



February 14, 2025

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**RE: TRANSPORTATION IMPACT STUDY ADDENDUM LETTER & RESPONSE TO COMMENTS
152-164 BATHURST STREET AND 623-627 RICHMOND STREET WEST
ZONING BY-LAW AMENDMENT RESUBMISSION**

Dear Adam,

BA Group is retained by Originate (Bathurst & Richmond) Inc. to provide transportation advisory services in support of the Zoning By-law Amendment (“ZBA”) resubmission for the proposed mixed-use development (the “Project”) located at 152-164 Bathurst Street and 623-627 Richmond Street West (the “Site”) in the City of Toronto.

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

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

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

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

Applications for a new ZBA and a SPA resubmission (herein referred to as the “September 2024 Transportation Study”) was made to the City in September 2024. This resubmission reflects an updated Site plan including an additional pick-up and drop-off (“PUDO”) space at grade, a reduced visitor parking strategy and a revised small car review further detailed in this study.

This current February 2025 ZBA resubmission responds to the density decrease from 33-storeys to 29-storeys, which results in a decrease of 49 residential dwelling units (i.e. from 420 units to 371 units) compared to the September 2024 ZBA and SPA resubmission. There is no change to the proposed retail GFA of 610 m², loading space of 1 Type 'G', and vehicle parking supply of 58 spaces (7 visitor and 51 resident). The bicycle parking supply has been adjusted to correspond to the unit decrease.

The purpose of this Transportation Impact Study (TIS) addendum letter (herein referred to as the "February 2025 TIS Addendum Letter") is to provide an update regarding the transportation-related aspects of the development proposal as a result of the building height reduction and adoption of the Toronto Green Standard, Version 4.0 ("TGS V4") requirements replacing the former Toronto Green Standard, Version 3.0 ("TGS V3") requirements.

1.0 OVERVIEW

1.1 Site Context

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

1.2 Development Program

The current proposal contemplates the construction of a 29-storey, mixed-use building comprising 371 residential units and 610 m² of at-grade retail space. Vehicular access to the Site will be provided via Richmond Street West. A summary of the current overall proposed development statistics is provided in **Table 1**.

Table 1 Program Comparison (September 2024 to Current February 2025 Proposal)

Use	September 2024 Proposal	Current February 2025 Proposal	Difference
Residential	420 units	371 units	-49 units
Retail	610 m ² GFA	610 m ² GFA	No Change
Loading	1 Type 'G' space	1 Type 'G' space	No Change
Vehicle Parking	51 resident 7 visitor	51 resident 7 visitor	No Change
	58 total spaces (incl. 3 accessible and 1 small car)	58 total spaces (incl. 3 accessible and 1 small car)	No Change
Bicycle Parking	378 long-term 42 short-term	334 long-term 38 short-term	-44 long-term -4 short-term
	420 total spaces	372 total spaces	-48 total spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.

Reduce-scaled architectural Site plans are attached in **Appendix A**. The current architectural Site plans and statistics indicate the provision of the following transportation-related Site elements:

- 58 vehicle parking spaces, including 51 resident spaces and 7 visitor spaces, on two (2) underground parking levels;
- Up to three (3) pick-up and drop-off spaces provided at-grade;
- One (1) Type 'G' loading space provided at-grade; and
- 372 bicycle parking spaces, including 334 long-term spaces and 38 short-term spaces, on Level 2, ground floor and P1 level.

Notably, the proposed 58 vehicle parking space (including 51 resident and 7 visitor spaces) underground parking layout, three (3) pick-up and drop-off configuration, and one (1) Type 'G' loading space arrangement remains unchanged and is consistent with the September 2024 ZBA and SPA development proposal. From a transportation perspective, the main change to the current development proposal is a reduction of 48 bicycle parking spaces to reflect the decrease in residential dwelling units proposed. This bicycle parking supply meets the requirements of the newly adopted Toronto Green Standard, Version 4 (Tier 1) and Zoning By-law 569-2013 (Zone 1) by applying for a 50 percent reduction for short-term bicycle parking through the bicycle parking payment-in-lieu program.

