TABLE 4 ZONING BY-LAW 569-2013 MINIMUM BICYCLE PARKING REQUIREMENTS

Use	Units / GFA	Minimum Standard		
Residential	1163 units	Short Term	0.1 spaces per unit	117 spaces
		Long Term	0.9 spaces per unit	1,047 spaces
Retail	100 m^2	Short Term	N/A[1]	0 spaces
		Long Term		0 spaces
Office	606 m^2	Short Term	N/A[1]	0 spaces
		Long Term		0 spaces
Total				**1,164 spaces**

Notes:
1. - Per zoning by-law 569-2013, if the total interior floor area for a non-residential use on a lot is less than 2,000 sq. m, then no bicycle parking spaces are required for that use.

Application of By-Law 569-2013 results in a minimum bicycle parking requirement of 1,164 spaces comprising 117 short-term and 1,047 long-term spaces.

A total of 1,177 bicycle parking spaces are proposed on the site comprising 1,059 long term and 118 short term spaces. This supply meets the minimum requirements set out in By-Law 569-2013. A total of 277 long term bicycle parking spaces are located on the P1 level, 136 long term and 118 short term bicycle parking spaces are located on the ground floor, and 646 long term bicycle parking spaces are located on the mezzanine level (i.e. second level above grade)

Notwithstanding the above, the bicycle parking arrangements are generally consistent with the previous October 2019 submission.

2.5 SITE TRIP GENERATION

Changes to the development programme from the previous October 2019 submission have resulted in an increase of 10 residential units. Updated traffic forecasts based on the current development programme are summarized in **Table 5**.

TABLE 5 SITE TRIP GENERATION

	AM Peak Hour			PM Peak Hour		
	In	Out	2 Way	In	Out	2 Way
Trip rate per unit	0.03	0.13	0.16	0.11	0.04	0.15
New site traffic 100 Broadway – 412 units	10	55	65	45	15	60
New Site Traffic 110-120 Broadway – 751 units	20	100	120	85	30	115
New site traffic **Combined site – 1,163 units**	**30**	**155**	**185**	**130**	**45**	**175**
September 2015 Study *New site traffic* *100 Broadway – 329 units*	*18*	*37*	*55*	*21*	*27*	*48*
August 2017 Study *New site traffic* *110-120 Broadway – 822 units*	*25*	*105*	*130*	*90*	*35*	*125*
Net change from previous combined development traffic allowances – 1,176 units	*-13*	*+13*	*±0*	*+19*	*-17*	*+2*

Based upon the foregoing rates, the proposed development is anticipated to generate 185 two-way trips during the weekday morning peak hour and 175 two-way trips during the weekday afternoon peak hour.

Compared with the traffic allowances considered in the previous studies for both 100 and 110-120 Broadway, overall site trip generation is the same as previously considered during the morning peak hour and negligibly increases during the afternoon peak hour.

3.0 RESPONSE TO COMMENTS

Transportation-related staff comments are provided within two memorandums prepared by City of Toronto staff: from the Development Engineering department, dated December 20, 2019, and from the Planning department, dated February 6, 2020. These comments are addressed in the following sections, and responses have been organized by comment with a summary discussion provided in each case, which refers, as appropriate, to technical materials provided within this letter.

3.1 DEVELOPMENT ENGINEERING COMMENTS DATED DECEMBER 20, 2019

Comment A.1.1.1

Please provide a new traffic signal with appropriate pedestrian crossing pavement markings at the Broadway Avenue and Redpath Avenue intersection.