



2019-05-29

Mark Liddy, P.Eng.
91 Eglinton Limited Partnership
1 Steelcase Rd W. Unit 8
Markham, ON
L3R 0T3

Subject: 91 and 131 Eglinton Avenue East, and 5055 Hurontario Street Transportation Study - Response to Comments

Attention: Mr. Liddy

WSP was retained to complete a Transportation Study for the proposed residential development located at 91 and 131 Eglinton Avenue East, and 5055 Hurontario Street, in the City of Mississauga.

The proposed residential development consists of six condominium towers with townhomes in the northeast corner of the property, for a total of 2,542 units. A total of 5,646 vehicular parking spaces, and 24 short-term and 1,861 long-term bicycle parking spaces are proposed for the site. The subject lands are to be serviced by private driveways connecting to the future extensions of Thornwood Drive and Armdale Road.

A Transportation Study was completed by WSP for the subject lands in September 2018 along with a Technical Memo regarding the Belbin Street extension, dated June 2018. Subsequently, comments were received from the City of Mississauga, dated February 6th, 2019, which are provided in **Attachment 1**. WSP discussed the transportation comments with the City on March 16, 2019 and the approach for addressing them. The brief synopsis of the discussion is provided in **Attachment 2**. All comments directly related to the September 2018 Transportation Study and June 2018 Technical Memo, as well as comments regarding waste collection (below in red) have been addressed within this letter. The contents of this letter are based on the latest site plan, dated April 24th, 2019, which is provided as **Attachment 3**.

CITY OF MISSISSAUGA PLANNING AND BUILDING

URBAN DESIGNER COMMENTS

3. The movement of garbage and service vehicles is not to Regional Standards and not supported by Urban Design. (Page 12)

The garbage collection loading spaces for the condominium towers were assessed using the front-end bin loading waste collection vehicle specifications within Appendix 1 of the Region of Peel Waste Collection Design Standards Manual. The garbage collection areas for the townhouses were assessed using the side-loading cart waste collection vehicle specifications. In addition, the following design requirements are specified in the Region's Standards:

- All roads shall be designed to have a minimum width of 6 metres;
- The turning radius from the centerline must be a minimum of 13 metres on all turns; and
- The waste collection vehicle shall not be permitted to back-up onto a municipal road allowance.

At the March 27th, 2019 City Council Meeting, a motion has been adopted to further process the application without the extension of Belbin Street as a public road and to convey public access easement over the private roadway. The minutes from the meeting are included in **Attachment 4**. All private driveways have been designed with pavement width of 8.5m

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and centerline curb radii exceeding the requirements from Peel Region Waste Management. The vehicle maneuvering for the condominium loading spaces, the curb-side collection for the townhouses, and the internal turning radii assessment diagrams are provided in **Attachment 5** as follows:

- Figure 1 – Figure 4: Garbage Truck Maneuvering for Condominium Loading Spaces;
- Figure 5: Garbage Truck Maneuvering for Curb-Side Collection of Townhouses; and
- Figure 6: Internal Circulation Turning Radii Assessment (Phase 1, 2 and 3)

It should be noted that waste bins from townhouse units of building H3 will be collected at a centralized curb-side location just to the south of the block, which is labelled in the latest site plan. Residents will only be responsible for putting out the waste bins onto their individual driveways. Responsibility to move the waste bins from resident driveways to the centralized collection area, and return them to the residents' driveways following collection, would fall on the property management staff.

7. *Pedestrian Walkways - Provide greater emphasis on pedestrian safety throughout the plan. Consider defined pedestrian crossings at all intersections and emphasize safe movement throughout the site. Further detail is needed to design pedestrian and vehicular areas to create a safe environment maintaining the curbless design. Please demonstrate how pedestrian areas will be differentiated from vehicular areas and how pedestrian crossing area will be articulated. (Page 14)*

Figure 7 of Attachment 5 illustrates the proposed pedestrian connections such as sidewalks and crosswalks provided on-site. Crosswalk markings are proposed to be added to the north leg of the intersection of Thornwood Avenue at Eglinton Avenue to be consistent with OTM Book 11, Figure 32 and the existing crossings at the remaining three legs of the intersection. Crosswalk markings are also proposed at the all-way stop intersection of Thornwood Avenue and Armdale Road to be consistent with the pedestrian crossing treatment shown in Figure 48 of OTM Book 15. A mid-block pedestrian crossover Level 2 Type D, consistent with OTM Book 15, Figure 42 is proposed within the site to provide a pedestrian connection for Towers A and B to the outdoor amenity and public park. A Crossride facility, consistent with OTM Book 18, Figure 4.103 is proposed for the proposed Multiuse Path (MUP) crossing the future Armdale road. The sidewalks and drive aisles within the development would be finished in pavers of different textures to provide a pedestrian friendly environment and differentiation to vehicular space. In addition, Towers A, B, D, and E will all be connected to the public park via walkways on the concourse level, provide a grade separated and sheltered pedestrian connection between those buildings and to the park.

9. *Garbage and Loading Access - The garbage and loading areas should be consolidated with vehicular access and should be concealed inside the buildings. Loading, garbage/recycling, and vehicular parking should occur internally with one controlled access point. The garbage/loading vehicle should be able to maneuver internally and drive out in a forward direction. Redesign garbage and loading areas to avoid trucks reversing over sidewalks and pedestrian areas. Please consider consolidating the number of garbage/loading areas for towers that share the same podium including Towers E & F and Towers A & B. (Page 15)*

At the City Council Meeting on March 27th, 2019, a motion was adopted to further process the application without the extension of Belbin Street as a public road and to convey public access easement over the private roadway. Peel Region Waste Management confirmed, in writing on March 14, 2019, that the Region will allow waste collection vehicles to reverse onto the private roadways on site even with the public access easement conveyed over these roadways. Furthermore, four out of the six loading paces provided on site will be consolidated with garbage pick-ups, and all will be located inside the proposed buildings.

1. *This department is in receipt of a Traffic Impact Study dated September 11, 2018 by WSP and have the following comments:*

- a. *Extension of Belbin Street from Armdale Road to Eglinton Avenue is a requirement;*

The technical memo regarding the Belbin Street extension has shown that the Belbin Street extension undesirable given the following site-specific contexts:

- Significant grade differences exist between the subject property and the neighbouring plaza;
- The proximity of the proposed location of the Belbin Street extension to the existing service entrance to the adjacent plaza;
- The existence of a concrete barrier dividing the east/west lanes of Eglinton Avenue East for the entire length of the plaza and the subject lands restricts the proposed extension of Belbin Street to a right-in/right-out only access.

Since then, a motion has been adopted at the March 27th, 2019 City Council Meeting to further process the application without the extension of Belbin Street as a public road and to convey public access easements over the private roadway.

b. Complete All-Way-Stop warrants for Thornwood Drive at Armdale Road for 2023 and 2028 future conditions;

WSP acknowledges this comment and has completed All-Way-Stop warrants for the Thornwood Drive at Armdale Road intersection for 2023 and 2028 future conditions. The warrant analysis shows that all-way-stop control is warranted for the intersection for both 2023 and 2028 future conditions. The detailed analysis is attached in **Attachment 6**.

c. 4.2.1 Corridor Traffic Growth: Based on Appendix G, WSP requested growth rates for Hurontario Street from Elm Drive to Fairview Road and Central Parkway West, west of Hurontario. However, Table 4.2 uses Eglinton Avenue Projected Future Growth Rates. Confirm if those growth rates were provided by the City;

Growth rates for Hurontario Street were provided by the City and were included in the original report in Table 4.1.

d. 4.2.1 Corridor Traffic Growth: Table 4.1 growth rates do not match up to the rates provided in Appendix G from the City of Mississauga;

Appendix G of the report included an older e-mail from the City for the growth rates. The correct growth rates were received on March 19, 2018 and were correctly applied in the study. The e-mail correspondence from March 19, 2018 with the correct growth rates are included in **Attachment 7**.

e. Comments regarding parking requirements and parking justification for a reduction in parking spaces will be provided by the Development Application Planner on file;

WSP acknowledges this comment

f. 9.0 Transportation Demand Management: It should be noted that the City of Mississauga does not issue Pre-loaded PRESTO cards, all costs associated with TDM initiatives are to be borne by the developer;

WSP acknowledges this comment

g. Further updates to the Traffic Impact Study may be required based on any changes to the Site Plan or through the Public Consultation Process.

WSP acknowledges this comment

2. *This department is in receipt of a Technical Memo dated June 15, 2018 by WSP in regards to the Belbin Street extension and have the following comments:*

- a. *The road network for Year 2023 within the proximity of Belbin Street/Armdale Rd has NOT been properly assumed. Based on the approved Summit Eglinton development and 8 Nahani Way, Belbin Street will be extended northerly to Nahani Way. As a result, the future road network shall include the intersections of Nahani Way at Hurontario St; Belbin St at Nahani Way; and Belbin St at Preston Meadow Ave;*

No site traffic from the proposed development is assigned northbound on Belbin Street. Therefore, the intersections of Nahani Way at Hurontario Street; Belbin Street at Nahani Way; and Belbin Street at Preston Meadow is not expected to be impacted by the site traffic and was not be assessed.

- b. *Intersection operations at Eglinton Ave and Hurontario St are anticipated to deteriorate greatly due to LRT operations and adjacent high-density developments. As such, the City's long-term vision is to have Belbin St stretched from Eglinton Ave to Nahani Way in order to alleviate traffic congestions in this area. This study contains an alternative scenario with the extension of Belbin St (to Eglinton Ave) and concludes that the extension is NOT required from an operational perspective. However, we consider that the traffic analysis presented in the study is NOT sufficient to justify this conclusion due to the following factors:*

- *The background traffic development with respect to the road network with the Belbin St extension (to Eglinton Ave) is concerning. Comparison of Figure 3-5 (w/o extension) and Figure 3-6 (with extension) suggest that only the trips on Thornwood Drive and Forum Drive were diverted onto the Belbin St extension. Staff notes that the diverted Belbin St trips shall come from all parallel streets including Hurontario Street, especially given the anticipated delays at Hurontario St/ Eglinton Ave. (e.g. the AM WBR movement will experience approximately 400s delay in the future.)*

The estimated WBR volume on Eglinton Avenue at Hurontario Street (Shown in Figure 6.2 in the report) are 81 vehicles in the AM peak hour and 73 vehicles in the PM peak hour. While some of these volumes could be diverted to use the proposed Belbin Street extension, the impact of the diversion would be minor and would not change the overall conclusion of the report.

- *The AM VISSIM model volumes (provided by the City) at Eglinton Ave / Hurontario St are approximately 35%-40% higher than the utilized background traffic volumes based on City's grow rates. The study should clarify the resulted deviations on the capacity analysis.*

The VISSIM model volumes that were prepared as part of the Environment Assessment (EA) for the Hurontario LRT (provided by the City on June 15, 2018) are lower than those based on growth rates used in our study provided by the City. This was documented in Table 6.6 of the report and in Appendix F. However, for the purpose of this response letter, we have also estimated the turning movement volumes at the Hurontario Street at Eglinton Avenue intersection using link volumes from the EA VISSIM model outputs using the Fratar method and assessed the intersection operations in Synchro. The results are shown in **Table 1** below with results from the TIS report also shown for comparison. 2028 Future Total analysis results from the TIS report are shown instead of those from the technical memo as there had been changes to the site plan with corresponding adjustments to the analysis between the submission of the technical memo and the TIS report. Further minor changes to the site plans had been made since the submission of the TIS report based on the latest site plans at the time of this letter, but those do not impact the analysis in any meaningful manner (number of units decreased from 2,580 to 2,542).

Table 1: Comparison of Future Total Intersection Operations at Hurontario and Eglinton

Intersections	Weekday A.M. Peak			Weekday P.M. Peak		
	LOS	Delay (sec)	(V/C Ratio)	LOS	Delay (sec)	(V/C Ratio)
2028 Future Total Conditions Based on City Growth Rates						
Overall	F	80	1.12	F	106	1.2
EBL	E	63	0.92	F	195	1.24
EBT	F	110	1.11	-	-	-
WBT	-	-	-	F	144	1.22
NBL	F	161	1.14	F	172	1.21
NBT	C	31	0.86	E	58	0.88
SBL	E	65	0.91	F	122	1
SBTR	f	98	1.12	F	117	1.15
2031 Future Conditions Based on VISSIM Models Report						
Overall	E	57	0.98	E	63	1.02
EBL	D	45	0.67	F	109	1.02
EBT	E	72	0.98	D	37	0.41
WBT	D	51	0.44	E	76	1.01
NBL	C	23	0.44	F	106	0.85
NBT	E	61	0.97	E	72	0.99
SBL	F	95	0.96	F	140	1.00
SBTR	D	48	0.93	D	46	0.80

As can be seen from Table # above, analysis results based on the Hurontario LRT EA VISSIM model outputs are significantly better level-of-service (LOS) and delays than those presented in the TIS report for the 2028 horizon which used the more traditional TIS approach. This demonstrates that the future background scenario presented in the TIS report did not underestimate the future background volumes along Hurontario Street and Eglinton Avenue East, but is rather a conservative estimate of the future conditions.

- *Queuing analysis for the intersection of Eglinton Ave and Hurontario Street shall be included and referenced in the discussion of Other Operational and Functional Issues (Page 35).*

Queuing analysis of the Eglinton Ave and Hurontario Street intersection are presented for both the analysis from the TIS report and the new analysis carried out based on the EA VISSIM model outputs in **Table 2** below.

Table 2: Comparison of Future Background Queuing at Hurontario and Eglinton

Movements	Available Storage (m)	2028 Future Total Conditions Based on City Growth Rates		2031 Future Total Conditions Based on VISSIM Models Report	
		Weekday A.M. Peak	Weekday P.M. Peak	Weekday A.M. Peak	Weekday P.M. Peak
EBL	60	99	115	66	120
NBL	85	58	102	10	51
SBL	95	89	97	98	103

*Only storage lane with 95th queue exceeding the available storage length are shown

As was the case for the traffic operations results presented in Table 1, queuing analysis results based on the EA VISSIM model outputs are similar or better than those presented in the TIS report.