2.0 UPDATED VEHICULAR PARKING CONSIDERATIONS

2.1 Vehicle Parking By-law Requirements

2.1.1 Zoning By-law 438-86 MCR Vehicle Parking Requirements

The Site is located in a “grey hole” of comprehensive city-wide Zoning By-law 569-2013; as a result, the Site is subject to the former City of Toronto Zoning By-law 438-86. Further, a portion of the Site is located within the ‘MCR’ zone. For the purpose of calculating minimum parking requirements for the Site, Zoning By-law 438-86 minimum parking requirements are applied to the entire development program. On this basis, the minimum parking requirements for the Site are outlined in **Table 2**.

Table 2 Minimum Parking Requirements – Zoning By-law 438-86 (MCR Rates)

Use	Number of Units / GFA	Requirement	Number of Spaces Required
Studio	20 units	0.5 spaces per unit	10 spaces
1-bedroom	236 units		118 spaces
2-bedroom	77 units	0.75 spaces per unit	58 spaces
3-bedroom or more	38 units		29 spaces
<i>Resident Sub-total</i>	<i>371 units</i>	<i>0.58 spaces per unit (blended)</i>	<i>215 spaces</i>
Visitors	371 units	0.06 spaces per unit	22 spaces
Retail	610 m ² GFA	None	0 spaces
<i>Non-Resident Sub-total</i>			<i>22 spaces</i>
Total Minimum Parking Requirements			237 spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.
2. Parking space calculations resulting in fractions 0.5 and above, round up to nearest whole number and fractions below 0.5, round down to the nearest whole number.

The minimum parking requirement for the Site is 237 parking spaces, inclusive of 215 resident parking spaces (0.58 spaces per unit, on average) and 22 visitor parking spaces. No retail parking spaces are required.

2.1.2 City Accepted Vehicle Parking Standards (Zoning By-law 569-2013, as Amended – Parking Zone ‘A’)

Transportation Services has reviewed the proposed development’s vehicle parking strategy and justification provided in the September 2024 Transportation Study. The revised parking rates recommended by BA Group are as follows:

- No minimum for resident parking supply
- A minimum of 2 spaces + 0.01 spaces per unit for residential visitor parking supply
- No retail parking spaces required

Although the subject Site is located within Parking Zone ‘B’, it borders the west side of Bathurst Street which is the limit between Parking Zone ‘A’ to the east and Parking Zone ‘B’ to the west. Therefore, it is deemed appropriate, in our opinion,

to apply Parking Zone ‘A’ rates for the downtown area located within the vicinity of high-order transit services that considers reduced parking standards approved under Zoning By-law 89-2022, effectively amending Zoning By-law 569-2013.

Transportation Services has accepted adopting Parking Zone ‘A’ rates to the Site as confirmed in the Development Engineering Memorandum, dated November 26, 2024. Application of the Parking Zone A requirements to the proposed development is summarized in **Table 3**.

Table 3 Zoning By-law 569-2013 (Amended by By-law 89-2022) Requirements - Parking Zone ‘A’

Use	Unit Type	Units / GFA	Requirement	No. of Spaces
Minimum Requirement				
Resident		371 units	None	0 spaces
Residential Visitor ³			2 + 0.01 spaces / unit	5 spaces
Retail		610 m ² GFA	None	0 spaces
Total Site Minimum Parking Requirement				5 spaces
Maximum Requirement				
Resident	Studio	20 units	0.30 spaces / unit	6 spaces
	1-Bedroom	236 units	0.50 spaces / unit	118 spaces
	2-Bedroom	77 units	0.80 spaces / unit	61 spaces
	3-Bedroom	38 units	1.00 spaces / unit	38 spaces
	<i>Subtotal</i>	<i>371 units</i>	<i>--</i>	<i>223 spaces</i>
Residential Visitor ⁴		371 units	5 + 0.1 spaces / unit	41 spaces
Retail		610 m ² GFA	3.5 space / 100 m ²	21 spaces
Total Site Maximum Parking Requirement				285 spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.
2. Underlying Zoning By-law 569-2013 specifies that parking calculations resulting in a fraction shall be rounded down to the nearest whole number with a minimum of 1 parking space.
3. The minimum residential visitor parking requirement for Parking Zone ‘A’ of the City is 2.0 spaces plus 0.01 spaces per dwelling unit.
4. The maximum residential visitor parking requirement is 1.0 spaces per unit for the first five (5) dwelling units and 0.1 spaces per unit for the sixth and subsequent dwelling units.

Application of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022, parking standards to the subject Site requires a minimum of 0 resident spaces and 5 visitor parking spaces, and a maximum of 285 parking spaces, including 223 resident spaces, 41 residential visitor spaces and 21 retail spaces.

