



May 14, 2025

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**RE: 7-17 NIPIGON AVENUE – PICK-UP / DROP-OFF JUSTIFICATION LETTER
 WITHOUT PREJUDICE**

1.0 INTRODUCTION

BA Group has been retained by Yonge and Nipigon GP Inc. and Bento Developments to provide transportation consulting services in relation to the proposed redevelopment of the site municipally known as 7-17 Nipigon Avenue in the City of Toronto (herein referred to as “the site”, “proposed development”, or “the development”). The site is located in the Newtonbrook East neighbourhood of the City of Toronto, and is generally in the southeast quadrant of the Yonge Street and Steeles Avenue East intersection. It is bound by low-rise commercial development to the west, single detached residential dwellings to the east and south, and Nipigon Avenue to the north.

1.1 Background

BA Group initially prepared a transportation impact study as part of the initial Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application entitled “*7-17 Nipigon Avenue Proposed Residential Development, City of Toronto Urban Transportation Considerations – OPA/ZBA Submission*”, dated October 2023. The development proposal consisted of a 50-storey residential building with 620 dwelling units. A total of 76 vehicle parking spaces were proposed within a 3-level underground parking garage.

In addition, BA Group prepared a transportation impact study as part of the initial Site Plan Approval (SPA) application entitled “*7-17 Nipigon Avenue Proposed Residential Development, City of Toronto Urban Transportation Considerations – SPA Submission*”, dated October 2023. This report represented part of the SPA application being submitted to the City to permit the construction of the contemplated proposed development, which remained consistent. The report contained identical contents to the initial report prepared for the initial OPA and ZBA application with the addition of a signage and pavement marking plan provided.

Since the initial submission, City of Toronto staff have reviewed the application and provided transportation related comments via memoranda from Development Engineering and City Planning, dated May 8, 2024 and June 26, 2024, respectively.

In January 2025, the applicant appealed to the Ontario Land Tribunal (OLT) to permit the development of a 50-storey residential building with 620 dwelling units and amend the Official Plan and Zoning By-law. A tribunal-led mediation with the City was held on April 9, 2025 and April 22, 2025 to reach an agreement on the proposed plans. A settlement was reached on April 22, 2025 with the City to permit the proposed development of a 52-storey residential building with 603

dwelling units. Through the settlement process, the City has requested for a transportation letter reviewing the appropriateness of the proposed pick-up / drop-off (PUDO) facility provided on-site.

1.2 This Letter

Through the settlement process, the proposed development has been updated to consist of a 52-storey residential building with 603 dwelling units. A total of 3 short-term parking spaces have been proposed at-grade to facilitate the development's short-term parking needs (including pick-up / drop-off activity, taxis, ride-hailing, and small residential deliveries (such as food)). This letter has been prepared to review the appropriateness of the proposed short-term parking arrangements on-site.

2.0 PICK-UP / DROP-OFF (PUDO) CONSIDERATIONS

2.1 Forecast Short-Term Parking and Pick-up / Drop-off Accumulation

BA Group has undertaken short-term parking studies at several developments with similar transportation contexts to the Site. These studies captured short-term parking activity within designated spaces on-site as well as on adjacent streets (including on-street parking spaces). Recorded activities were considered as short-term parking if they had an observed interaction with the site (e.g. passenger pick-up / drop-off, delivery, etc.), if the vehicle was small (i.e. Type C and smaller), and if the interaction with the site occurred over a short period of time (i.e. 30 minutes or less).

Table 1 has been revised to include, where possible, the approximate date of occupancy, the range of retail uses at the applicable proxy sites, and information regarding the parking supply.

Summary information pertaining to each proxy site is provided in **Table 1**.

