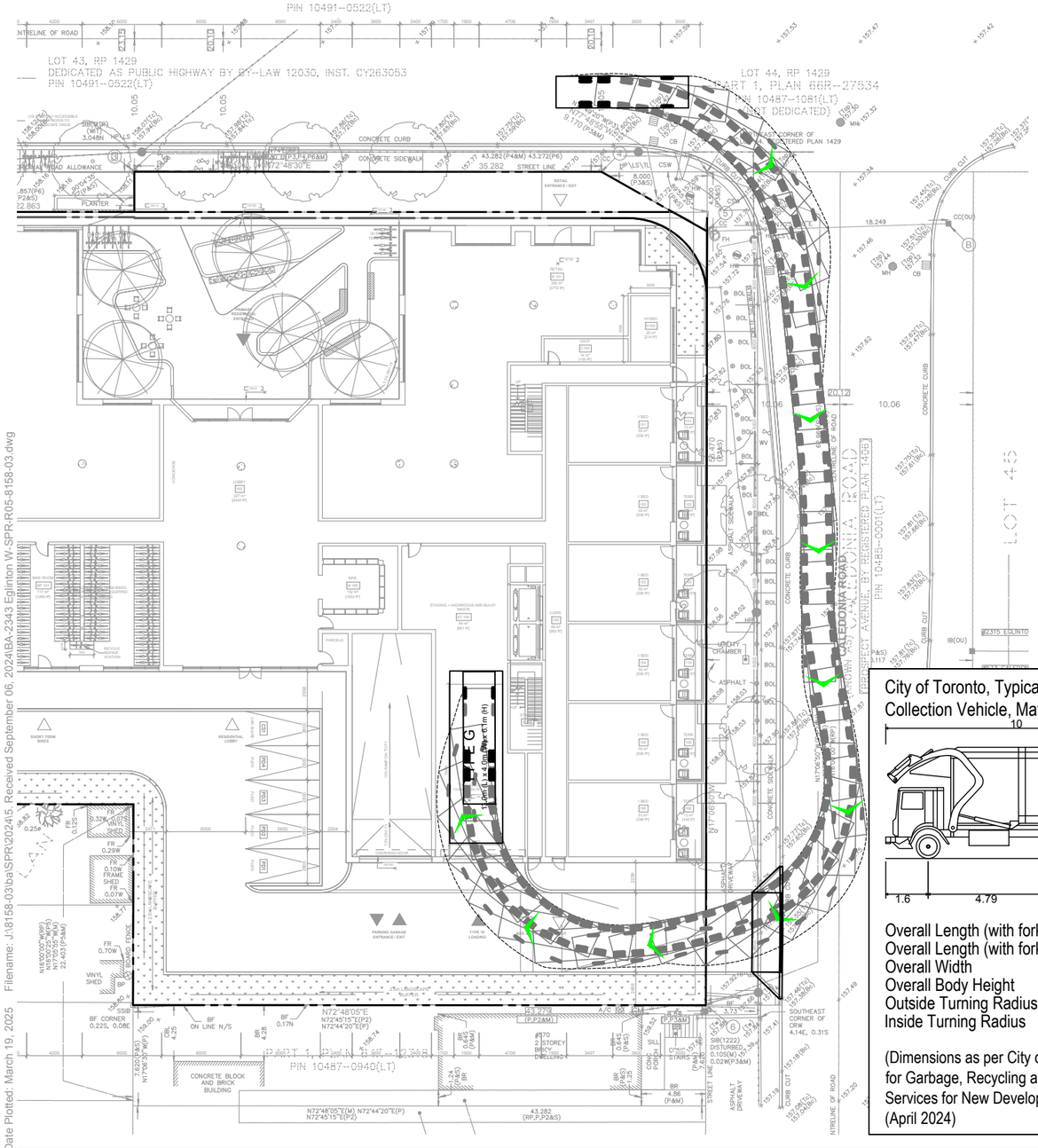
PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

1ST FLOOR PLAN

SCALE:

A201

Appendix B:
Vehicle Manoeuvring Diagrams



Overall Length (with forks up)	10.00m
Overall Length (with forks down)	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments (April 2024)