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

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

- If the number of parking spaces is less than 13, a minimum of 1 accessible parking spaces;
- If the number of parking spaces is 13 to 100 required parking spaces, a minimum of 1 accessible parking space for every 25 parking spaces; or

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

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

The approved SSZBL 757-2023 accessible parking provisions will continue to be applied to the February ZBA development proposal resubmission for the Site.

2.2 Proposed Vehicle Parking Supply

It is proposed to provide vehicular parking in accordance with the minimum Zoning By-law 569-2013 (as amended by By-law 89-2022), Parking Zone 'A' rates outlined below:

- **Resident:** No Minimum
- **Residential Visitor:** 2 spaces + 0.01 parking spaces per unit
- **Retail:** None, but residential visitor parking supply will be provided on a shared, non-exclusive basis

Notwithstanding the proposed parking supply rates above, the provision of resident parking at a rate of 0.14 parking spaces per unit plus the above noted residential visitor parking and retail parking provisions are outlined in **Table 4**.

Table 4 Proposed Parking Supply

Use	Units / GFA	Proposed Parking Rate	No. of Spaces Proposed
Studio	20 units	0.14 spaces per unit (blended)	51 spaces
1-bedroom	236 units		
2-bedroom	77 units		
3-bedroom or more	38 units		
<i>Resident Sub-total</i>	<i>371 units</i>	<i>0.14 space per unit</i>	<i>51 spaces</i>
Visitors (non-exclusive)	371 units	0.02 spaces per unit	7 spaces
Retail	610 m ² GFA	None	0 spaces
<i>Non-Resident Sub-total</i>			<i>7 spaces</i>
TOTAL			58 spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.

The proposed parking supply of 58 parking spaces includes 51 resident spaces and 7 visitor spaces. The parking supply, breakdown, and underground parking configuration remains the same as the September 2024 ZBA and SPA submission. The only difference is the unit count has reduced by 49 units, and as a result, the blended resident parking rate has effectively increased from 0.12 spaces per unit to 0.14 spaces per unit between the September 2024 submission and the current February 2025 resubmission.

Notably, the proposed resident parking supply rate does not meet the approved SSZBL 757-2023 parking requirements as it has since adopted Zoning By-law 569-2013, as amended, Parking Zone 'A' rates. As previously mentioned, application of the Parking Zone 'A' rates has been accepted by Transportation Services, as referenced in the Development Engineering Memorandum, dated November 26, 2024. Thus, the proposed resident, residential visitor, and retail parking supply meets the appropriate parking requirements.

The parking space configuration and layout remains the same as the previous September 2024 ZBA and SPA submission, and therefore, the vehicular manoeuvring diagrams (i.e., for small car review) and signage and pavement marking plans remain unchanged from the September 2024 submission and are still valid for this current February 2025 ZBA resubmission.

2.2.1 Accessible Parking Supply

A total of three (3) parking spaces will be designated that meet the requirements of an accessible parking space, which is compliant with the requirements of the City of Toronto Zoning By-law 579-2017 and SSZBL 757-2023. This accessible parking supply and breakdown is consistent with the September 2024 ZBA and SPA submission. The Site includes 2 resident accessible parking spaces and 1 residential visitor accessible parking space located on the P1 level of the underground parking garage.

2.2.2 Small Car Spaces

One (1) small car space is proposed within the resident parking area of the garage. This parking space, identified on the P1 level architectural plan as “R-P1 12” in **Appendix A** is maintained from the September 2024 ZBA and SPA submission.

Transportation Services has accepted the small car review conducted in the September 2024 Transportation Study as noted in the Development Engineering Memorandum, dated November 26, 2024.

2.3 Toronto Green Standard, Version 4.0 (TGS V4) Requirement

In previous submissions, the applicable Toronto Green Standard (TGS) was Version 3.0. However, the current ZBA application is adopting the Toronto Green Standard, Version 4.0 (TGS V4).

2.3.1 AQ 1.1 – Single-Occupant Vehicle Trips

The Tier 1 standard within the current TGS requires all development proposals to reduce single-occupancy auto vehicle trips generated by the proposed development by 25% through the adopted TDM measures and multi-modal infrastructure strategies for the Site.