Table 1 PUDO Proxy Site Survey Information

Site	Municipality / Borough	Date of Occupancy (Approximate) ¹	Retail Uses	Visitor Parking Rate	Survey Date	PUDO Facility Type
15-33 Singer Court	North York	2012	Health & wellness shop, dentist, real estate agency, pharmacy, family practitioner	Unknown	Thurs. April 20 th , 2023	Designated PUDO Area
					Thurs. March 27 th , 2025	
115 McMahon Drive	North York	2019	Not Applicable	Unknown	Thurs. April 20 th , 2023	Designated PUDO Loop
					Thurs. April 3 rd , 2025	
225 Village Green Square	Scarborough	2020	Not Applicable	Unknown	Thurs. October 19 th , 2023	Designated PUDO Loop & Adjacent Parking Area
255 Village Green Square	Scarborough	2016	Not Applicable	Unknown	Thurs. October 19 th , 2023	Designated PUDO Loop
275 Village Green Square	Scarborough	2019	Not Applicable	Unknown	Thurs. October 19 th , 2023	Designated PUDO Loop & Adjacent On-Street Parking
25 Adra Grado Way	North York	2022	Not Applicable	Unknown	Thurs. March 23 rd , 2023	Designated PUDO Area & On-Street Parking
7161 & 7171 Yonge Street	Markham	2014	Physiotherapy clinic, dental office, optometry	1.10 spaces / unit	Thurs. January 12 th , 2023	Designated Layby Areas

Site	Municipality / Borough	Date of Occupancy (Approximate) ¹	Retail Uses	Visitor Parking Rate	Survey Date	PUDO Facility Type
			office, bank, medical centre, food establishments	(overall parking ratio)	Tues. January 17 th , 2023	
7165 & 7167 Yonge Street	Markham	2015	Shopping mall (retail establishments)	Unknown	Thurs. January 12 th , 2023	Designated Layby Areas
					Tues. January 17 th , 2023	
7089 Yonge Street & 1 Grandview Avenue	Markham	2019	Pharmacy, dentist, "beauty bar", additional retail space	1.10 spaces / unit (overall parking ratio)	Wed. January 24 th , 2024	Designated Layby Areas & On-Street Parking

Surveys were conducted to derive forecast accumulation rates on a per-unit basis for the site. The forecast accumulation rate was applied to the site's proposed 603 residential units to determine the expected 85th percentile, 95th percentile, and peak accumulation for the site over the course of a day. Results of the proxy surveys and application of the corresponding 85th percentile, 95th percentile and peak accumulation rate to the proposed development is provided in **Table 2**.

Table 2 Short-Term Parking and Pick-Up / Drop-Off Accumulation Summary and Forecast

Site	Number of Units	85 th Percentile Accumulation	95 th Percentile Accumulation	Peak Accumulation
Observed Accumulation Data				
15-33 Singer Court	1,131 units	0.004	0.005	0.007
		0.001	0.002	0.003
115 McMahon Drive	740 units	0.008	0.009	0.011
		0.002	0.003	0.005
225 Village Green Square	296 units	0.007	0.010	0.014
255 Village Green Square	363 units	0.004	0.007	0.009
275 Village Green Square	363 units	0.003	0.006	0.006
25 Adra Grado Way	482 units	0.006	0.008	0.010
7161 & 7171 Yonge Street	710 units	0.003	0.004	0.007
		0.003	0.004	0.006
7165 & 7167 Yonge Street	521 units	0.004	0.006	0.008
		0.004	0.006	0.010
7089 Yonge Street & 1 Grandview Avenue	213 Units	0.005	0.009	0.014
Average Accumulation Rate (Veh. / Unit)		0.004	0.006	0.008
Forecast Site Accumulation				
Site (7-17 Nipigon Avenue)	603 units	2 - 3 vehicles	3 - 4 vehicles	4 - 5 vehicles

Application of the observed average vehicle accumulation rate to the current proposal indicates that the 85th percentile vehicle accumulation is expected to be 2 to 3 vehicles.

2.2 Pick-Up / Drop-Off Temporal Demands

To determine when peak demands would typically occur, the short-term parking and pick-up / drop-off temporal demand profiles from three (3) proxy sites were reviewed. The proxy sites were 7161 & 7171 Yonge Street, 7089 Yonge Street & 1 Grandview Avenue, and 7165 & 7167 Yonge Street, which have very similar transportation contexts and total unit counts.