BA Group

2343 EGLINTON AVENUE WEST

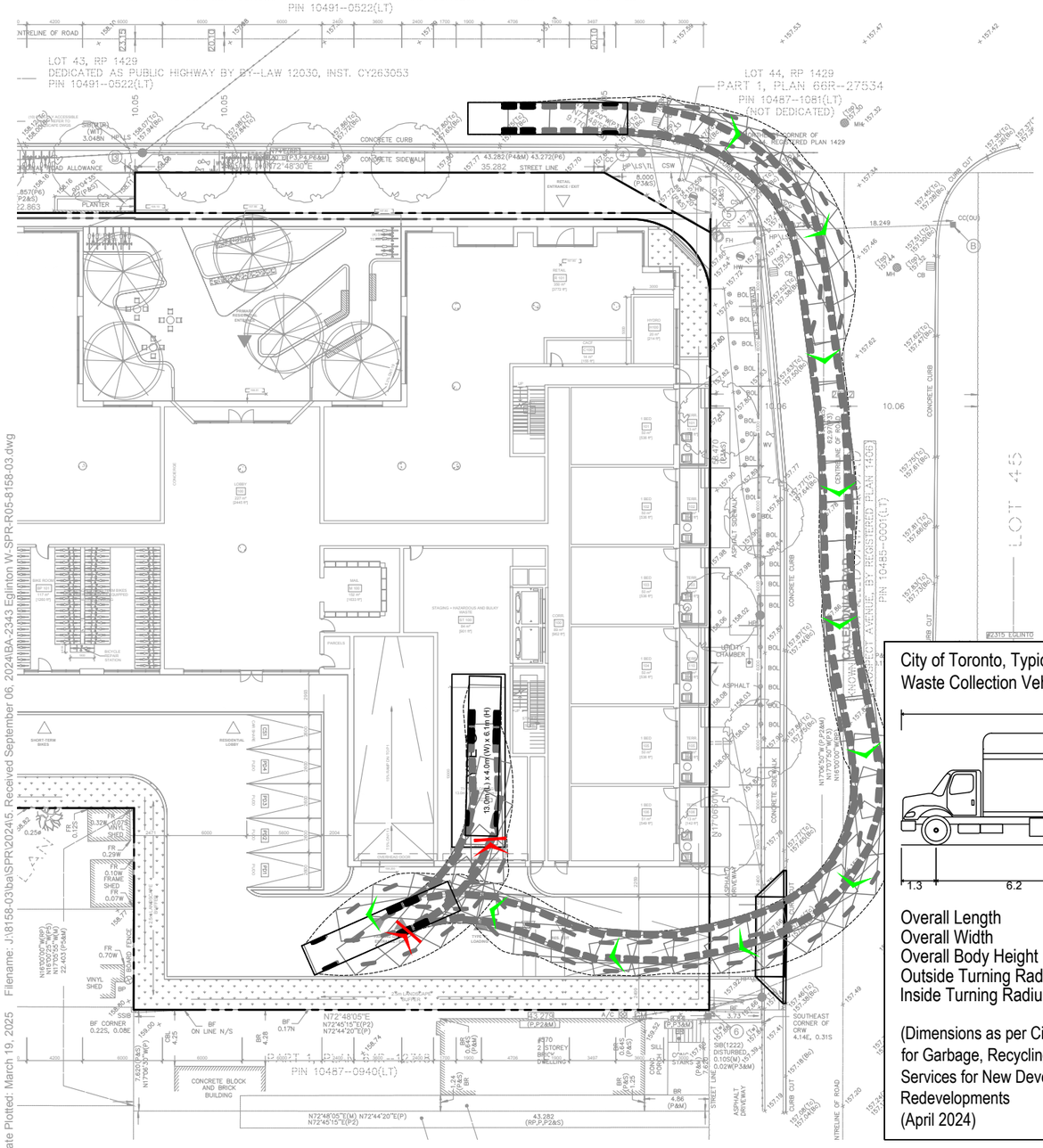
VEHICLE MANOEUVRING DIAGRAM

FRONT LOADING CITY OF TORONTO WASTE COLLECTION VEHICLE

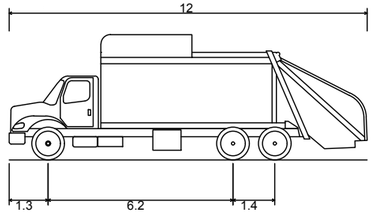
Project:	2343 EGLINTON AVE W
Project No.	8158-03
Date:	March 19, 2025
Revised:	--

Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-01



City of Toronto, Typical Rear-Pack Oversized Waste Collection Vehicle, December 2023