City may undertake a modeling exercise to obtain accurate trip redistribution as a result of the Belbin St extension and direct its use in this traffic impact study.

WSP acknowledges this comment

- c. Pinnacle is currently seeking to amend the previous approval to allow for an increase of 1,140 units (File # OZ 18-11) over the existing permission (2,095 units). The increase of 1,140 units shall be accounted for in the alternative scenario;*

The City provided WSP with the opportunity to make a copy of the 2011 IBI report for the Pinnacle Development on April 10, 2018 to use for this study. The proposed development magnitude stated in the 2011 report was 2408 units. This was also included in the proposed TOR. The analysis is not updated for the proposed additional density for the Pinnacle Development as the applicant for that development should be preparing their own studies for increased density.

- d. Traffic volume diagrams for background developments shall be provided separately from the total background traffic diagrams;*

Traffic volume diagrams for the individual background developments included in the study are provided as **Figures 8 to 11 of Attachment 5**.

- e. Phasing description of the subject development shall be included;*

Phasing information has been included on page 4 of the TIS report, where Tower A/B and podium buildings will constitute phase 1, Tower D and podium buildings will constitute phase 2, Tower E and podium buildings will constitute phase 3, Tower G and podium buildings will constitute phase 4. As documented in Section 5 of the report, phases 1 & 2 were included in the 5-year study horizon (2023) and phases 3 & 4 in the 10-year study horizon (2028).

- 3. The Belbin Street road extension from Armdale Road to Eglinton Avenue East is a requirement, revise Site Plan accordingly*

A motion was adopted at the March 27th, 2019 City Council Meeting to further process the application without the extension of Belbin Street as a public road and to convey public access easements over the private roadway. Therefore, the site plan was not revised to include the Belbin Street extension.

The applicant is to ensure convenient and safe pedestrian linkage is provided within the development site, specifically connecting pedestrians from Tower A/B/G to the proposed public park through the use of pavement markings, signage and the Ontario Traffic Manual - Book 15;

As the intersection of Thornwood Drive and Armdale Road will be all-way-stop controlled, crosswalk at the intersection will provide pedestrian connection between Tower G and the proposed park, as well as from Tower G to Tower D. Pedestrian connection between Tower A/B and the proposed park will be provided by a proposed mid-block crosswalk situated in front of the drop-off entrance. Based on the evaluation criteria provided in Figure 2 of the Ontario Traffic Manual (OTM) Book 15, a crosswalk is recommended at this location as it on the pedestrian desire line given the proximity of the entrance to the public green space to the north. The crosswalk will be constructed to the specification of a Level 2 Type D crosswalk as illustrated in Figure 42 of the OTM Book 15 based on the expected vehicular volume and the selection criteria shown in Table 7 of the OTM Book 15. Tower A/B and Tower G will also be connected by pedestrian crosswalk at the Eglinton Avenue East and Thornwood Drive intersection. Finally, Towers A, B, D, and E will all be connected to the public park via walkways on the concourse level, provide a grade separated and sheltered pedestrian connection between those buildings and to the park.

Clarify the vertical clearance for the loading/parking entrances;

The vertical clearance at the loading entrances at the garage doors for the loading area will be 4.4m and there will be a 7.5m overhead clearance at the collection points. This is sufficient to accommodate Peel Region's front-loading waste collection vehicles (4.31m without bin lifted and 6.15m with bin lifted), and meets the Peel Region requirements from the Waste Collection Design Standards Manual, dated December 2015.

The site plan shall be revised to:

- a. Dimension the existing driveway width at the street line, and the proposed driveway width at the property line and the street line to determine the width(s) of curb works required.*
- b. Identify the portions of the municipal sidewalk and curb across the proposed access as Heavy Duty.*
- c. Dimension the entrance curb radii and make reference to O.P.S.D. 350.010.*
- d. Indicate the municipal curb and sidewalk continuous through the driveway.*
- e. Delete the portion of curb and sidewalk through the access at the controlled intersection, therefore being constructed to local roadway standards - remove portions of private curbing proposed within the municipal boulevard, or between the municipal sidewalk and curb as applicable.*

The revised site plan that includes the above items is provided in **Attachment 3**. municipal sidewalk and curb across the proposed access will be labelled as "Heavy Duty" in architectural plans to be produced at a later date which will be included in any subsequent technical submissions.

- 4. The applicant is advised that based on the profile, size and density of the proposed development, Transportation & Works may retain a peer reviewer for the Traffic Impact Study through the use of our Fees and Charges By-Law (By-Law 155-17) to be paid for by the applicant.*

WSP acknowledges this comment

- 5. Extension of Belbin Street from Armdale Road to Eglinton Avenue East is a requirement for proposed development.*

Refer to response to comment 1.a. above

- As outlined in the Section 8.2.2.3 and 9.3.1.5 of the Official Plan, the City will strive to create a fine-grade system of roads that seek to increase the number of road intersections and overall connectivity throughout the city;*

WSP acknowledges this comment

- Section 8.2.2.7 of the Official Plan states, Future additions to the road network should be public roads. Public easements may be required where private roads are permitted;*

WSP acknowledges this comment

- Through consultation with Mississauga Fire, extension of Belbin Street to Eglinton Avenue East is necessary for emergency purposes*

As was outlined earlier, a motion was adopted at the March 27th, 2019 City Council Meeting to further process the application without the extension of Belbin Street as a public road and to convey public access easements over the private roadway. In addition, the proposed private roadways meet the dimension requirements of the Ontario Building Code (OBC) for emergency service access (6 m widths and 12 m turning radii).

6. *The portion of the driveway within the municipal boulevard is to be paved by the applicant*

WSP acknowledges this comment

All landscaping and grading within close proximity to the proposed access points is to be designed to ensure that adequate sight distances are available for all approaching and exiting motorists and pedestrians;

Figures 12-14 of Attachment 5 identifies hatched areas that need to be kept clear of all sight line obstructions. Based on TAC Section 8.9.3 it is not necessary to eliminate landscaping from the vicinity of the driveways to provide the required sight distance. Ground cover planting and low shrubs, or trees with high canopies, can be used effectively without affecting the sight lines of the driver.

All damaged or disturbed areas within the municipal right-of-way are to be reinstated at the applicant's expense;

WSP acknowledges this comment

The applicant will be required to submit an Access Modification Permit (<https://www.mississauga.ca/portal/services/twformscentre>)

WSP acknowledges this comment

Considerations for Site Driveways on Thornwood Drive

While the urban design panel desired full movements at the site driveways on Thornwood Drive, there would be a number of operational challenges if that was permitted. The proposed driveways are located approximately 55m north of Eglinton Avenue. Given the close proximity, a full moves driveway would result in the following traffic operations challenges:

- The estimated southbound left turn queues under 2028 total traffic conditions are 89m in the AM peak hour and 86m in the pm peak hours and would block the site driveways;
- The northbound left into the site would be from a shared left-through lane and the left turn vehicle waiting for a gap to turn into the site could block northbound through vehicles that could result in potential spill back to Eglinton Avenue. In the critical pm peak hour this would result in approximately 2 left turn vehicles every minute interfering with through traffic, which is significant;
- A northbound left turn vehicle would interfere with left turn vehicles exiting the driveway on the east side of Thornwood Drive; and
- A southbound left turn vehicle would interfere with left turn vehicles exiting the driveway on the west side of Thornwood Drive.

In addition, there are still sufficient and convenient accesses for vehicular, pedestrian and active transportation movements into and from the site without providing full movements at the driveways on Thornwood Avenue, this includes passenger vehicles as well as larger vehicles such as garbage trucks, fire trucks and moving trucks. The recommended lane configuration at Thornwood Drive and Eglinton is shown in **Figure 15 of Attachment 5**.



If you have any questions about the content of this letter, please do not hesitate to contact us.

Regards,

A handwritten signature in blue ink, appearing to read 'David Lukezic'.

David Lukezic, M.Eng., LEL, RPP
Project Manager, Transportation Planning

A handwritten signature in black ink, appearing to read 'TianYang Lin'.

TianYang Lin, M.Eng.
Designer EIT, Transportation Planning

WSP ref.: 181-02747

- Encl.: Attachment 1 – City of Mississauga Comments, dated February 6th, 2019
Attachment 2 – Synopsis of WSP discussion with City regarding comments, dated March 26, 2019
Attachment 3 – Proposed Site (Ground Floor) Plan, dated April 24th, 2019
Attachment 4 – Minutes from Council meeting, dated March 27th, 2019
Attachment 5 – Figures
Attachment 6 – All-stop intersection control warrant analysis
Attachment 7 – Discussion with City regarding growth rates, dated March 19th, 2018

ATTACHMENTS

1

CITY OF
MISSISSAUGA
COMMENTS
(EXCERPTS)

PLANNING APPLICATION STATUS REPORT



*P&B/Planning & Building Dept
P&B/Develop & Design Division
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
Tel: (905) 896-5511
Fax: (905) 896-5553*

File: 21T-M 18 5
Applicant: BROLL, GLEN
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building
Address: 5055 HURONTARIO ST.
91 EGLINTON AVE. E
General Location: NW HURONTARIO ST AND EGLINTON AVE EAST

MILESTONE DESCRIPTION

Milestone	Description
RECOMMENDATION REPORT	Required prior to planner preparing Recommendation Report to PDC
1ST SERVICING SUB	Required prior to making first servicing servicing submission
INFO REPORT	Required prior to planner preparing Information Report to PDC.
REGISTRATION	Required prior to registration of M-Plan
NOTE:	Note for applicant's information only - no action required.
SERV AND/OR DEV. AGT	Required prior to finalization of Servicing and/or Development Agreement
SERV AGRT	Before finalization of Servicing Agreement.
PLAN REGISTRATION (SCHEDULE B)	Clause to be included into Schedule 'B' of the Development Agreement
DRAFT APPR	Required prior to draft approval.
PLAN REGISTRATION (SCHEDULE C)	Condition to be included into Schedule 'C' of the Development Agreement



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File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

No	Milestone	Condition
1	RECOMMENDATION REPORT	<p>UD01 Major Issues - To summarize, major issues have been identified with the site planning and design of the proposed development related to the following:</p> <ul style="list-style-type: none">- Official Plan Policies for Uptown Major Node - Excessive height and does not promote a diversity of uses- Official Plan Policies for Uptown Special Site 2 - Acceptable egress and ingress to the site has not been demonstrated- Official Plan Policies for Road Networks - A fine grained-system of roads has not been demonstrated and future connectivity in the Uptown Node will be negatively impacted- Official Plan Policies for Chapter 9 - Inadequately addresses several policies including City Pattern, Public Realm, Movement, Context, Transition, and Parking Servicing & Loading- Mississauga's Downtown Built Form Standards - Tower floor plate sizes are too large, tower separations in some locations are too close, podium design is not well articulated, and environmental impacts from wind and shadow are severe- Technical issues related to garbage/service, frontages, amenity space, sun/shadow, wind/microclimate, noise, CPTED, and overlook <p>The urban design comments to follow will detail these major concerns.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-02-05 04:31:15</p>
2	RECOMMENDATION REPORT	<p>UD02 OP Uptown Heights - The proposed development does not meet OP Policies for the Uptown Node regarding height:</p> <p>Refer to OP Policy 13.1.1.2 for lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys is required</p> <ul style="list-style-type: none">- Towers A, B, D, E, F and G range in heights between 45 and 30 stories and are in excess of the maximum height requirement <p>Refer to OP Policy 13.1.1.3 proposals with heights more than 25 storeys will only be considered where it can be demonstrated to the City's satisfaction the following:</p> <ol style="list-style-type: none">an appropriate transition in heights that respects the surrounding context is achieved; this is not satisfied in the following ways:<ul style="list-style-type: none">- Towers F, D, and G do not transition appropriately to the adjacent context- Towers F, D, and G do not step down appropriately to address the adjacent context- Landscape buffers are not significant and do not help with transitionthe development proposal enhances the existing or planned development; this is not satisfied in the following ways:<ul style="list-style-type: none">- The surrounding context will be negatively impacted by the development in terms of sun/shadow, wind, and visual impactsthe City Structure hierarchy is maintained; this is not satisfied in the following way:<ul style="list-style-type: none">- The development is not compatible with the approved plans that surround the sitethe development proposal is consistent with the policies of the Official Plan; this is not satisfied in the following ways:<ul style="list-style-type: none">- Refer to the inconsistencies with the OP noted in UD Comment #1 and items a - c above <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-02-06 05:03:55</p>

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

No	Milestone	Condition
3	RECOMMENDATION REPORT	<p>UD03 OP Uptown Special Site 2 - The proposed development is inconsistent with Uptown Special Site 2 policies in the OP</p> <p>13.4.4.2.2 Uptown Special Site 2 states that the following additional policies will apply to the site:</p> <p>a. A concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;</p> <p>The concept plan does not adequately address these policies in the following ways.</p> <p>Compatibility of building form is not suitable</p> <ul style="list-style-type: none">- There are major issues with the compatibility of the proposed development to the surrounding context with a proposed significant increase in density compared to the adjacent sites- The heights of the proposed towers do not transition appropriately to the adjacent context and are overbuilt particularly close to the existing property lines- The proposed buildings are not designed in a manner which reflects the scale, character, and massing of the surrounding area- The compatibility of building massing, frontages, materials, and architectural details do not address the abutting streets and intersections appropriately- The tower floor plate sizes and tower separations do not meet Mississauga's Built Form Standards for high rise buildings- The height and density of the development are substantially in excess of the existing and planned context of the area <p>Acceptable ingress and egress arrangements is not satisfactory</p> <ul style="list-style-type: none">- The proposed streets and blocks compatible with the planned LRT on Hurontario Street and a suitable pedestrian environment has not been provided appropriately for the scale of the project- The ingress and egress proposed does not respect approved plans for the surrounding area that should include an extension of Belbin Street as a public road intersecting with Eglinton Ave.- The need for a public dedicated road that extends Belbin Street to Eglinton Ave has not been provided- The movement of garbage and service vehicles is not to Regional Standards and not supported by Urban Design

Created : 2018-11-23 04:25:44

Last Modified : 2018-11-26 11:15:56

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

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Contact: Michael Votruba Tel. (905) 615-3200 x5759