The proxy site surveys were conducted between 7:00am and 9:00pm. As described in **Section 2.1**, these studies captured short-term parking activity within designated spaces on-site as well as on adjacent streets (including on-street parking spaces). Recorded activities were considered as short-term parking if they had an observed interaction with the site (e.g. passenger pick-up / drop-off, delivery, etc.), if the vehicle was small (i.e. Type C and smaller), and if the interaction with the site occurred over a short period of time (i.e. 30 minutes or less).

The observed activities have been illustrated in “Pick-up / Drop-off Demand Profiles” which illustrate the vehicle accumulation for a 24-hour period and highlight the peak observed accumulation in green:

- **Figure 1** illustrates the Pick-up / Drop-off Demand Profile for 7161 & 7171 Yonge Street.
- **Figure 2** illustrates the Pick-up / Drop-off Demand Profile for 7089 Yonge Street & 1 Grandview Avenue.
- **Figure 3** illustrates the Pick-up / Drop-off Demand Profile for 7165 & 7167 Yonge Street.

The short-term parking and pick-up / drop-off activity is expected to peak within the study period (7 am – 9 pm). As a conservative approach, the profiles have been assigned an accumulation of one (1) vehicle outside of the study hours; in practice, dedicated pick-up / drop-off facilities are monitored by building management, and it is unlikely that a vehicle would be parked overnight.

The profiles demonstrate that the 95th percentile and peak vehicle accumulation are relatively rare occurrences at the sites throughout the day.

