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October 12, 2021

File No. 200016

North York Community Council  
5100 Yonge Street  
North York, ON M2N 5V7

**Attention: Members of Council**

Dear Sirs/Mesdames:

**Re: Agenda Item NY27.2 - 151 Billy Bishop Way**

We are the solicitors for Costco Wholesale Canada ("Costco"), which owns and operates a warehouse membership club at 100 Billy Bishop Way.

I am listed as a speaker at the Community Council meeting on October 13, 2021 with respect to the above noted item and will address the points set out in the attached letter from Costco's transportation consultant, BA Group.

Yours truly,

**Goodmans LLP**

A handwritten signature in black ink, appearing to read "R. Houser".

Roslyn Houser  
RH/lr  
encl.  
7206675

October 8, 2021

Jeff Ishida / Stuart Shamis / Margaret McCulla  
Costco Wholesale Canada  
415 Hunt Club Road  
Ottawa ON  
K2E 1C5

**RE: Review of Transportation Impact Study for 151 Billy Bishop Way, City of Toronto**

BA Group is retained by Costco Wholesale Canada to provide transportation consulting services related to an existing Costco warehouse located at 100 Billy Bishop Way, in the City of Toronto (referred to herein as “Costco Downsview”).

We have reviewed the following report in relation to the application for Zoning By-Law Amendment for a site municipally known as 151 Billy Bishop Way, in the City of Toronto:

***151 Billy Bishop Way, New Car Dealership, Transportation Impact Study – Update, dated February 2021, Paradigm Transportation Solutions Limited (referred to herein as the “Paradigm Report”).***

The development concept plan documented in the Paradigm report includes two new car dealerships with vehicle access provided by a single full-movement driveway connection to Billy Bishop Way. Build-out and occupancy of the site is anticipated to occur by 2024. A copy of the concept site plan is attached to this letter for reference.

Key report conclusions/recommendations and our technical responses are summarized as follows:

- Trip generation is based on data collected at the Yorkdale Volkswagen Dealership located at 600 Wilson Avenue, in the City of Toronto. Based on application of the observed rates, the subject site is estimated to generate 65 and 78 two-way vehicle trips in the weekday morning and afternoon peak hours respectively.

**We generally concur with the methodology, however, it is not clear if the proxy site and the proposed car dealerships include vehicle service and repair which may increase trip generation and on-site queuing, particularly in the weekday morning peak hour as customers arrive to drop-off their vehicles. Further information with respect to vehicle service and repair should be provided to confirm if the proxy site is appropriate and if the queue can be accommodated on-site.**

- The intersection of Wilson Avenue/Billy Bishop Way is expected to be capacity constrained under future background and future total conditions in the 2034 analysis horizon (i.e. with or without development of the subject site). No geometric improvements are identified as a result of development of the subject site.

**This operational constraint is noted.**

- The intersection of Dufferin Street/Billy Bishop Way is expected to operate under capacity under future background and future total conditions in the 2034 analysis horizon. The reported queue lengths on the westbound approach are:  
95<sup>th</sup> percentile = 146m  
50<sup>th</sup> percentile = 106m

The Paradigm report states that the 95<sup>th</sup> percentile queue may encroach on the driveway and interfere with operations, and that the 50<sup>th</sup> percentile queue will not extend beyond the driveway.

**Based on a preliminary review of the driveway location, which appears to be in approximately the same location as the existing driveway as shown on the sketch below, the available storage length is 90m (measured from the stop bar on the westbound approach at the Dufferin Street/Billy Bishop Way intersection to the west curb at the existing driveway) both the 95<sup>th</sup> and 50<sup>th</sup> percentile queue lengths will block the site driveway. The operational issues related to this are further discussed below as they relate to the proposed implementation of left turn lanes at the site driveway.**



- At the site access driveway, a westbound left-turn lane is warranted with 25m storage length. At the Dufferin-Wilson Study North-South Greenway Street (future road), an eastbound left-turn lane is warranted with 25m storage length. It is recommended that the alignment of the Dufferin-Wilson Study North-South Greenway Street is shifted to align with the site driveway to form a conventional four-legged intersection and to allow for the development of the left turn lanes on Billy Bishop Way. The Paradigm report states that the westbound left-turn lane can be accommodated through a lane restriping of the existing two-way left-turn lane.

**The City of Toronto should confirm if the realignment of the future road is feasible as recommended, or if an alternate site driveway alignment should be considered. The existing left turn lane on the westbound approach at the Dufferin Street/Billy Bishop Way intersection extends to the site driveway. The existing two-way left-turn lane starts east of the site driveway. This configuration would not accommodate an eastbound left turn lane as proposed and would require the proposed westbound left turn lane to be “nested” in the existing westbound left turn lane. A functional design should be provided to demonstrate how the proposed implementation of left turn lanes at the site driveway can be accommodated within the existing right-of-way and to confirm geometry. Due to the curvature of Billy Bishop Way in this section, a review of driver sight lines should be completed for the proposed site driveway based on the posted speed of 40km/hr. Consideration should be given to restricting the driveway to right-in/right-out/left-in movements under the existing road configuration and right-in/right-out only when the future road is constructed.**

- The development concept plan does not include a formal on-site loading space. Delivery of automobile parts is expected to occur by smaller vehicles. Delivery of new vehicles is expected to occur at an off-site storage compound with transfer of vehicles to the subject site by a flat bed single vehicle transport truck (Medium Single-Unit truck) to occur on-site in the surface parking areas (vehicle manoeuvring diagrams are provided). A “no stopping any time” prohibition is recommended on the south side of Bill Bishop Way between Dufferin Street and the eastern limit of the subject site to discourage flat bed single vehicle transport trucks from performing loading operations within the right-of-way.

**Implementation of the recommended “no stopping any time” prohibition should be confirmed by the City of Toronto. The operational plan for refuse pick-up should be provided.**

\* \* \* \* \*

We trust that this summary meets your needs at this time. Should you have any questions, please do not hesitate to contact me at 416 961 7110 x148.

Sincerely,

**BA Consulting Group Ltd.**



Margaret Briegmann, P.Eng.  
Associate

cc: Mark Jamieson, BA Group