No	Milestone	Condition
4	RECOMMENDATION REPORT	<p>UD04 Height - Reduce the tower heights to be in conformance with the following:</p> <ul style="list-style-type: none">- Building F - Transition to the neighbouring context with a mid-rise building in the location of Building F. Create a lower podium with a height that matches the planned context on the north side of Armdale Road east of Belbin Street. Remove Tower F and mimic the podium heights of residential tower D.- Building G - Please consider mid-rise heights for tower G. Transition to the neighbouring townhouse context with a mid-rise podium for Building G with a maximum height of 6 stories. Remove the terracing portions of the tower that are between 7 stories and 16 stories. Create a stepback at level 4 facing the townhouses to the east. Limit the height of Tower G to improve the transition to the residential area to the east of the site.- Vary the tower heights by increments of three stories. Towers heights should contribute to the massing and articulation of the development. Tower heights should start with a maximum height of 25 storeys consistent with the Official Plan at the southwest corner of the site closest to Hurontario St. and step down to a maximum of 4 storeys at the northeast corner. <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:15:56</p>
5	RECOMMENDATION REPORT	<p>UD05 Tower G - The massing of Tower G should be greatly reduced please see the recommendations in the UD Height Comment. Further to these recommendations the scale of Block G is too large. Please consider breaking down the scale of Block G by extending the private street that runs parallel to Eglinton Ave. to connect with the private street that runs along the east side of the site. UD05 Tower G - The massing of Tower G should be greatly reduced please see the recommendations in the UD Height Comment. Further to these recommendations the scale of Block G is too large. Please consider breaking down the scale of Block G by extending the private street that runs parallel to Eglinton Ave. to connect with the private street that runs along the east side of the site. Break the building into two blocks that are separated by the new street extension. Medium density should be considered for the Tower G Block with lower heights that transition to the height of the adjacent 2.5 storey townhouses.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-12-04 12:17:49</p>

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

No	Milestone	Condition
6	RECOMMENDATION REPORT	<p>UD06 Belbin St Extension - Please refer to the following OP Policies. A fine grain road network is essential to the future planning and connectivity of the Uptown Node area.</p> <p>8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.</p> <p>8.2.2.5 Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>A public street connecting Belbin Street to Eglinton Ave. east is required. Please see traffic review and fire review comments. The public road should provide provision for vehicles, fire trucks, garbage/service, cycling and pedestrians. The multi-use path should also be a public dedication along the west side of the property with the addition of a landscape buffer see LA - DD Comments. With the addition of a public road extending Belbin St. to Eglinton Ave. the location of loading and service accesses will need to be reconsidered. Please find an alternative location potentially creating a lane along the east side of Towers F and E to provide access for the loading areas or other solution.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-02-06 04:00:39</p>
7	RECOMMENDATION REPORT	<p>UD07 Pedestrian Walkways - Provide greater emphasis on pedestrian safety throughout the plan. Consider defined pedestrian crossings at all intersections and emphasize safe movement throughout the site. Further detail is needed to design pedestrian and vehicular areas to create a safe environment maintaining the curbless design. Please demonstrate how pedestrian areas will be differentiated from vehicular areas and how pedestrian crossing area will be articulated.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:15:56</p>
8	RECOMMENDATION REPORT	<p>UD08 Retail on Eglinton - Provide retail at grade to create active frontage along Eglinton Ave. The frontage and streetscape along Eglinton Ave. should be compatible with retail uses. Please provide commercial uses along the building frontages facing Eglinton Ave. The retail provided along Eglinton Ave. should provide a flexible range of unit sizes and adaptable built form to support a range of different tenants.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:00:54</p>

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

No	Milestone	Condition
9	RECOMMENDATION REPORT	<p>UD09 Garbage and Loading Access - The garbage and loading areas should be consolidated with vehicular access and should be concealed inside the buildings. Loading, garbage/recycling, and vehicular parking should occur internally with one controlled access point. The garbage/loading vehicle should be able to maneuver internally and drive out in a forward direction. Redesign garbage and loading areas to avoid trucks reversing over sidewalks and pedestrian areas. Please consider consolidating the number of garbage/loading areas for towers that share the same podium including Towers E & F and Towers A & B.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:00:54</p>
10	RECOMMENDATION REPORT	<p>UD10 Garbage Rooms - All garbage rooms should be fully internalized or moved to the underground level(s). Relocate the garbage rooms so that they are fully internalized without frontage on the building exterior. If it is not feasible to internalize the garbage rooms on the ground level please consider moving them underground. Please do this for the following buildings Tower A, Tower D, Tower F, Tower E and Tower G. The garbage areas should not have frontage along the exterior facade on the ground floor levels.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:15:56</p>
11	RECOMMENDATION REPORT	<p>UD11 Floor Plates Sizes - Please refer to Mississauga's Downtown Core Built Form Standards the standard for towers under 30 storeys tall is a maximum of 750 square meters (gross). Towers A, B, D, E, F, and G are noted on the site plan to be 28 meters by 30 meters for a gross floor plate size of 840 square meters. Please reduce the floor plate size to equal or less than 750 square meters for all towers that are not in conformance with this standard.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:15:56</p>
12	RECOMMENDATION REPORT	<p>UD12 Tower Separations - Tower separations between Towers F and E should be increased to 30 meters minimum. The separation between Tower A and the property line should be increased to 15 meters minimum.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:15:56</p>
13	RECOMMENDATION REPORT	<p>UD13 Step Backs - Set all of the proposed towers back a minimum 3 meters from the face of the podium along public roads, private streets/lanes, and the public park. Provide dimensions for the setbacks on the site plan. Please have the wind consultant prepare more detailed recommendations regarding step backs that will improve pedestrian comfort for areas identified as uncomfortable, walking, and standing. Where increased step backs are required to improve comfort please demonstrate them in the plans in the next submission.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2018-11-26 11:00:54</p>

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

No	Milestone	Condition
1	RECOMMENDATION REPORT	<p>This department is in receipt of a Traffic Impact Study dated September 11, 2018 by WSP and have the following comments:</p> <p>a) Extension of Belbin Street from Armdale Road to Eglinton Avenue is a requirement;</p> <p>b) Complete All-Way-Stop warrants for Thornwood Drive at Armdale Road for 2023 and 2028 future conditions;</p> <p>c) 4.2.1 Corridor Traffic Growth: Based on Appendix G, WSP requested growth rates for Hurontario Street from Elm Drive to Fairview Road and Central Parkway West, west of Hurontario. However, Table 4.2 uses Eglinton Avenue Projected Future Growth Rates. Confirm if those growth rates were provided by the City;</p> <p>d) 4.2.1 Corridor Traffic Growth: Table 4.1 growth rates do not match up to the rates provided in Appendix G from the City of Mississauga;</p> <p>e) Comments regarding parking requirements and parking justification for a reduction in parking spaces will be provided by the Development Application Planner on file;</p> <p>f) 9.0 Transportation Demand Management: It should be noted that the City of Mississauga does not issue Pre-loaded PRESTO cards, all costs associated with TDM initiatives are to be borne by the developer;</p> <p>g) Further updates to the Traffic Impact Study may be required based on any changes to the Site Plan or through the Public Consultation Process.</p>

Created : 2018-12-19 02:08:41

Last Modified : 2019-01-07 03:00:42

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

No	Milestone	Condition
2	RECOMMENDATION REPORT	<p>This department is in receipt of a Technical Memo dated June 15, 2018 by WSP in regards to the Belbin Street extension and have the following comments:</p> <p>(a) The road network for Year 2023 within the proximity of Belbin Street/Armdale Rd has NOT been properly assumed. Based on the approved Summit Eglinton development and 8 Nahani Way, Belbin Street will be extended northerly to Nahani Way. As a result, the future road network shall include the intersections of Nahani Way at Hurontario St; Belbin St at Nahani Way; and Belbin St at Preston Meadow Ave;</p> <p>(b) Intersection operations at Eglinton Ave and Hurontario St are anticipated to deteriorate greatly due to LRT operations and adjacent high-density developments. As such, the City's long-term vision is to have Belbin St stretched from Eglinton Ave to Nahani Way in order to alleviate traffic congestions in this area. This study contains an alternative scenario with the extension of Belbin St (to Eglinton Ave) and concludes that the extension is NOT required from an operational perspective. However, we consider that the traffic analysis presented in the study is NOT sufficient to justify this conclusion due to the following factors:</p> <ul style="list-style-type: none">- The background traffic development with respect to the road network with the Belbin St extension (to Eglinton Ave) is concerning. Comparison of Figure 3-5 (w/o extension) and Figure 3-6 (with extension) suggest that only the trips on Thornwood Drive and Forum Drive were diverted onto the Belbin St extension. Staff notes that the diverted Belbin St trips shall come from all parallel streets including Hurontario Street, especially given the anticipated delays at Hurontario St/ Eglinton Ave. (e.g. the AM WBR movement will experience approximately 400s delay in the future.)- The AM VISSIM model volumes (provided by the City) at Eglinton Ave /Hurontario St are approximately 35%-40% higher than the utilized background traffic volumes based on City's grow rates. The study should clarify the resulted deviations on the capacity analysis.- Queuing analysis for the intersection of Eglinton Ave and Hurontario Street shall be included and referenced in the discussion of Other Operational and Functional Issues (Page 35).- City may undertake a modeling exercise to obtain accurate trip redistribution as a result of the Belbin St extension and direct its use in this traffic impact study. <p>(c) Pinnacle is currently seeking to amend the previous approval to allow for an increase of 1,140 units (File # OZ 18-11) over the existing permission (2,095 units). The increase of 1,140 units shall be accounted for in the alternative scenario;</p> <p>(d) Traffic volume diagrams for background developments shall be provided separately from the total background traffic diagrams;</p> <p>(e) Phasing description of the subject development shall be included;</p>

Created : 2018-12-19 02:48:37

Last Modified : 2019-01-07 04:05:31

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

No	Milestone	Condition
3	RECOMMENDATION REPORT	<p>- The Belbin Street road extension from Armdale Road to Eglinton Avenue East is a requirement, revise Site Plan accordingly</p> <p>- The applicant is to ensure convenient and safe pedestrian linkage is provided within the development site, specifically connecting pedestrians from Tower A/B/G to the proposed public park through the use of pavement markings, signage and the Ontario Traffic Manual - Book 15;</p> <p>- Clarify the vertical clearance for the loading/parking entrances;</p> <p>- The site plan shall be revised to:</p> <p>a. Dimension the existing driveway width at the street line, and the proposed driveway width at the property line and the street line to determine the width(s) of curb works required.</p> <p>b. Identify the portions of the municipal sidewalk and curb across the proposed access as Heavy Duty.</p> <p>c. Dimension the entrance curb radii and make reference to O.P.S.D. 350.010.</p> <p>d. Indicate the municipal curb and sidewalk continuous through the driveway.</p> <p>e. Delete the portion of curb and sidewalk through the access at the controlled intersection, therefore being constructed to local roadway standards - remove portions of private curbing proposed within the municipal boulevard, or between the municipal sidewalk and curb as applicable.</p> <p>Created : 2018-12-19 02:39:32 Last Modified : 2019-01-07 03:14:15</p>
4	NOTE:	<p>The applicant is advised that based on the profile, size and density of the proposed development, Transportation & Works may retain a peer reviewer for the Traffic Impact Study through the use of our Fees and Charges By-Law (By-Law 155-17) to be paid for by the applicant.</p> <p>Created : 2018-12-12 03:21:01 Last Modified : 2019-01-07 03:00:42</p>
5	NOTE:	<p>Extension of Belbin Street from Armdale Road to Eglinton Avenue East is a requirement for proposed development.</p> <p>- As outlined in the Section 8.2.2.3 and 9.3.1.5 of the Official Plan, the City will strive to create a fine-grade system of roads that seek to increase the number of road intersections and overall connectivity throughout the city;</p> <p>- Section 8.2.2.7 of the Official Plan states, Future additions to the road network should be public roads. Public easements may be required where private roads are permitted;</p> <p>- Through consultation with Mississauga Fire, extension of Belbin Street to Eglinton Avenue East is necessary for emergency purposes</p> <p>Created : 2018-12-19 02:48:37 Last Modified : 2019-02-05 05:05:35</p>

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

No	Milestone	Condition
6	NOTE:	<ul style="list-style-type: none">- The portion of the driveway within the municipal boulevard is to be paved by the applicant- All landscaping and grading within close proximity to the proposed access points is to be designed to ensure that adequate sight distances are available for all approaching and exiting motorists and pedestrians;- All damaged or disturbed areas within the municipal right-of-way are to be reinstated at the applicant's expense;- The applicant will be required to submit an Access Modification Permit (https://www.mississauga.ca/portal/services/twformscentre)

Created : 2018-12-06 03:21:58

Last Modified : 2019-02-05 05:06:58

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

No	Milestone	Condition
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ATTACHMENTS

2

SYNOPSIS OF
WSP
DISCUSSION
WITH CITY
REGARDING
COMMENTS

Lin, Tian Yang

From: Lukezic, Dave
Sent: Tuesday, March 26, 2019 5:06 PM
To: 'Gregory.Borys@mississauga.ca'
Cc: Sterling, Sharon
Subject: City's Traffic Review comments - 91 Eglinton Avenue, 131 Eglinton Avenue and 5055 Hurontario Street

Hi Gregory

Thank you for discussing with me the City's Traffic Review comments on the Transportation Study with respect to the development plan of lands at 91 Eglinton Avenue, 131 Eglinton Avenue and 5055 Hurontario Street. This will help us move forward with preparing the formal response letter. Below is a brief synopsis of what we discussed for the response letter.