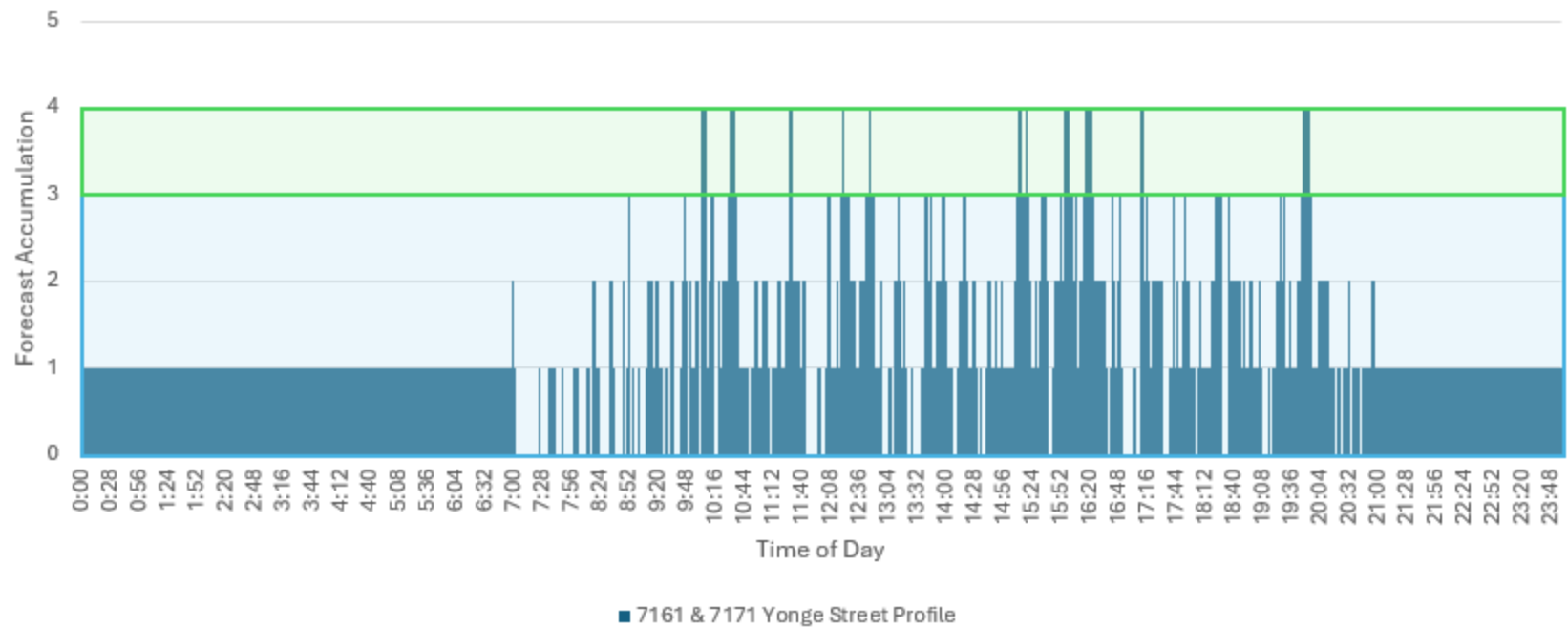


Figure 1 Pick-up / Drop-off Demand Profile for 7161 & 7171 Yonge Street

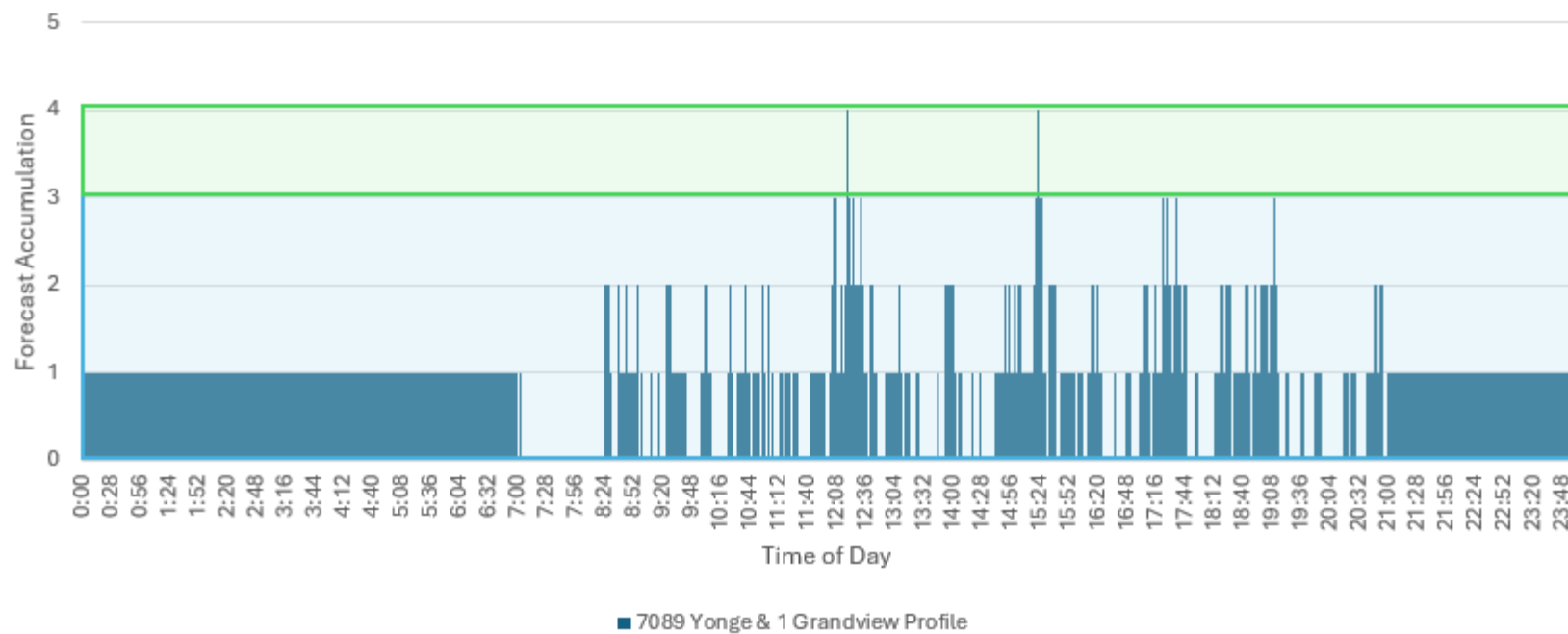


Figure 2 Pick-up / Drop-off Demand Profile for 7089 Yonge Street & 1 Grandview Avenue