Overall Length	12.00m
Overall Width	2.40m
Overall Body Height	4.20m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments (April 2024)

Filename: J:\8158-03\ba\SPR\202415 Received September 06, 2024\BA-2343 Eglinton W-SPR-R05-8158-03.dwg
Date Plotted: March 19, 2025

BA Group

2343 EGLINTON AVENUE WEST

VEHICLE MANOEUVRING DIAGRAM

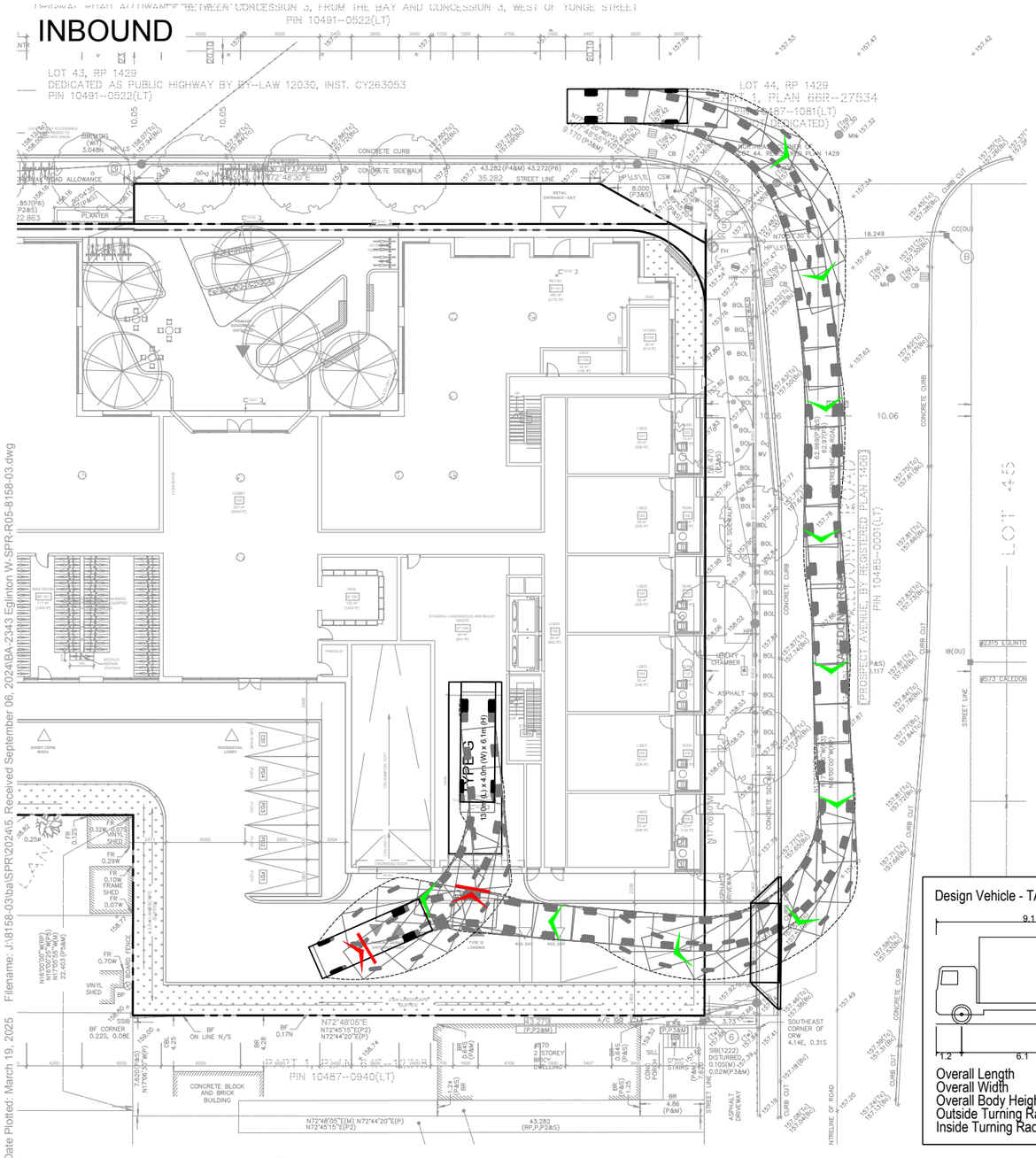
CITY OF TORONTO REAR-PACK OVERSIZED WASTE COLLECTION VEHICLE

Project:	2343 EGLINTON AVE W
Project No.	8158-03
Date:	March 19, 2025
Revised:	--