- WSP will complete All-Way-Stop warrants for Thornwood Drive at Armdale Road for 2023 and 2028 future conditions.
- Appendix G included an older e-mail from the City for the growth rates; the correct growth rates were used in the study. WSP will provide the e-mail with growth rates from March 19, 2018 for clarification.
- No site traffic from the proposed development is assigned northbound on Belbin Street. Therefore the intersections of Nahani Way at Hurontario Street; Belbin Street at Nahani Way; and Belbin Street at Preston Meadow will not be assessed.
- The estimated EBR on Eglinton Avenue at Hurontario Street (Figure 6.2 in the report) are 81 vehicles in the AM peak hour and 73 vehicles in the PM peak hour. Some of these could be diverted and this will be documented in the response letter.
- The VISSIM model volumes that were prepared as part of the Environment Assessment (EA) for the Hurontario LRT (the information was provided by the City on June 15, 2018) are lower than those based on growth rates provided by the City. This was documented in Table 6.6 of the report and in Appendix F. WSP will provide additional details from the EA, estimate the turning movement volumes at the Hurontario Street at Eglinton Avenue intersection using link volumes from the EA VISSIM model outputs using the Fratar method and assess the intersection operations in Synchro. The results will be compared to the results from the report, which was a more traditional TIS approach.
- In addition to the queues for the Hurontario Street at Eglinton Avenue intersection that are documented in the report, WSP will document the Synchro queues using the turning movement forecasts derived from the EA study information.
- The City provided WSP with the opportunity to make a copy of the 2011 IBI report for the Pinnacle Development on April 10, 2018 to use for this study where the density was 2408 units. This was also included in the proposed TOR. The analysis in the response letter will not be updated for proposed additional density for the Pinnacle Development as the applicant for that development is preparing their own studies for increased density.
- We did not discuss in detail other comments such as TDM, pavement markings, etc. Responses and appropriate information and figures will be provided to address the remaining comments.

Thanks

David Lukezic, M.Eng., LEL, RPP
Project Manager
Planning and Advisory Services



NEW DIRECT LINE 289-982-4742

100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1 Canada

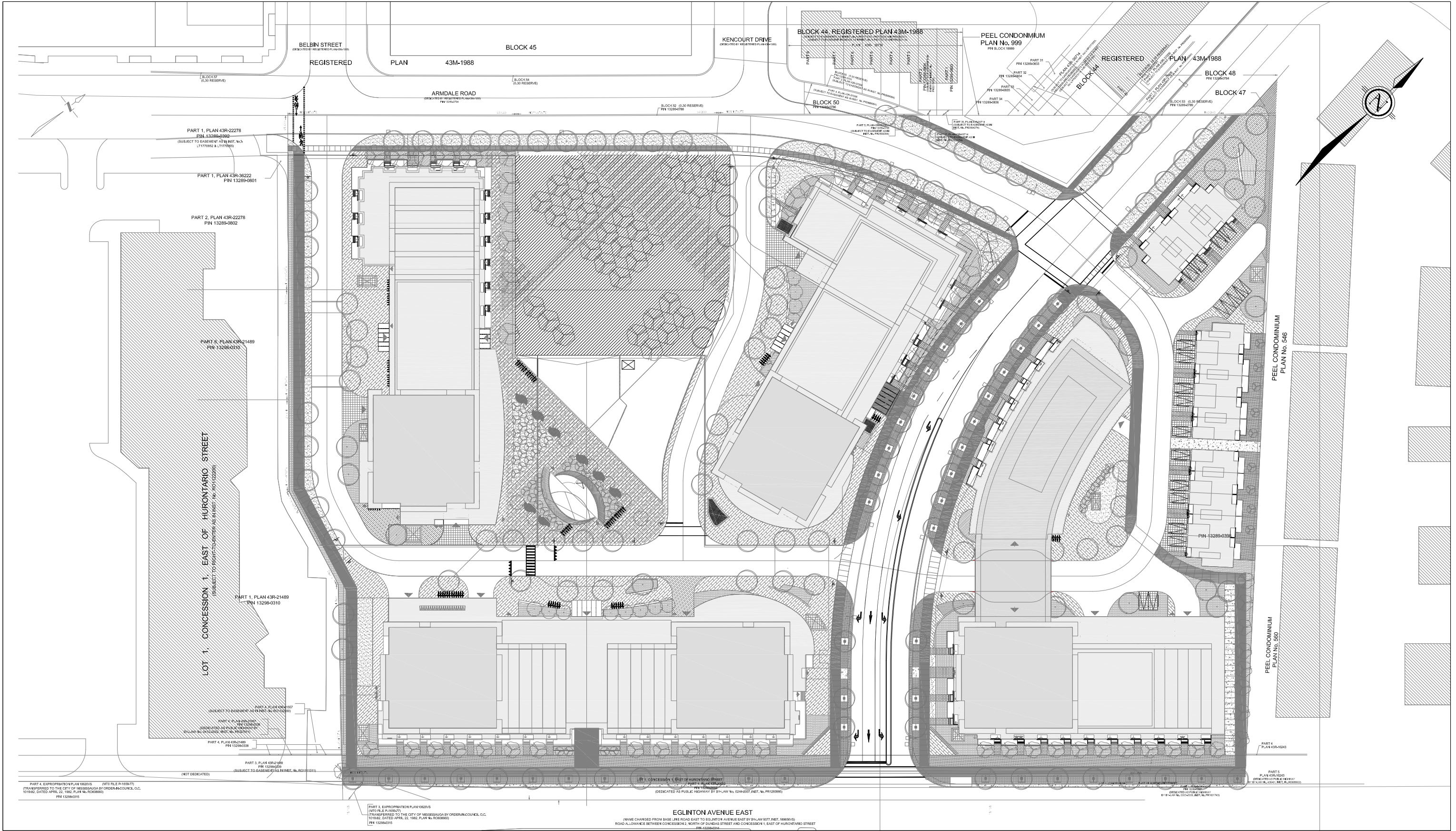
wsp.com

ATTACHMENTS

3

PROPOSED
SITE
(GROUND
FLOOR) PLAN

J:\01 PROJECTS\2018 Jobs\181-02747-00 - 91 Eglinton Ave E\3.0 Technical\3.4 Calculations or Computer Models\CAD\2019 04 April Site Plan Review (Comment Response)



Source:RZ-01b_SITE- CONCEPT PLAN, from DIALOG, dated May 27th, 2019

Scale: 1:1000

Attachment 3
Site Plan
91 Eglinton Avenue East



ATTACHMENTS

4

MINUTES
FROM PDC
PUBLIC
MEETING
(EXCERPTS)

Planning and Development Committee

Date

2019/03/04

Time

1:30 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members Present

Councillor George Carlson	Ward 11 (Chair)	
Councillor Stephen Dasko	Ward 1	
Councillor Karen Ras	Ward 2	
Councillor Chris Fonseca	Ward 3	
Councillor John Kovac	Ward 4	
Councillor Carolyn Parrish	Ward 5	
Councillor Ron Starr	Ward 6	
Councillor Dipika Damerla	Ward 7	
Councillor Matt Mahoney	Ward 8	
Councillor Pat Saito	Ward 9	(arrived at 2:22 PM)
Councillor Sue McFadden	Ward 10	(departed at 4:20 PM)

Members Absent

Mayor Bonnie Crombie (other Municipal business)

Find it online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

Staff Present

Mr. Graham Walsh, Legal Services
Mr. Andrew Whittemore, Commissioner, Planning & Building
Ms. Lesley Pavan, Director, Development & Design Division
Mr. Chris Rouse, Manager, Development North
Mr. Hugh Lynch, Manager, Development South
Ms. Marianne Cassin, Manager, Development Central
Mr. David Ferro, Planner,
Mr. Jonathan Famme, Planner
Ms. Carleigh MacInnes, Planner
Ms. Shaesta Hussen, Planner
Mr. Jeremy Blair, Manager, Transportation & Asset Management
Ms. Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure
Planning Division
Ms. Sangita Manandhar, Team Leader, Parks & Forestry Division
Ms. Angie Melo, Legislative Coordinator
Ms. Krystal Christopher, Legislative Coordinator

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr			X	
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (10, 0, 2 - Absent)

- 4.4. Public Meeting Information Report (Ward 5)
Applications to permit six apartment buildings with heights of 30, 33, 35, 40, 40 and 45
storeys with commercial uses at grade
91 Eglinton Avenue East and 5055 Hurontario Street
North side of Eglinton Avenue East, East of Hurontario Street
Owner: Liberty Development Corporation (91 Eglinton Limited Partnership)
File: OZ 18/016 W5
Bill 139

Glen Broll, Glen Schnarr & Associates, provided an overview of the application on behalf of the applicant.

In response to Councillor Parrish's inquiry regarding shadowing on the park, Glen Brook, Glenn Schnarr & Associates, advised that this has been identified as a concern and that the applicant will work with City staff to resolve the shadowing issues.

Councillor Parrish requested that consideration be given to on site amenity space to include a gym, or basketball court, to alleviate the user capacity at Frank McKechnie Community Centre. She commented on the traffic congestion and traffic safety concerns in the area, in particular the proposed extension of Belbin Street.

RECOMMENDATION

PDC-0018-2019

WHEREAS applications for Official Plan Amendments, Rezoning and a Draft Plan of Subdivision have been submitted under files OZ 18/016 and T-M 18005 in Ward 5;

WHEREAS City Staff have proposed extending Belbin Street as a public Road connecting to Eglinton Avenue East;

WHEREAS conditions exist that make the extension of Belbin Street into a busy traffic corridor undesirable at this time, such as:

- significant grade differences between the plaza and the subject property;
- the proximity of an existing service entrance to the adjacent plaza;
- the proximity of the southern entrance/exit of the plaza;
- the existence of a concrete barrier dividing the east/west lanes of Eglinton Avenue East the entire length of the plaza and the subject lands, restricting the proposed extension of Belbin Street to a right-in/right-out access.

NOW THEREFORE BE IT RESOLVED:

That the following Recommendations be approved:

1. That staff be directed to further process the application without the extension of Belbin Street as a public road connecting with Eglinton Avenue East, and further.
2. That the applicant be required to convey public access easements over the private roadway and adjacent sidewalk, as highlighted on the attached drawing, as a Condition of Condominium registration, for future pedestrian and vehicular access over these lands at such time as redevelopment of the plaza site takes place.

Approved (Councillor C. Parrish)

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			

Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (10, 0, 2 - Absent)

Councillor Damerla spoke regarding the traffic congestion, the proposed parking, which she noted is much reduced than City's Standards, and the increase of residents using the local community centre.

Councillor Starr spoke regarding concerns to not extend Belbin Street as a public road and asked for feedback from Transportation and Works staff regarding what impact this would have. Jeremy Blair, Manager, Transportation Infrastructure Management, advised that staff will review the impact on the road network and report back.

Councillor Parrish commented on the extensive review conducted and noted that the proposal to extend Belbin Street is poor and does not work.

Mr. Broll, Glen Schnarr & Associates advised that a detailed analysis of the road was conducted and that Belbin is not a collector road to Hurontario and is not needed. He further advised that should there be a fundamental need for vehicular and/or pedestrian movability, it's available, whether it's a public road or an easement, through the condominium road.

In response to Councillor Saito's inquiry regarding "places to grow", Andrew Whittemore, Commissioner, Planning and Building advised that this application is within the anticipated growth, consistent with the City's policies.

Councillor Saito further spoke regarding crowding in Community Centres and whether there is an increase of use when a development is a townhouse versus a highrise given, that a highrise development has the amenities onsite. Sangita Manandhar, Team Leader, Parks & Forestry Division, advised that staff would report back on the impact on the use of a community centre based on the type of development and the future direction for recreation.

In response to Councillor Kovac's inquiry, regarding the impact of the development, Mr. Broll, Glen Schnarr & Associates and Jeremy Blair, Manager, Transportation Infrastructure Management explained their respective positions on the desire to extend or not extend Belbin Street.

Councillor Ras commented on concerns for traffic congestion on Belbin Street should it be a through road, and expressed support of the Motion as presented.

The following persons made oral submissions:

1. Dimatris Ronis, resident, expressed concerns regarding tree preservation and shadowing, and requested consideration for commercial spaces on the ground level of the development.
2. Karen Carson, resident, expressed concerns regarding flooding and inquired where would the water be directed to, and student enrollment in local schools.

In response to Ms. Carson's inquiry, Glen Broll, Glen Schnarr & Associates advised that they have engineers currently reviewing the storm water management of this development.

Councillor Parrish advised that the elementary school in the area is currently below capacity, and that they will continue to monitor the enrollment. She further noted that studies showed a higher senior population in the area.

RECOMMENDATION

PDC-0019-2019

1. That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Liberty Development Corporation to permit six apartment buildings with 2,668 units and heights of 28, 33, 35, 40, 40 and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes, and a public park, under Files T-M18005 W5 and OZ 18/016 W5, 91 and 131 Eglinton Avenue East and 5055 Hurontario Street, be received for information.
2. That the two oral submissions be received

Received (Councillor C. Parrish)

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish			X	
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden			X	

Councillor G. Carlson	X			
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Carried (9, 0, 3 - Absent)

- 4.5. RECOMMENDATION REPORT (Ward 11)
Application to permit a six storey self storage facility
250 Derry Road West, south side of Derry Road east of McLaughlin Road
Owner: Derry Storage Corporation
File: OZ 17/019 W11

Shaesta Hussen, Planner, provided an overview of the application.

The following person made an oral submission:

1. Domenic Cavallo inquired regarding whether the development would be fenced off, as he is concerned that this development may be frequented by transient persons.

Glen Broll, Glen Schnarr & Associates explained that it is not the intention to have the entire property fenced; and further explained that there would be user restrictions and securities in place.