The proposed parking supply of 58 parking spaces in comparison to the City’s Zoning By-law 436-86 (MCR rates) parking requirement of 237 parking spaces results in a 25% reduction of parking provided on-Site. Moreover, given the Site’s location to transit facilities and complementary land uses, this will also further reduce the single occupancy auto trips to/from the Site.

The reduction of single-occupancy auto trips from what would typically be forecasted for the Site and the trip generation reduction given the reduced parking supply and the TDM measures identified in **Section 4.0** of the September 2024 Transportation Study proposed as part of the proposed development is expected to meet the minimum reduction of 25 percent single occupancy auto trips required by TGS V4 (Tier 1).

2.3.2 AQ 1.2 – Electric Vehicle Infrastructure

In accordance with TGS V4, all resident parking spaces and 25 percent of the visitor and non-residential parking spaces are required to be EV ready, which means that the parking spaces must include an energized outlet capable of providing Level 2 charging or higher.

For a total 58 parking space supply including 51 resident spaces and 7 visitor spaces, it is required to provide a minimum of 51 resident spaces and 2 visitor spaces equipped with an energized outlet.

The proposed development is providing 51 resident spaces and 2 visitor spaces equipped with an energized outlet, which meets the TGS V4 requirement.

3.0 UPDATED LOADING CONSIDERATIONS

3.1 Loading By-law Requirements

3.1.1 Parent Zoning By-law 438-86 Loading Requirements

The Site is located in a “grey hole” of comprehensive city-wide Zoning By-law 569-2013; as a result, the Site is subject to the former City of Toronto Zoning By-law 438-86. The application of the City of Toronto Zoning By-law 438-86 loading requirements to the proposed site uses is outlined in **Table 5**.

Table 5 Zoning By-law 438-86 Minimum Loading Requirement

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

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.
2. Zoning By-law 438-86 Section 4(8)(e) states that one or more Type ‘A’ or Type ‘B’ loading spaces, in respect of the portion of the mixed-use building to be erected or used for non-residential purposes, is constructed as a Type ‘G’ loading space for a building that contains 30 or more dwelling units.

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

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

3.1.2 Zoning By-law 569-2013 Loading Requirements

As a comparison between the governing Zoning By-law 438-86 to the Site and the current Zoning By-law 569-2013 loading requirements, application of the loading standards outlined in Zoning By-law 569-2013 to the proposed development requires one (1) Type ‘G’ loading space, as illustrated in **Table 6**.

Table 6 Zoning By-Law 569-2013 Loading Requirements

Use	GFA/ Units ¹	Standard	Loading Requirements ²			
			Type A	Type B	Type C	Type G
Residential	371 units	31 to 399 dwelling units	0 spaces	0 spaces	0 spaces	1 space
Retail	610 m ²	500 - 1,999 m ²	0 spaces	1 space	0 spaces	0 spaces
<i>Sub-Total</i>			2 spaces			
Total (with Sharing)			1 space (1 Type G)³			

Notes:

- Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.
 Type A – 3.5m Wide x 17.0m Long x 4.4m High
 Type B – 3.5m Wide x 11.0m Long x 4.0m High
 Type C – 3.5m Wide x 6.0m Long x 3.0m High
 Type G – 4.0m Wide x 13.0m Long x 6.1m High
- Shared loading calculation, as per Section 40.10.90.1(1) of City of Toronto Zoning By-law 569-2013:
- A Type ‘B’ loading space required for non-residential uses can be shared with a Type ‘G’ loading space for a mixed-use building containing a minimum of 30 units

3.1.3 Minimum Site-Specific Zoning By-law 757-2023 Loading Requirements

Application of the approved Site-Specific Zoning By-law (“SSZBL”) 757-2023 requirements to the development requires one (1) Type ‘G’ loading space. This is consistent with both the former Zoning By-law 438-86 and current Zoning By-law 569-2013 loading requirements. This SSZBL stipulation will continue to be applied for this February 2025 ZBA resubmission.

3.2 Proposed Loading Supply

One (1) Type ‘G’ loading space is proposed to support the development proposal which meets the requirements as outlined in the approved SSZBL 757-2023. The one (1) Type ‘G’ loading space provision is consistent with the loading requirements set out in both the former Zoning By-law 438-86 (original, applicable Parent By-law) and current Zoning By-law 569-2013 loading requirements.