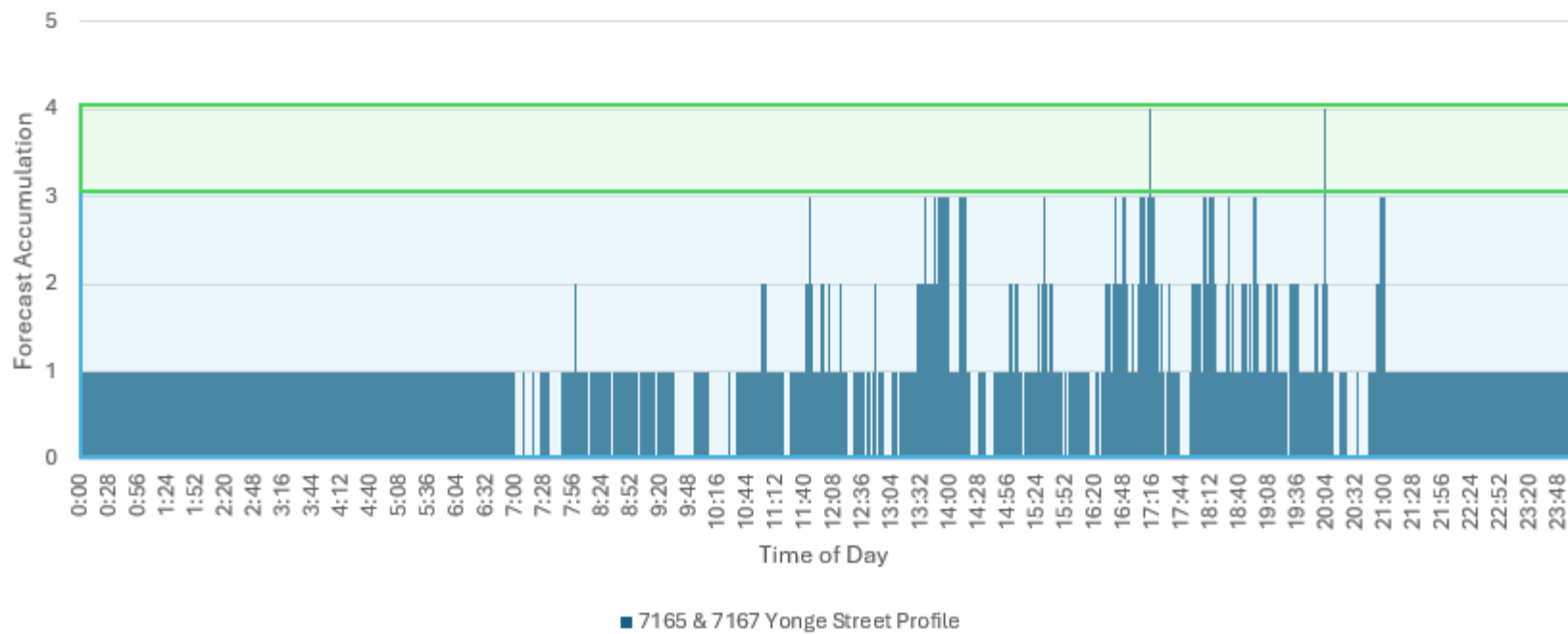


Figure 3 Pick-up / Drop-off Demand Profile for 7165 & 7167 Yonge Street

2.3 Observed Pick-Up / Drop-Off Approvals in North York Area

There has, over recent years, been a strong increase in the amount of activity that occurs at the “front door” of new and existing developments related to the increased use of auto-based shared mobility services (e.g., taxi and ride-hailing services), general carpooling, and door-to-door delivery services (i.e., food, grocery, package, and courier deliveries).