RECOMMENDATION

PDC-0020-2019

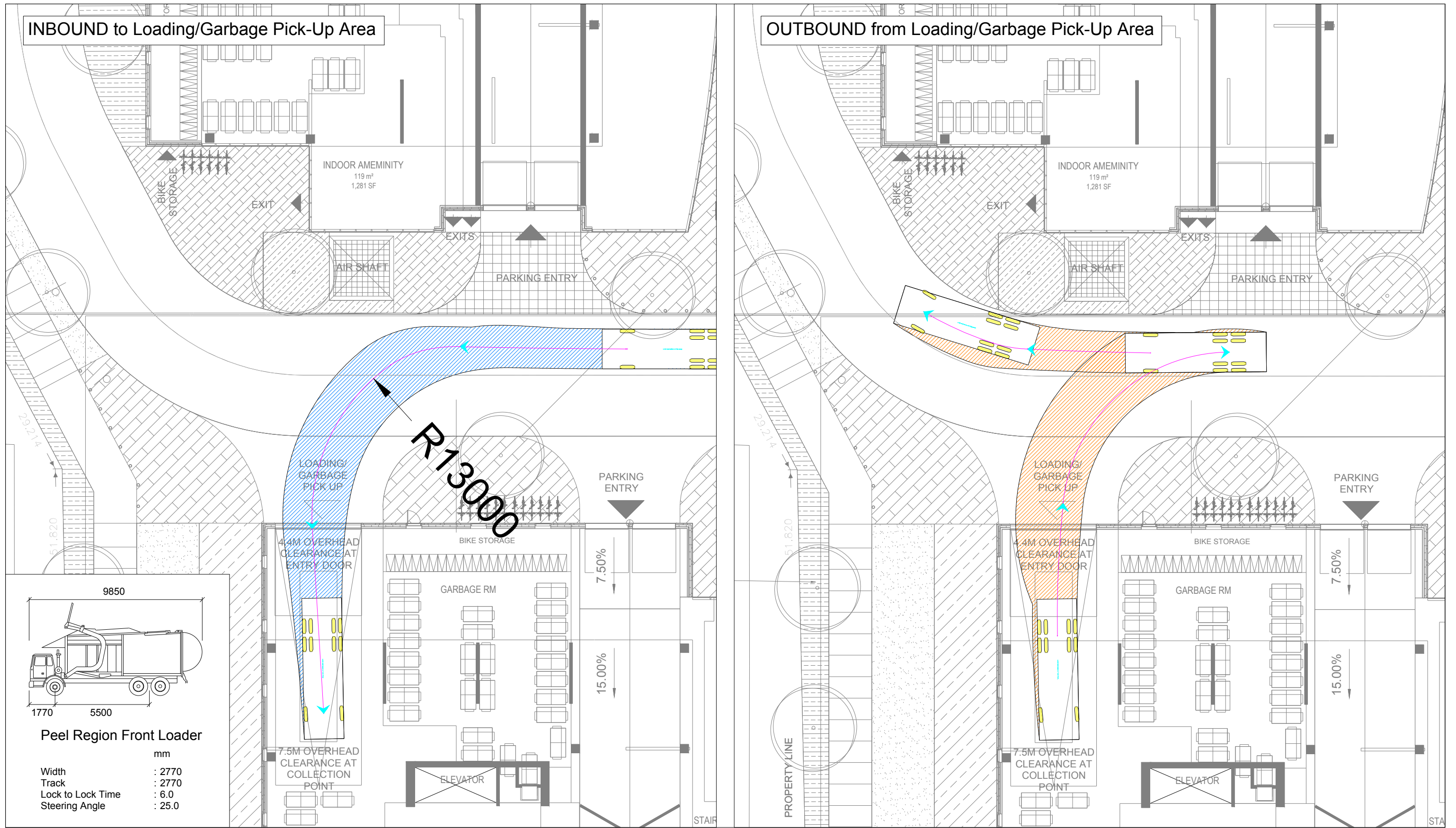
1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 17/019 W11, Derry Storage Corporation, 250 Derry Road West to change the zoning from **D** (Development) to **H-E2-Exception** (Employment with Holding Provision) and **G1** (Greenlands) to permit a six storey self storage facility and a greenlands area be approved subject to the conditions referenced in the staff report dated February 8, 2019 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

ATTACHMENTS

5 FIGURES



J:\01 PROJECTS\2018 Jobs\181-02747-00 - 91 Eglinton Ave E\3.0 Technical\3.4 Calculations or Computer Models\CAD\2019 04 April Site Plan Review (Comment Response)



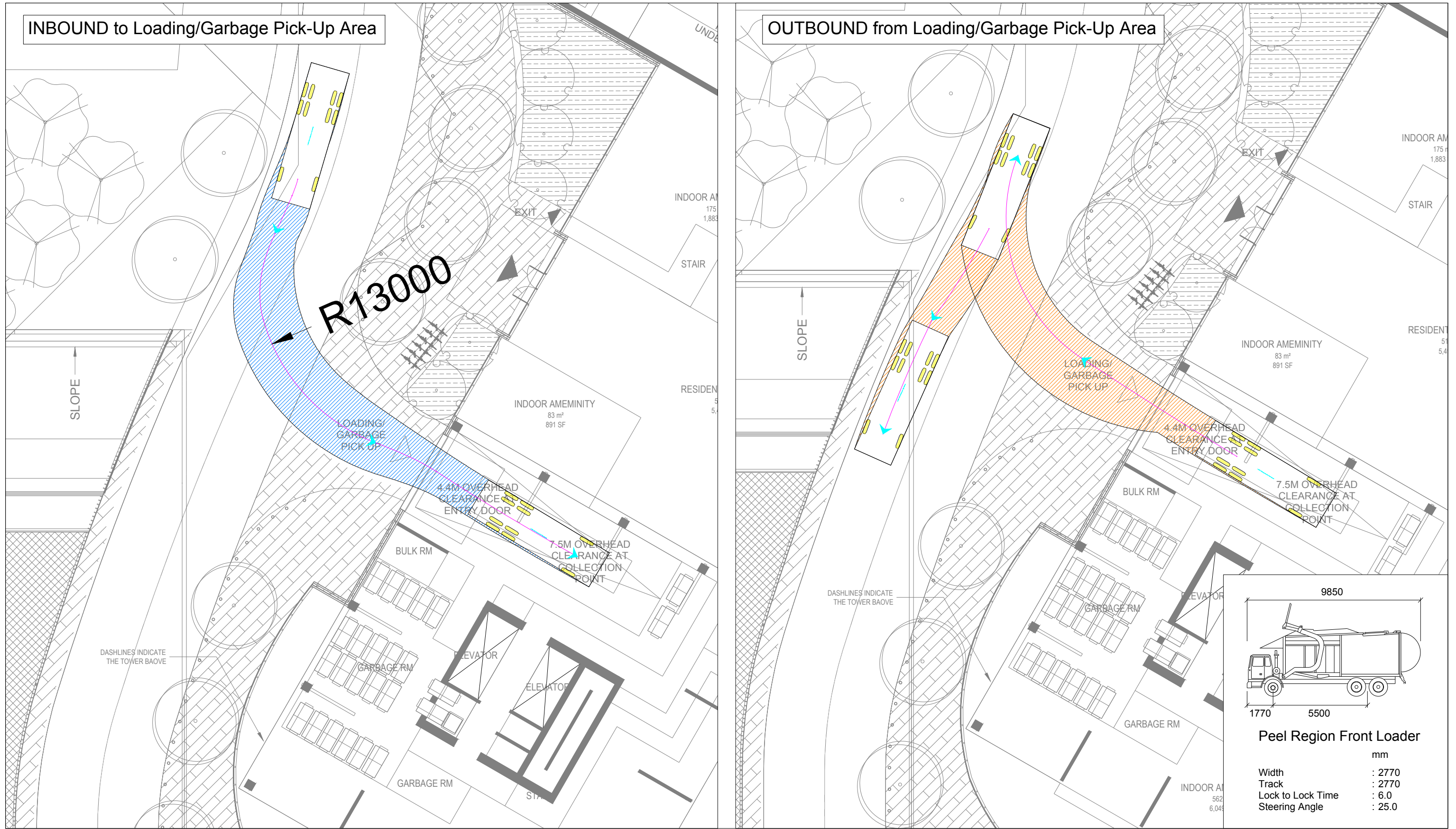
Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

Scale: 1:250

Figure 1
Peel Region Front Loading Garbage Truck Accessing Loading/Garbage Pick-Up Area, Phase 1
91 Eglinton Avenue East



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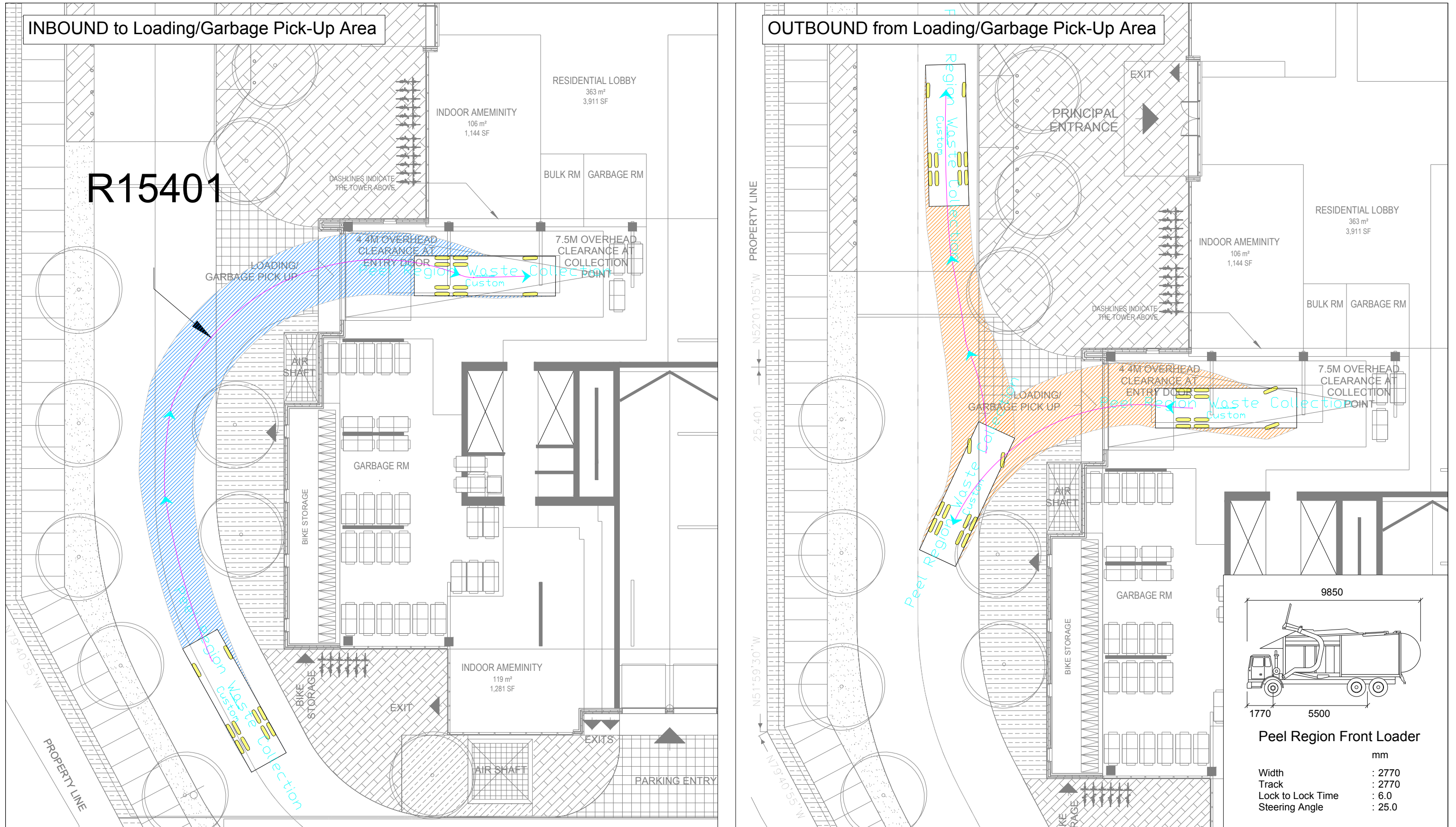
Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

Scale: 1:250

Figure 2
Peel Region Front Loading Garbage Truck Accessing Loading/Garbage Pick-Up Area, Phase 2
91 Eglinton Avenue East



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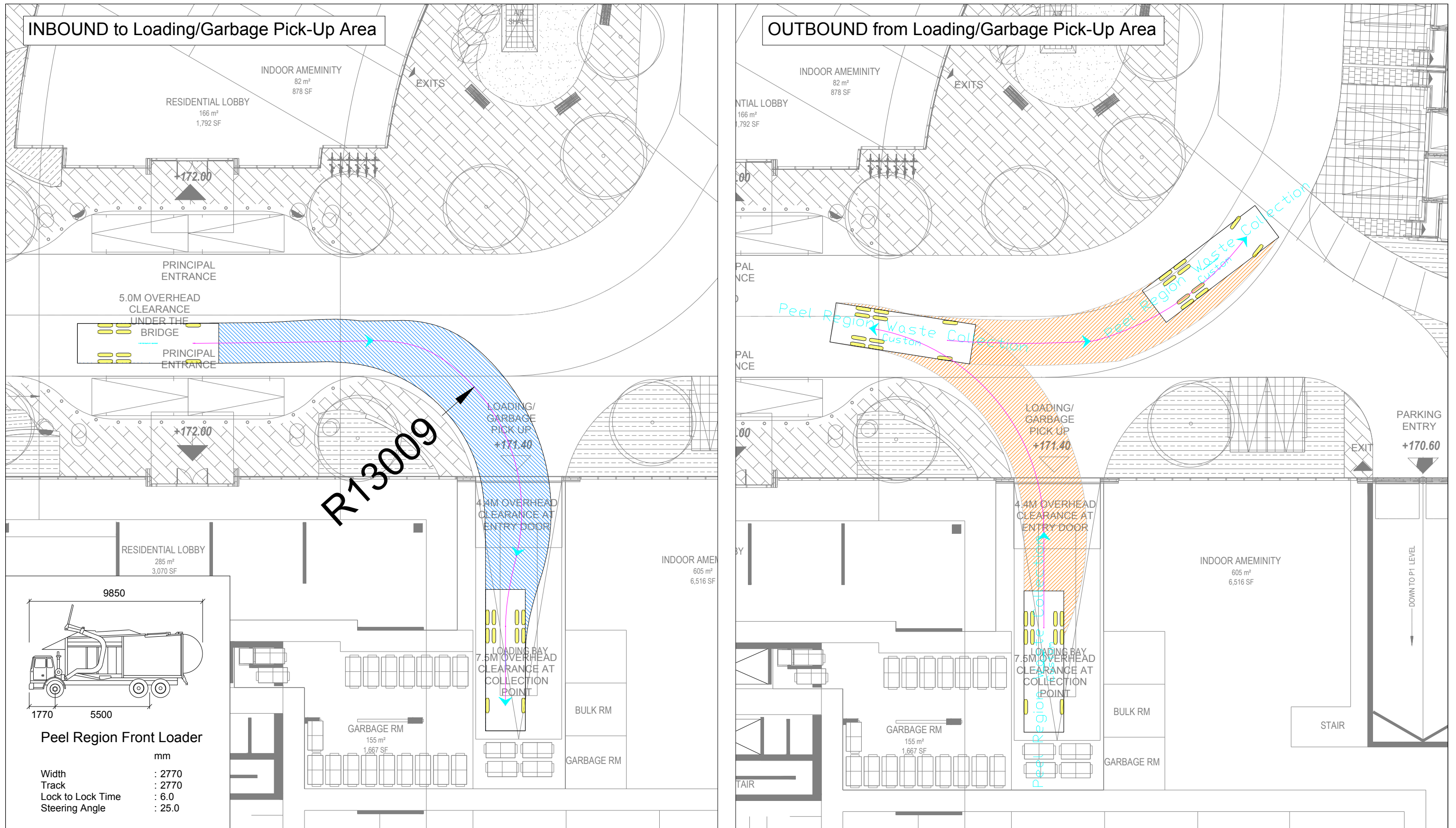
Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