Minor revisions made to the loading arrangement to address City Solid Waste Management comments from the Development Engineering Memorandum, dated November 26, 2024 include:

- Annotating the Type ‘G’ loading space and providing the staging pad specification;
- Ensuring the location of the chute allows for adequate room to manoeuvre bins;
- Providing double doors between the compactor and staging pad; and
- Relocating the bulk storage room so that residents can access it without accessing the compactor room.

These revisions are all illustrated in the updated architectural drawing set provided in **Appendix A**.

3.2.1 Residential Garbage and Recycling Facilities

Although the “City of Toronto Requirements for Garbage and Recycling Collection for the New Developments and Redevelopments”, dated May 2012, is applicable to the Site, appropriate bin storage provisions are to be provided adjacent to the Type ‘G’ loading space in accordance with the current design provisions outlined in the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments”, dated April 2024.

Refuse / recycling facilities for the residential components of the development are provided at-grade, adjacent to the loading area. Residential refuse / recycling collection for the buildings will occur within the proposed loading facility on the ground floor.

The City policy requirements (i.e. size of bin staging area = 5 sq. metres for every 50 units provided in excess of the first 50 units plus 5 sq. metres for the first 50 units) indicates a minimum total bin staging area of 37.1 m² for 371 units.

The waste storage area and uncompacted waste storage area has been provided in accordance with the City policy requirements (i.e. size of waste storage room = minimum 25 sq. metres for the first 50 units plus an additional 0.26 sq. metres for each additional unit, over 50 units, size of uncompacted waste = minimum 10 sq. metres, size of hazardous waste = units multiplied by 1 sq. metre per 100 units) results in a total waste storage area of 108.46 m² plus an additional 10 m² of bulk waste storage and 3.71 m² of hazardous waste storage. A total of 122.2 m² of garbage storage area, 10 m² of bulk waste and 4.2 m² of hazardous waste is proposed at-grade which satisfies the waste storage requirements.

3.2.2 Operations and Manoeuvring

Notably, the rest of the loading space arrangements and location remain the same as the previous September 2024 ZBA and SPA submission, and therefore, the vehicular manoeuvring diagrams and signage and pavement marking plans provided in the September 2024 submission are still valid for this current February 2025 ZBA resubmission.

3.2.3 Height Clearances

The loading areas has been designed such that a minimum height clearance of 4.5 metres is maintained throughout the access driveway and manoeuvring areas leading to / from the loading spaces, which meets / exceeds the minimum Zoning By-law 438-86 and City of Toronto design standards and policies for height clearance requirements within these areas (i.e. 4.4 metres to access the Type G loading space). A minimum height clearance of 6.1 metres is provided above the entire Type G loading space and bin staging area to enable compacted bulk lift bin collection services.

4.0 BICYCLE PARKING CONSIDERATIONS

Minimum Bicycle Parking Requirements

4.1.1 Zoning By-Law 438-86 Bicycle Parking Requirements

The site is located in a “grey hole” of comprehensive city-wide Zoning By-law 569-2013. As a result, the site is subject to the former City of Toronto Zoning By-law 438-86. On this basis, the applicable minimum bicycle parking requirement is outlined in **Table 7**; as per Section 4(13)(c), all bicycle parking spaces have been proportionally divided as follows: 80% occupant bicycle parking spaces and 20% visitor bicycle parking spaces.

Table 7 Zoning By-law 438-86 Bicycle Parking Requirements

Use	Units / GFA	Rate	Requirement	
			Occupant	Visitor
Residential	371 units	0.75 spaces/unit, or a fraction thereof equal to or greater than 0.5, to a maximum of 200 bicycle parking spaces	222 spaces	56 spaces
Retail	610 m ²	1 space/1,250 m ² of NFA (if non-residential uses have GFA equal to or greater than 2,000 m ²)	0 spaces	0 spaces
TOTAL			222 spaces	56 spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.

The application of Zoning By-law 438-86 minimum bicycle parking requirements to the site results in a requirement of 278 bicycle parking spaces, including 222 long-term bicycle parking spaces and 56 short-term bicycle parking spaces. However, this exceeds the maximum 200 bicycle parking spaces, so the effective number of bicycle parking spaces required is 200 spaces.

4.1.2 Zoning By-Law 569-2013 & Toronto Green Standard, Version 4.0 (TGS V4) Bicycle Parking Requirements

Application of the comprehensive city-wide Zoning By-law 569-2013, Zone 1 minimum bicycle parking requirements and Toronto Green Standard, Version 4.0 (TGS V4), Tier 1 to the proposed development is summarized in **Table 8**.