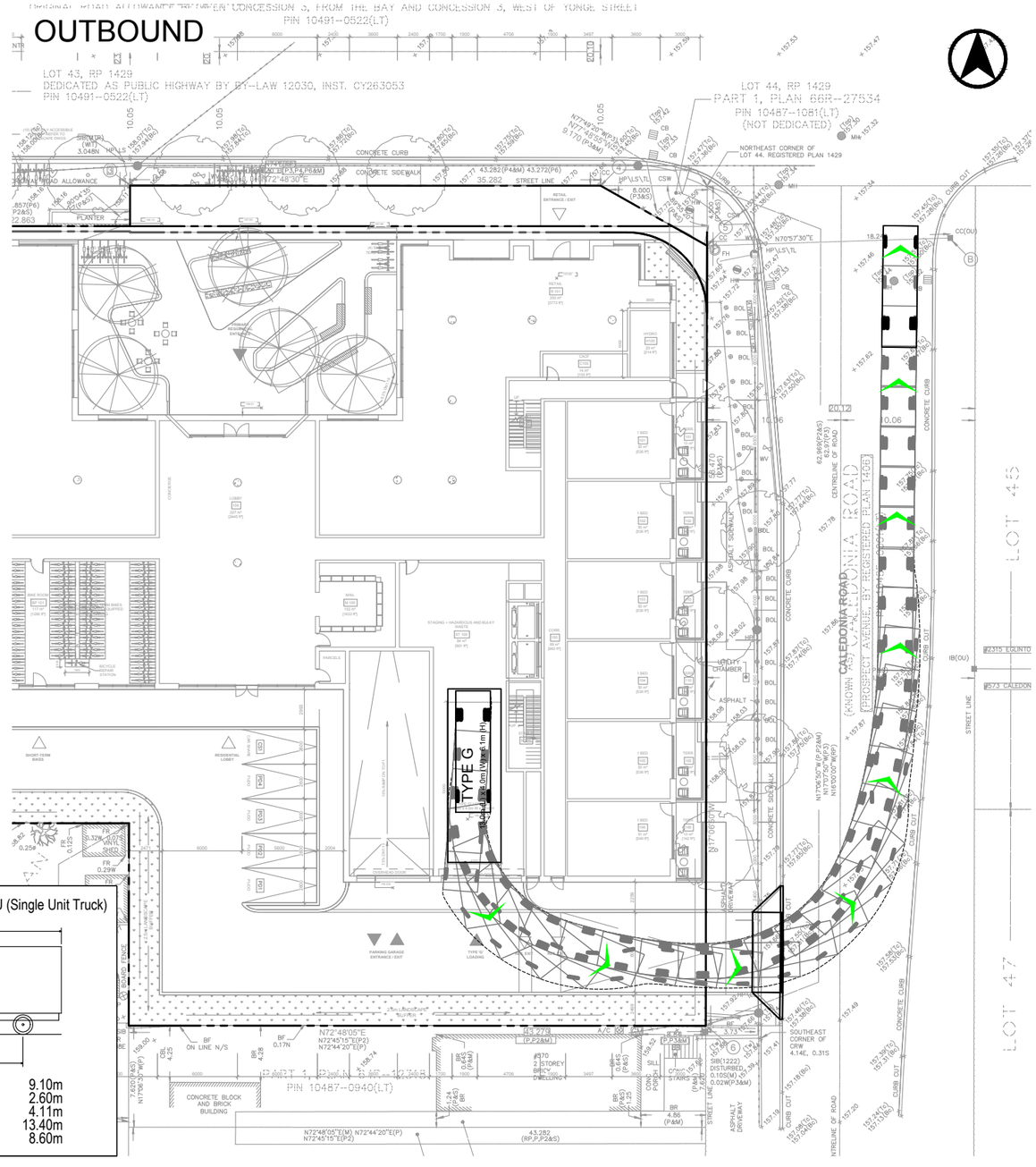
Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-02

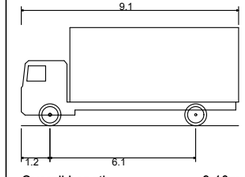
INBOUND



OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)



Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

BA Group

2343 EGLINTON AVENUE WEST

VEHICLE MANOEUVRING DIAGRAM
SINGLE UNIT (SU) TRUCK

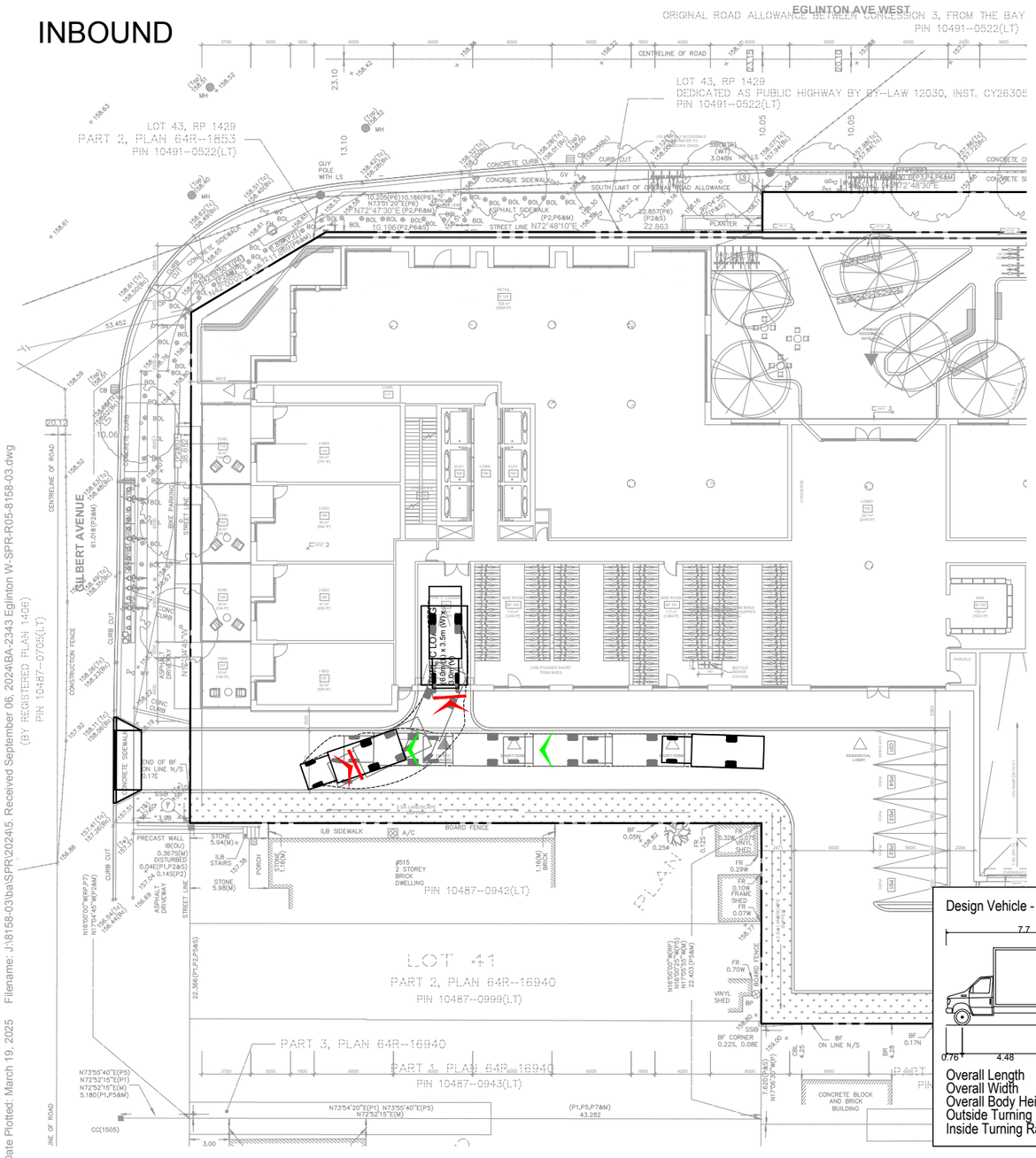
Project:	2343 EGLINTON AVE W
Project No.	8158-03
Date:	March 19, 2025
Revised:	--