Scale: 1:250

Figure 3
Peel Region Front Loading Waste Collection Truck Accessing Pick-Up Area, Phase 3
91 Eglinton Avenue East



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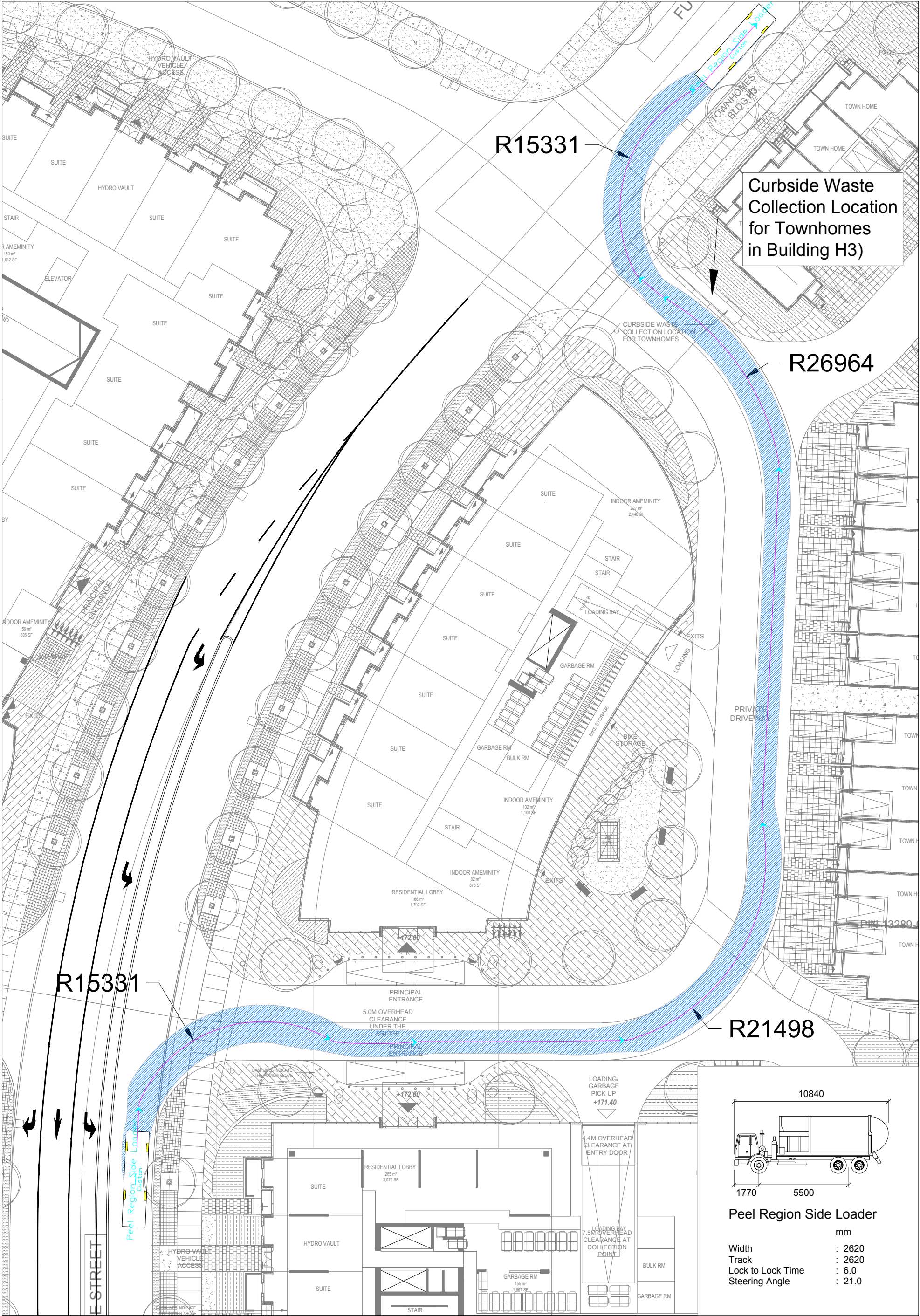


Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

Scale: 1:250

Figure 4
Peel Region Front Loading Waste Collection Truck Accessing Pick-Up Area, Phase 4
91 Eglinton Avenue East



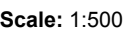


Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

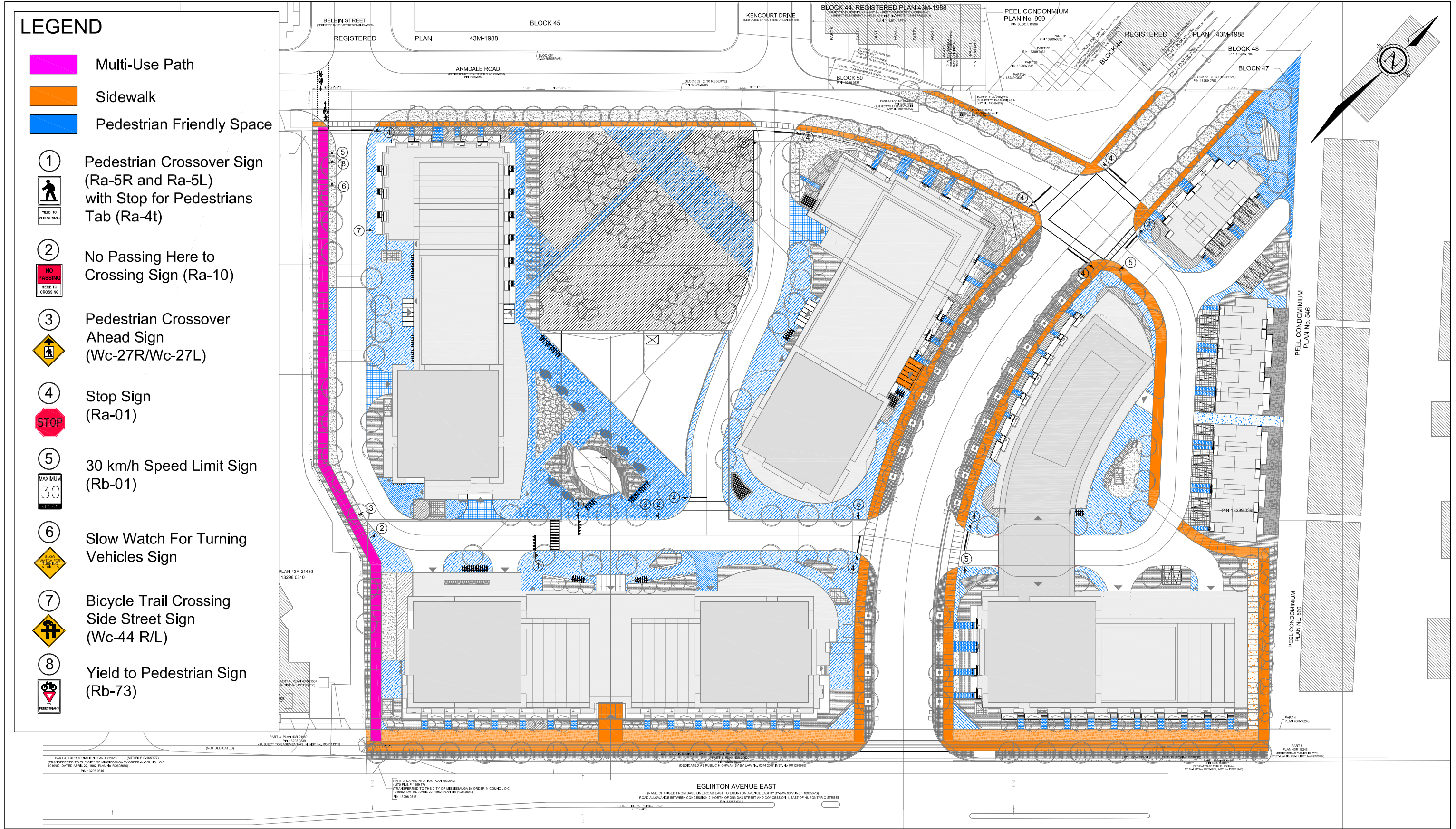
Scale: 1:400

Figure 5
Peel Region Side Loading Waste Collection Truck Curb Side Pick-Up, Phase 4
91 Eglinton Avenue East





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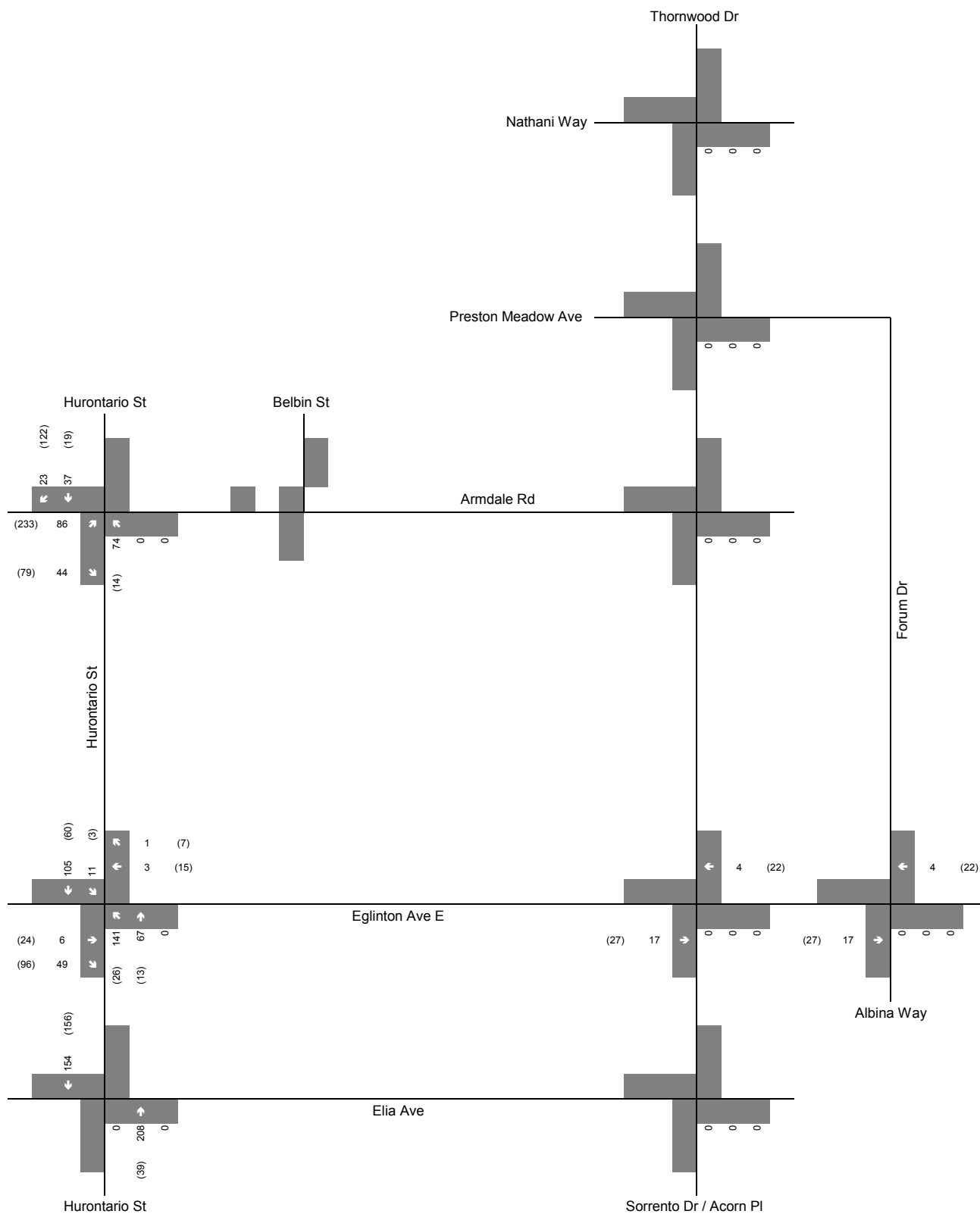


Source: RZ-01b_SITE- CONCEPT PLAN, from DIALOG, dated May 27th, 2019

Scale: 1:1000

Figure 7
Site Pedestrian Facilities with Pavement Markings and Signage
91 Eglinton Avenue East