Table 8 Zoning By-law 569-2013 (TGS V4) Bicycle Parking Requirements

Use	Units / GFA	Rate	Requirement	
			Long-Term	Short-Term
Residential	371 units	Long-term: 0.9 spaces/unit Short-term: 0.2 spaces/unit	334 spaces	75 spaces
Retail ²	610 m ²	Long-term: 0.2 spaces/100 m ² of IFA Short-term: 3 spaces + 0.3 spaces/100 m ² of IFA	0 spaces	0 spaces
TOTAL			334 spaces	75 spaces

Notes:

1. Based upon the architectural plans and statistics provided by Kirkor Architects and Planners, dated February 14, 2025.
2. Despite the bicycle parking space rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a bicycle parking space is required for uses on a lot, other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2,000 square metres or less, then no bicycle parking space is required.

The application of city-wide Zoning By-law 569-2013 (Zone 1) minimum bicycle parking requirements and TGS V4, Tier 1 to the Site results in a requirement of 409 bicycle parking spaces, including 334 long-term bicycle parking spaces and 75 short-term bicycle parking spaces.

However, the proposed development will apply for a reduction to the short-term bicycle parking supply through the Payment-in-Lieu (PIL) Bicycle Parking Program to seek relief of up to 50 percent of the short-term bicycle parking requirement.

4.2 Bicycle Parking Supply

The Site is proposing a total supply of 372 bicycle parking spaces including 334 residential long-term spaces and 38 residential short-term spaces. The short-term bicycle parking requirement as per TGS V4 is 75 spaces, so the Applicant will be applying for a 50 percent reduction of the short-term bicycle parking requirement through the PIL Bicycle Parking Program to comply with the requirements of the newly adopted TGS V4 for the Site.

Therefore, the overall proposed bicycle parking supply meets the requirements defined by Zoning By-law 569-2013 (Zone 1) and the TGS V4 (Tier 1).

Long-term bicycle parking spaces are located on Level 2 and the P1 level in secure controlled-access bicycle parking facilities while the short-term bicycle parking spaces are located on Level 2 and ground floor level that is publicly accessible.

Notably, a minimum of 15 percent of the long-term bicycle parking spaces are required to be equipped with an energized outlet (120 V) as defined by AQ 2.4 of TGS V4, which is equivalent to 51 spaces. The proposed development is providing 56 long-term spaces equipped with an energized outlet on the P1 level which meets and exceeds the TGS V4 requirement.

5.0 TRAFFIC OPERATIONS UPDATE

The September 2024 Transportation Study concluded that the proposed development is expected to generate approximately **30, 35 and 20 two-way vehicle trips** during weekday morning, afternoon and school peak hours, respectively.

The analyses conducted as part of the September 2024 Transportation Study concluded that new traffic generated by the development proposal could be appropriately accommodated without the need for improvements or mitigation measures.

City staff comments on trip generation and traffic impact based on staff review of the September 2024 Transportation Study was included in the Development Engineering memo, dated November 26, 2024:

Given this level of trip generation and the results of the traffic analyses, the consultant concludes that the conclusions from the previous Transportation Memorandum remain valid and that the projected development traffic will have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network.

With the proposed reduced parking supply and Site context, Transportation Review accepts the methodology and conclusions of the submitted report with regard to vehicular traffic.

As the number of residential units has decreased by 49 units and both the retail GFA of 610 m² and the parking supply of 58 spaces remains the same, the previous conclusions from the September 2024 Transportation Study remain valid for the current proposal.

6.0 RESPONSE TO COMMENTS

6.1 City of Toronto Development Engineering Memorandum – November 26, 2024

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS

TRANSPORTATION SERVICES

1. Urban Transportation Considerations Report, prepared by BA Group, dated September 13, 2024

Architectural Plans Dwg. No's dA0.0, dA1.1-dA1.3, dA2.0-dA2.7, dA3.1-dA3.4, dA4.1, dA5.1-dA5.3, dA6.1 & dA6.2, prepared by Kirkor Architects, dated August 16, 2024
 - a) Revise the plans to show a Type C loading space at grade or on the P1 level to meet the minimum loading requirements of By-law 569-2013. Alternatively, revise the Transportation Impact Study to provide adequate rationale for this deficiency.