The increase in front door activity has – in part – been related to the reduction in parking needs of contemporary buildings across the City of Toronto and particularly in the most urban areas where a range of mobility options exist. This increase in activity has led to a consideration being required in the planning of new buildings regarding the appropriate accommodation of such short-term, vehicular front door activity whether it be managed on-site, off-site, or some combination of both.

While not formally required, on-site passenger pick-up / drop-off have been provided for many developments across the City in many different forms depending on the site design constraints and area context. BA Group has reviewed the pick-up / drop-off provisions that have been recently approved at other development sites within the general North York area, near existing and future major transit (e.g. TTC Subway Station). A summary of the pick-up / drop-off approvals for recent development applications within North York are provided in **Table 3**.

Table 3 Pick-Up / Drop-off Provisions of Approved Development Applications

Site	Municipality	Completion Date	Proximity to Rapid Transit	No. of Units	PUDO Spaces Provided	PUDO Ratio
5915 Yonge Street	North York	2024	500 m	496	2 spaces	0.004 spaces / unit
5840 Yonge Street	North York	2025	450 m	407	2 spaces	0.005 spaces / unit
36 Olive Avenue	North York	Under Construction	350 m	379	2 spaces	0.005 spaces / unit
6355 Yonge Street	North York	Pre-Construction	1.8 km	615	3 spaces	0.005 spaces / unit

Based on the above, it is evident that several residential development approvals within the North York area with comparable development characteristics have been approved and constructed for pick-up / drop-off ratios ranging from 0.004 to 0.005 spaces per unit, which generally accommodates for the expected demand of 85th percentile vehicle accumulation. The approvals precedence above indicates that the proposed pick-up / drop-off provision for the site is appropriate.

2.4 Site Accommodation of Forecast Short-Term Parking and Pick-Up / Drop-Off Demands

The current site concept plan proposes three (3) on-site short-term parking spaces, as illustrated in **Figure 4**. This proposed supply accommodates the expected 85th to 95th percentile short-term activity anticipated for the site, as detailed in **Section 2.1**.