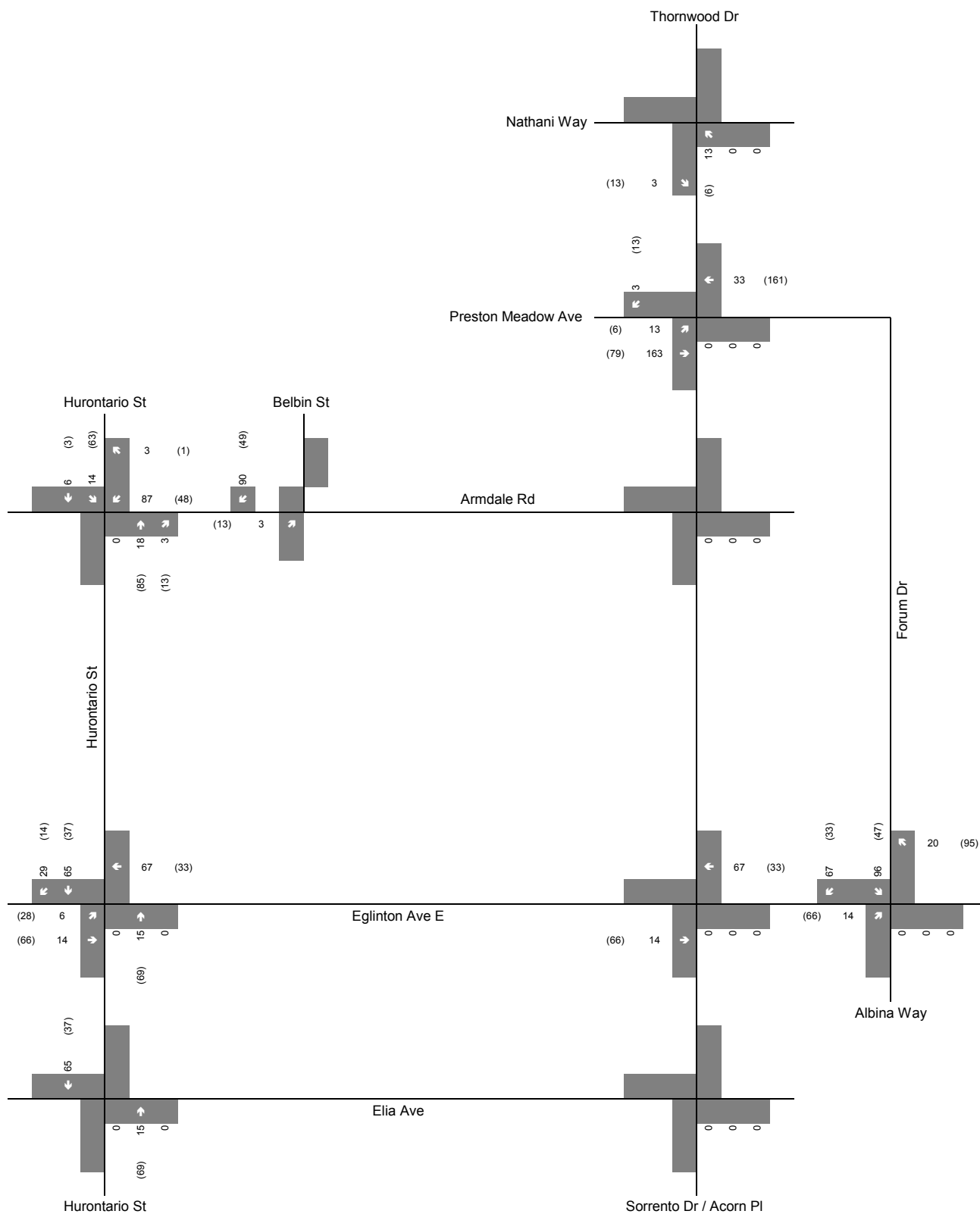


Legend

xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes

Figure 8

5025 & 5033 Four Springs Ave./
5044 Hurontario St.

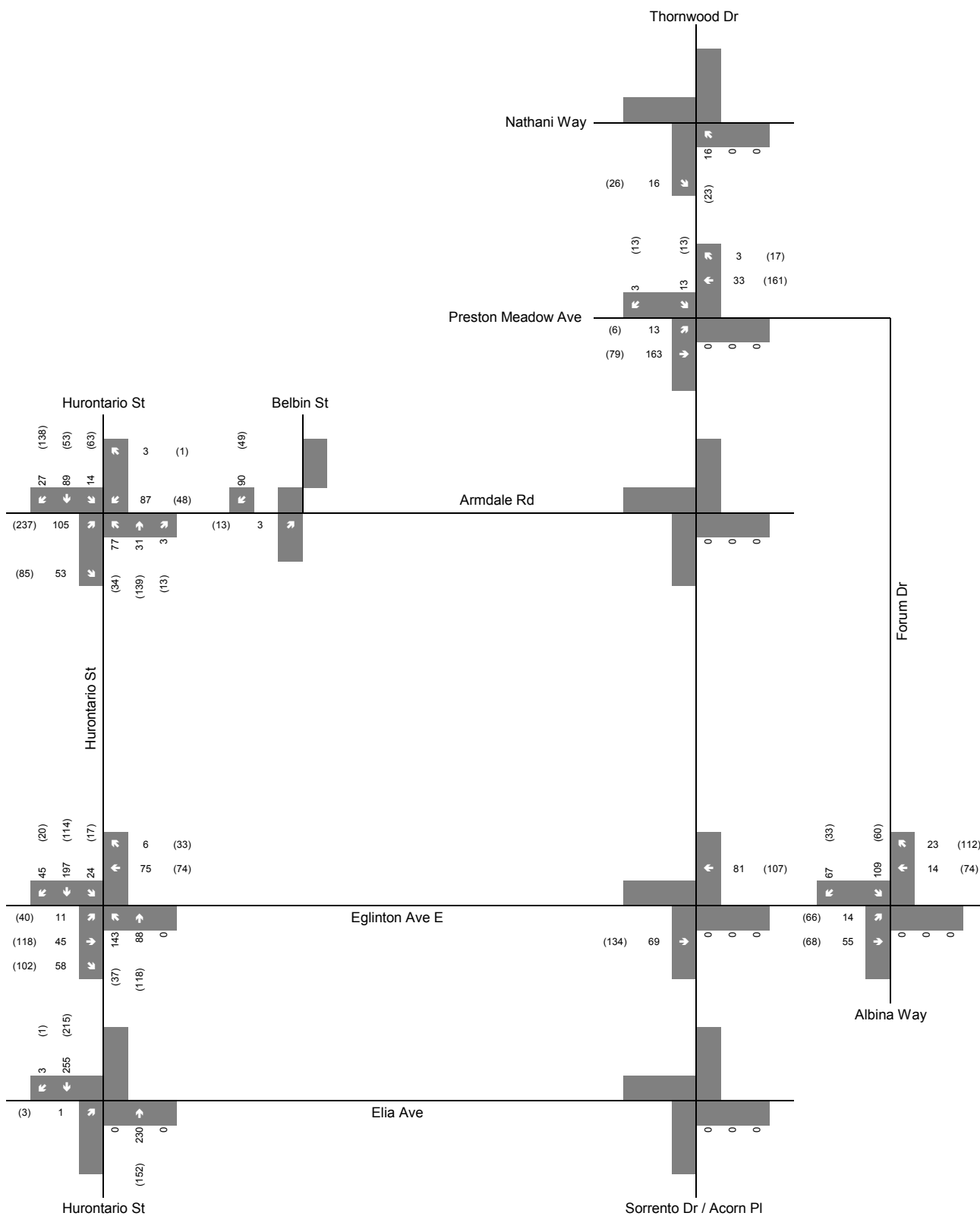


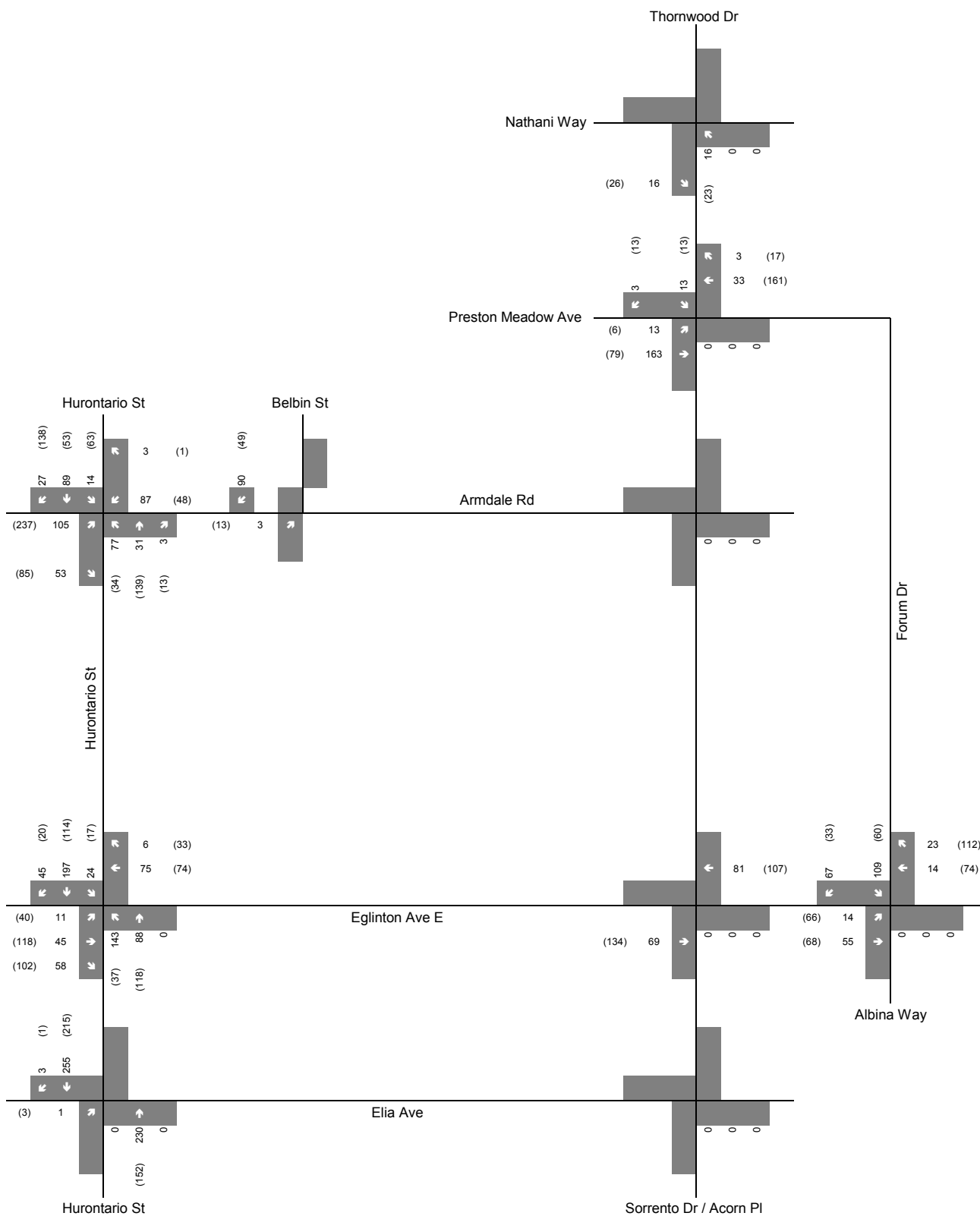
Legend

xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes

Figure 9

62, 70, 78 & 86 Preston Meadow Ave. /
57, 65, 73, 81, 89 & 95 Armdale Rd





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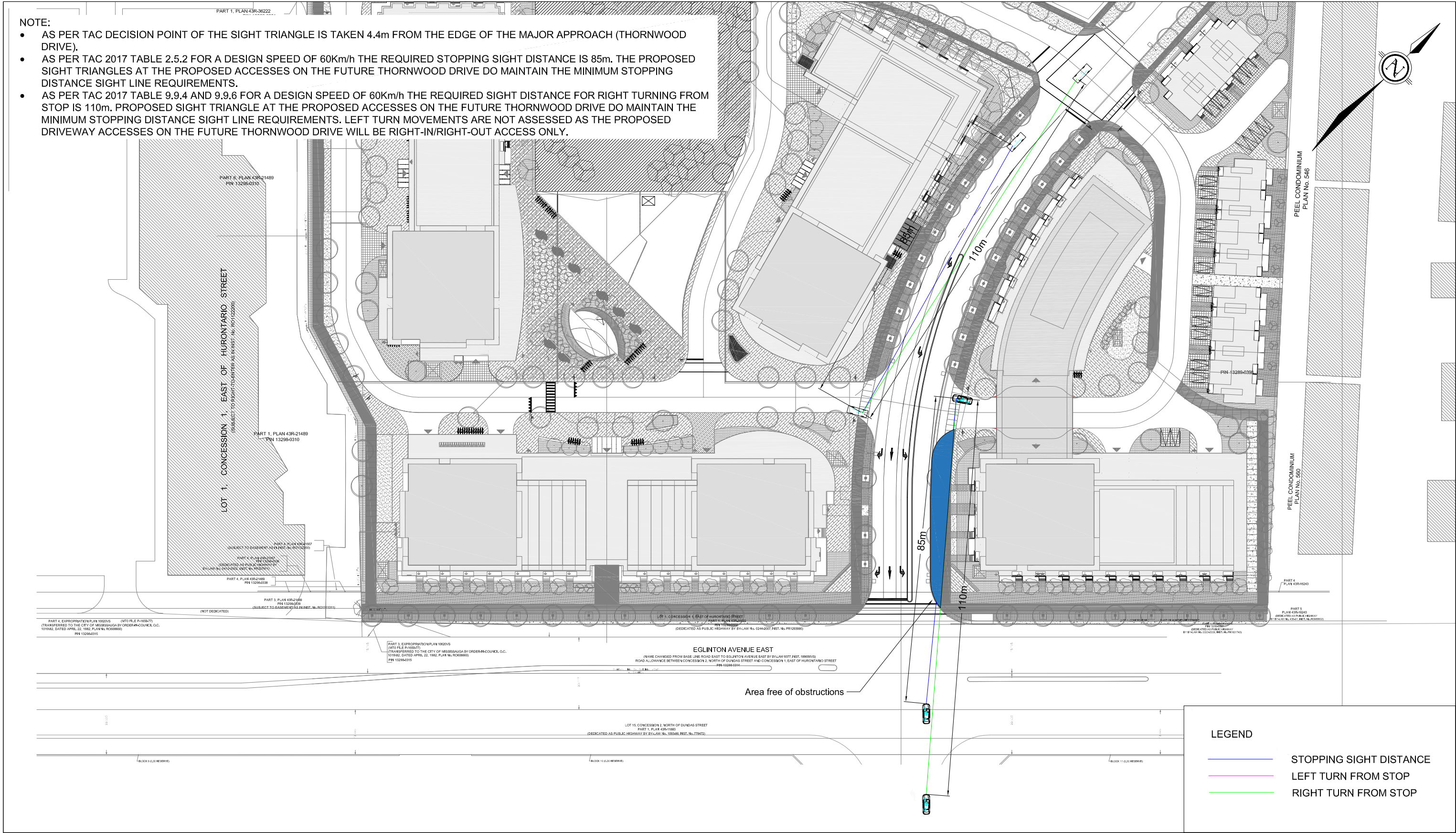
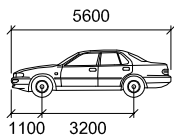