Response:

One (1) Type 'G' loading space is proposed on-Site. This meets the Site-Specific Zoning By-law 757-2023, amending Zoning By-law 569-2013 which permits one (1) Type 'G' loading space.

C. ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS

1. PRELIMINARY SITE PLAN COMMENTS

Transportation

- a. In conjunction with the future Site Plan Control application for this project, it will be necessary to:
 - i. Illustrate the locations (and any required relocations) of all street furniture items along the proposed Site frontages, including hydro poles, light standards, fire hydrants, and other streetscape features.
 - ii. Provide short-term bicycle parking spaces in accordance with Zoning By-law No. 569-2013 and Toronto Green Standard (TGS) Ver. 4.0. Alternatively, the applicant may make an application under the Payment-in-Lieu of Bicycle Parking program for relief from up to 50 percent of the short-term bicycle parking requirement.
 - iii. Additional comments with respect to Site circulation and layout, access to the proposed parking and loading facilities, streetscape/landscape and Site access arrangements will be provided as part of the Site plan review process

Response:

- i. Noted. Refer to the updated architectural Site plan.
- ii. Short-term bicycle parking spaces will be provided at a rate of 0.1 spaces per unit. The proposed development will apply for the bicycle parking payment-in-lieu program to seek relief for up to 50 percent of the short-term bicycle parking space requirement. See drawings dA2.0,dA2.1 and dA 2.2.
- iii. Noted.

Solid Waste

As part of the future Site plan application the owner will be required to update the following:

Multi Residential Component

- i. Revised drawings must indicate and annotate the Type G loading space and Staging Pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete. Type G loading space notation missing.
- ii. Revised drawings must ensure location of chute/sorter system allows for enough space to allow the bin or each material to be changed out without requiring movement of the other two bins.
- iii. Revised drawings must ensure that all doorways along the path to the staging pad are double doors or roll-up doors.

Response:

The Type 'G' space annotated, and staging pad specification is provided. See dA1.3 and dA2.1. The chute ensures adequate room to manoeuvre bins, and all doorways between compactor and staging pad are double doors.

Sincerely,

BA Consulting Group Ltd.



Stephanie Pham, M.Eng., P.Eng.
Associate

Cc: Stephen Bahadoor, P.Eng., Ethan Sun, M.Eng., P.Eng., Theresa Chung-Hun, P.Eng.

Appendix A

Reduced Architectural Plans (Not to Scale)

BATHURST STREET & RICHMOND STREET, TORONTO, ON.

Proposed Mixed-Use Development



DRAWING LIST	
NO.	DESCRIPTION
1	Site Plan
2	Site Plan
3	Site Plan
4	Site Plan
5	Site Plan
6	Site Plan
7	Site Plan
8	Site Plan
9	Site Plan
10	Site Plan
11	Site Plan
12	Site Plan
13	Site Plan
14	Site Plan
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48	Site Plan
49	Site Plan
50	Site Plan

KIRKOR ARCHITECTS AND PLANNERS
20 De Boers Drive Suite 400
Scarborough, ON M1S 1B1

153-164 Bathurst Street & 621-622 Bathurst Street, Toronto
Proposed Mixed-Use Development

Originals Developments
153-164 Bathurst Street & 621-622 Bathurst Street, Toronto
Project Number: 2024-001

Cover Sheet
Scale: 1:200
Date: Feb 14, 2025

dA0.0

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General Notes & Lot Information

Statistics

OBC Matrix

Waste Management Notes

T.G.S.

dA1.2

Context Map

1 : 1000

dA1.2

Site Plan

1 : 200

dA1.3

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Project Number: 2024-001

Site Plan
Scale: 1:200
Date: Feb 14, 2025

dA1.3

TYPICAL PARKING SPACE
Drive Aisle @ 6m min.

ACCESSIBLE PARKING SPACE

BICYCLE PARKING SPACE LEGEND

Vehicle and Bicycle Parking Space Legend

Floor Plan - Level P2

1 : 150

dA2.0

Floor Plan - Level P1

1 : 150

dA2.0

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Context Map & Statistics
Scale: 1:1000
Date: Feb 14, 2025

dA1.2

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Project Number: 2024-001

Floor Plan - Level P2 & P1
Scale: As Indicated
Date: Feb 14, 2025

dA2.0