Scale 1:400 — 0 2 4 6 8 10 20m

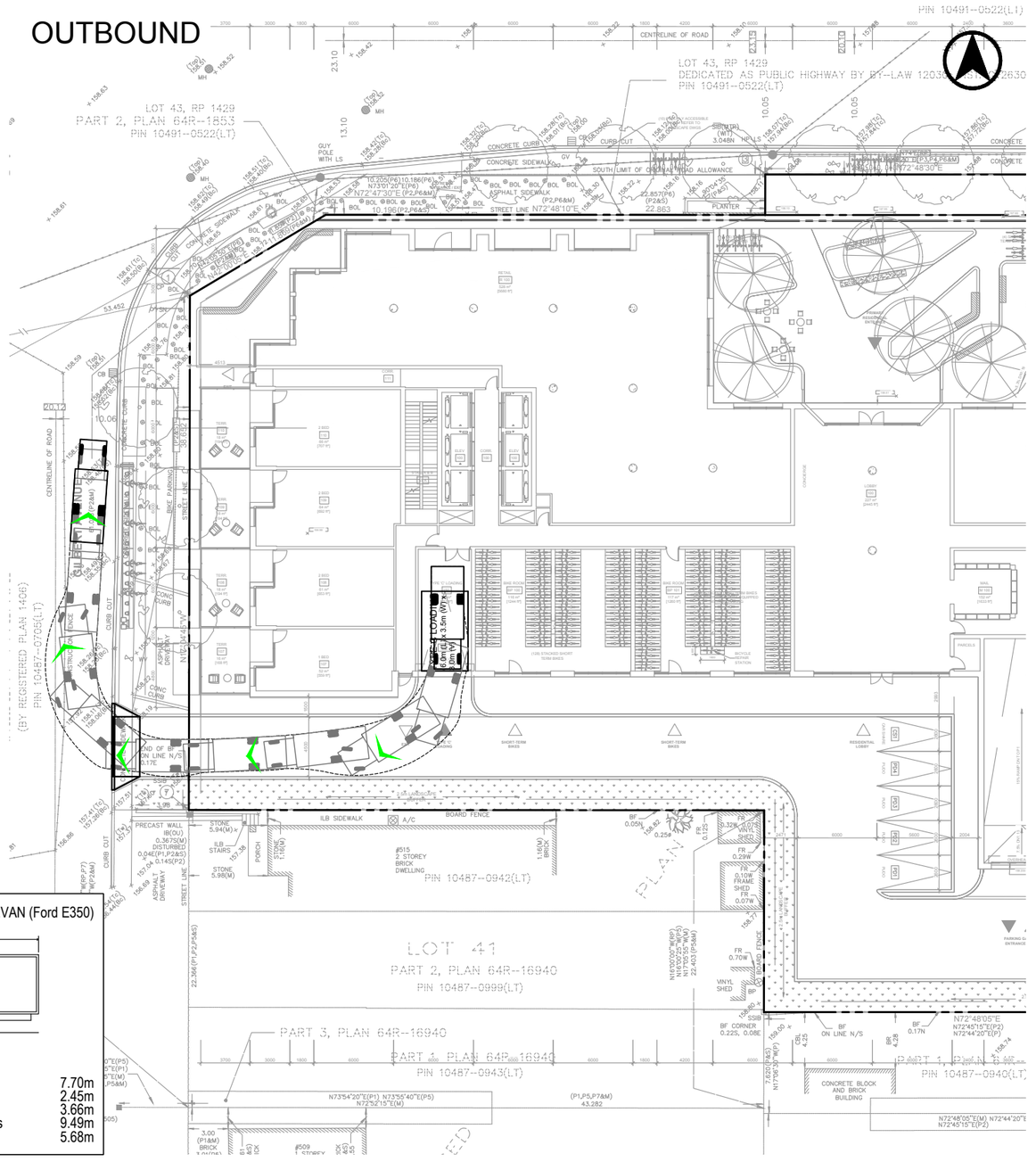
Drawing No. VMD-03

Date Plotted: March 19, 2025 Filename: J:\8158-03\ba\SPR\2024\5 Received September 06, 2024\BA-2343 Eglinton W-SPR-R05-8158-03.dwg

INBOUND



OUTBOUND



Date Plotted: March 19, 2025 Filename: J:\8158-03\ba\SPR\20241S. Received September 06, 2024\BA-2343 Eglinton W-SPR-R05-8158-03.dwg

BA Group	
2343 EGLINTON AVENUE WEST VEHICLE MANOEUVRING DIAGRAM CUBE VAN FORD E350	
Project: 2343 EGLINTON AVE W Project No. 8158-03 Date: March 19, 2025 Revised: --	Scale 1:400 (0 2 4 6 8 10 20m) Drawing No. VMD-04