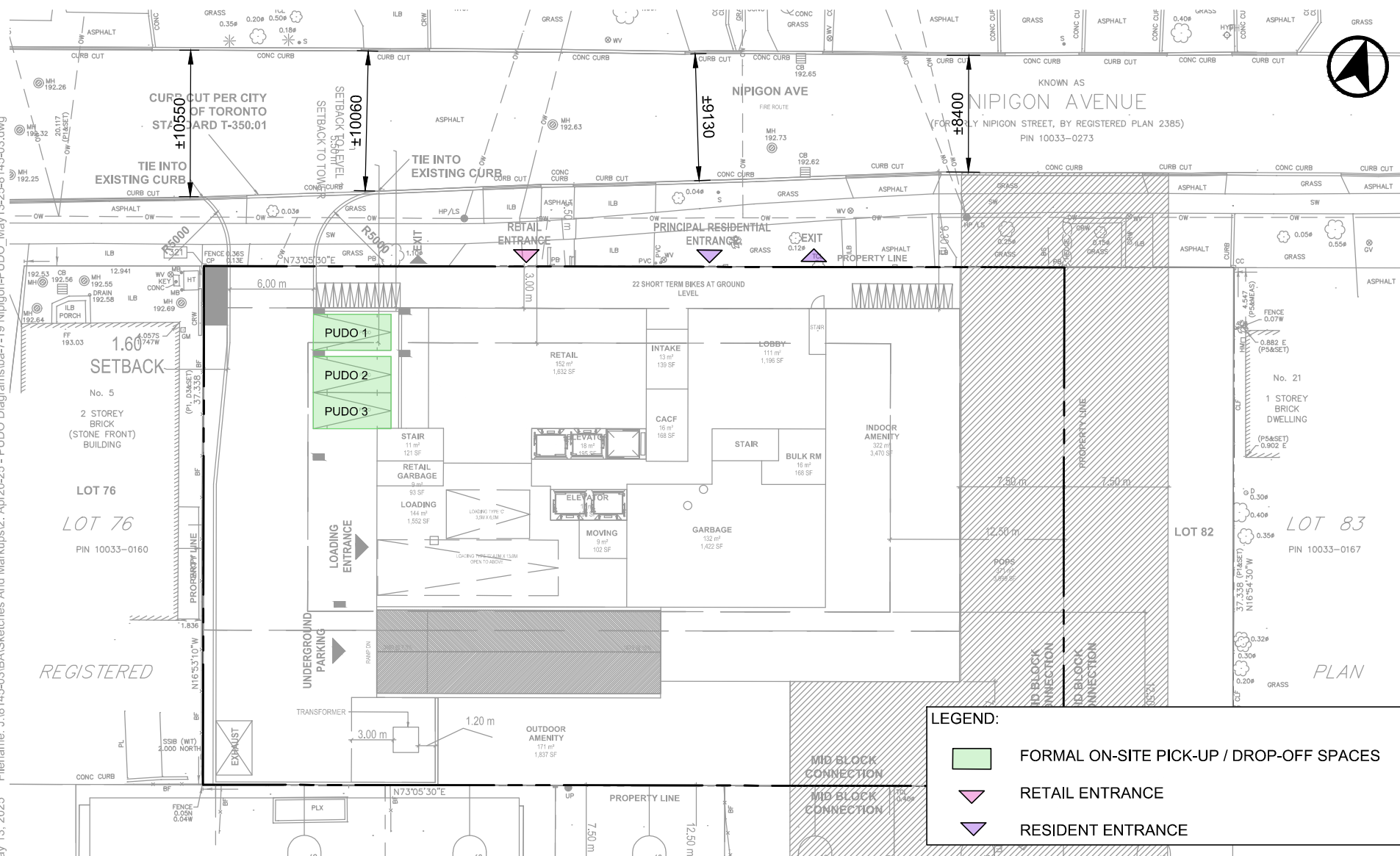
As noted in **Section 2.1**, short-term activity can occur in a variety of locations and spaces based on a variety of factors. The site provides an internal driveway connection, which provide additional off-street opportunities to accommodate short-term activity. It should also be noted that a proportion of the expected 95th percentile accumulation in this review already includes Type C delivery and courier vehicles, it is reasonable to consider that some excess activity above the 95th percentile can be also accommodated within the Type C loading space on-site.

The site is also located adjacent to a local road (Nipigon Avenue). The pavement width for Nipigon Avenue along the site frontage is approximately 8.4m wide (on the east side of the site) to 10.5m wide (on the west side of the site), as measured from curb-to-curb through the topography and survey plan. TTC has advised that Wheel-Trans pick-up / drop-off will occur from Nipigon Avenue, with an appropriate sidewalk connection from the curb to the residential entrance to be included as per TTC comments via a memorandum dated May 30, 2024. The Nipigon frontage can accommodate the TTC Wheel-Trans vehicle temporarily pulled over to the south curb. It should be noted that the TTC Wheel-Trans pick-up / drop-off area on Nipigon Avenue along the site frontage will continue to maintain a minimum of 6.0m wide pavement width and not disrupt the two-way traffic flow.

It should be noted that this proposed pick-up / drop-off condition is similar to the condition recently approved for the 6355 Yonge Street development, as outlined in **Section 2.3**.

Based on the foregoing, the proposed on-site short-term parking facilities are considered appropriate to meet the short-term parking and pick-up / drop-off demands associated with the site.

File name: J:\16145-03\16145\Sketches and Markups\2 - April 24-25 - PUDU diagrams\08-7-19 Nipigon-PUDU_May 13-25-21\16145-03.dwg
Date Plotted: May 13, 2025



7-19 Nipigon Ave

Short-Term Activity Accommodation Locations



BA Group

Project: 7-19 Nipigon
Project No. 8145-03
Date: May 13, 2025
Revised:

Drawing No. **FIG-04**

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Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink that reads "Tony Shih". The script is fluid and cursive, with the first letters of "Tony" and "Shih" being capitalized and prominent.

Tony Chao-Wei Shih, P.Eng.
Associate