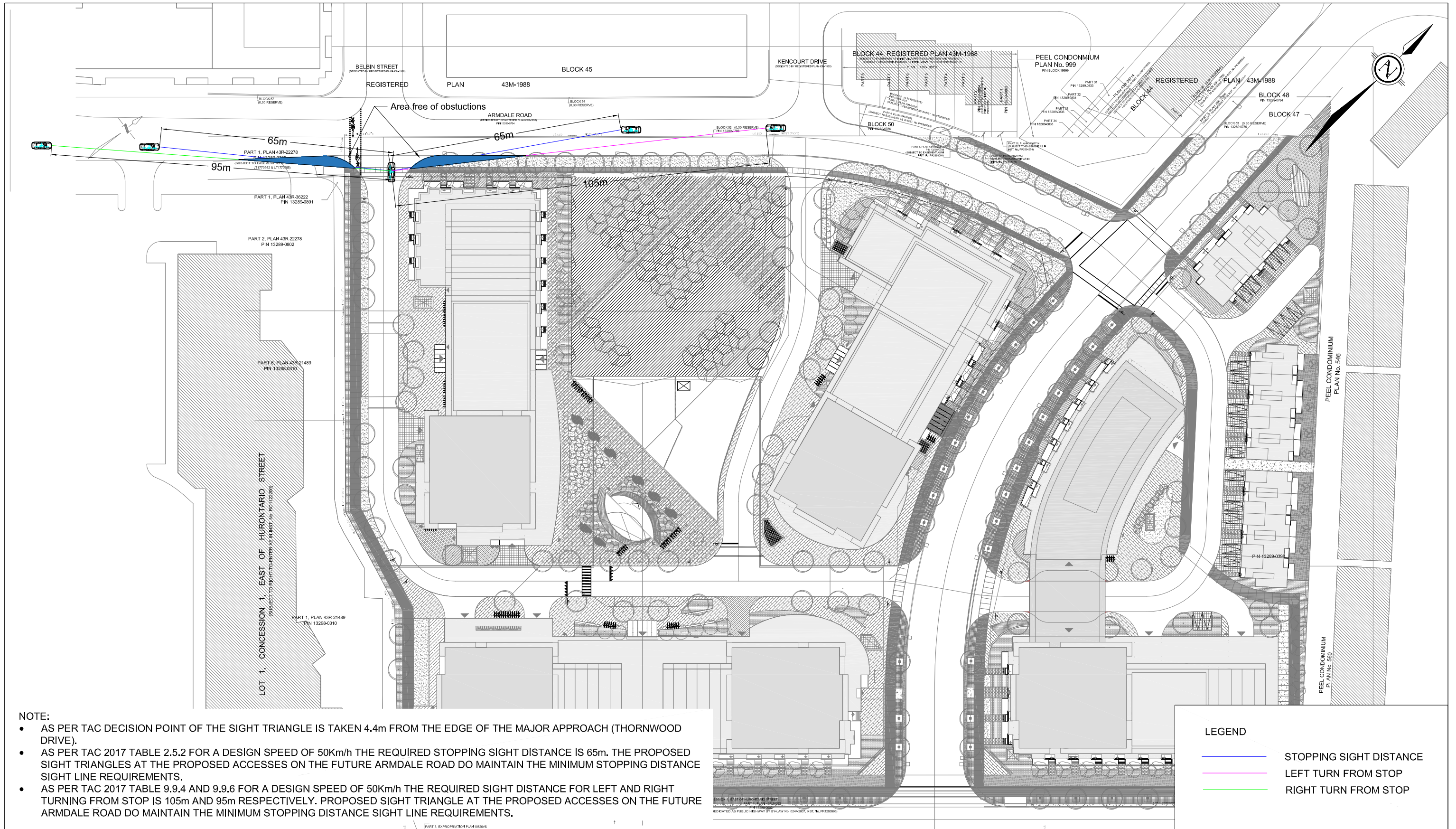
Figure 12
Sightline Analysis - Proposed Access on Future Thornwood Drive
91 Eglinton Avenue East



P	
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

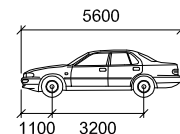


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Source: RZ-01b_SITE- CONCEPT PLAN, from DIALOG, dated May 27th, 2019

Figure 13
Sightline Analysis - Proposed Northwest Driveway Access on Future Armdale Road
91 Eglinton Avenue East



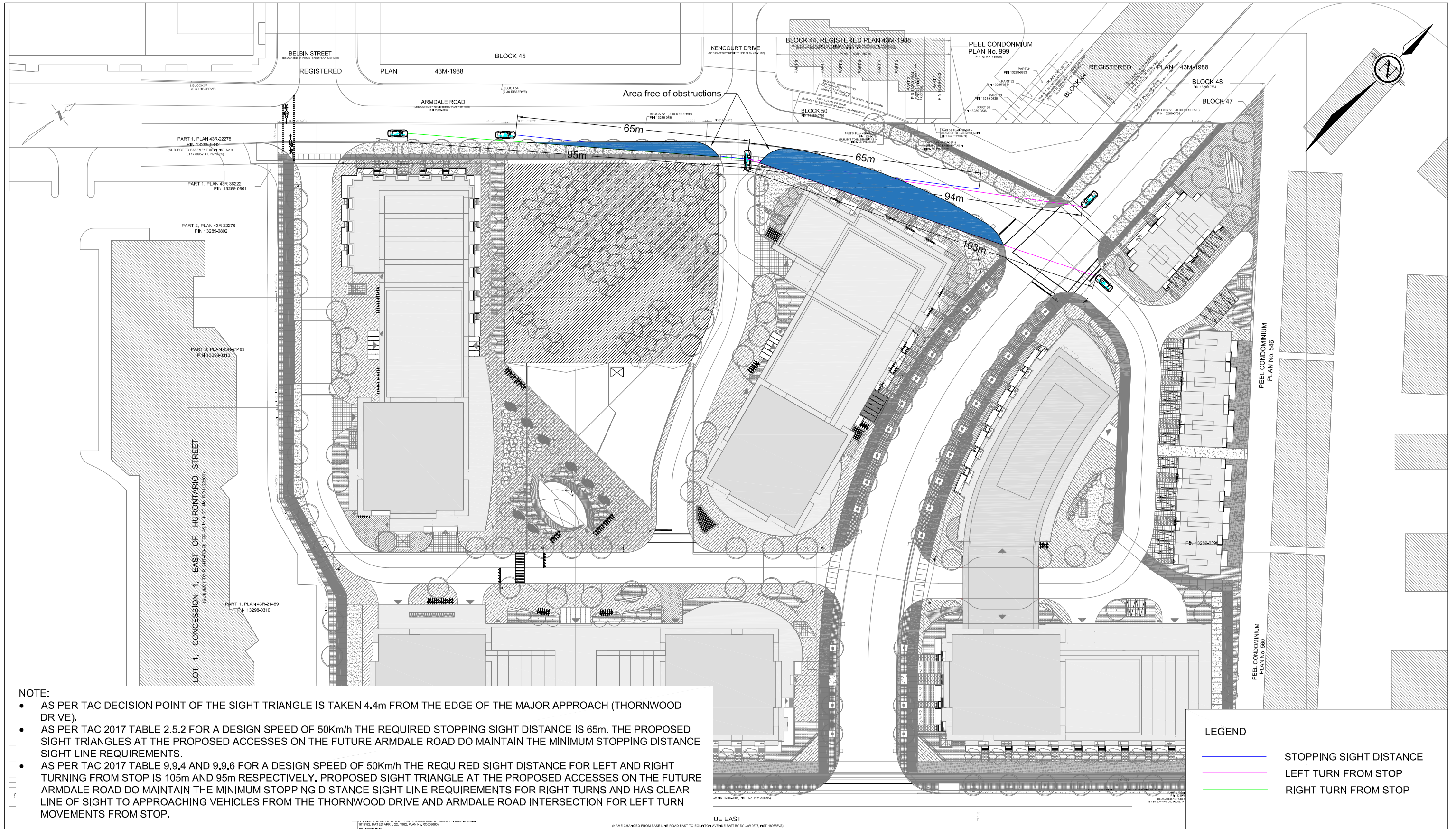
P

Width
Track
Lock to Lock Time
Steering Angle

mm
: 2000
: 2000
: 6.0
: 35.9

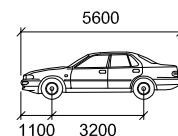


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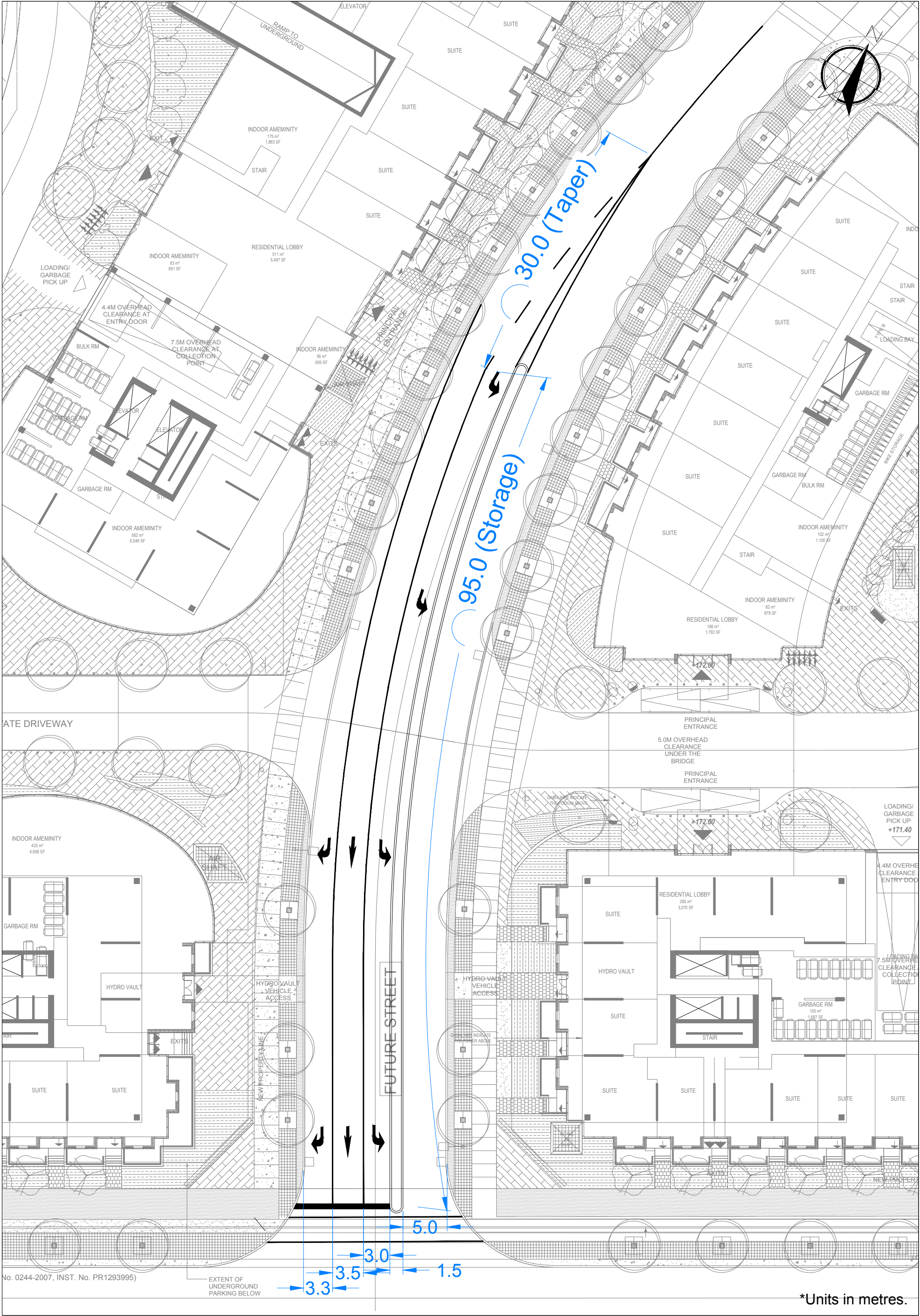
Source: RZ-01b_SITE- CONCEPT PLAN, from DIALOG, dated May 27th, 2019

Figure 14
Sightline Analysis - Proposed Northeast Driveway Access on Future Armdale Road
91 Eglinton Avenue East



P	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9





Source: RZ-05_GROUND FLOOR PLAN, from DIALOG, received May 27th, 2019

Scale: 1:500

Figure 15
Recommended Thornwood Drive Extension - Functional Sketch
91 Eglinton Avenue East



ATTACHMENTS

6

ALL-STOP
INTERSECTION
CONTROL
WARRANT
ANALYSIS

All way Stop Warrant (Minor Roads)

<u>Conditions</u>	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	<u>Thornwood Drive at Armdale Road</u>
Scenario:	<u>2023 Total AM</u>

Peak Hour	Total Vehicles	Volume Split
9:00	364	26.65%
Met Conditions?	YES	YES

All-way Stop Justified?	YES
-------------------------	-----

**All-Way Stop Warrant
(Minor Roads)**

of legs in the Intersection ("3" or "4"):

3

Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
9:00	38	0	59	40	50	0	0	0	0	0	173	4

All way Stop Warrant (Minor Roads)

Conditions	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	<u>Thornwood Drive at Armdale Road</u>
Scenario:	<u>2023 Total PM</u>

Peak Hour	Total Vehicles	Volume Split
18:00	488	11.89%
Met Conditions?	YES	NO

All-way Stop Justified?	NO
-------------------------	----

**All-Way Stop Warrant
(Minor Roads)**

of legs in the Intersection ("3" or "4"):

3

Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
18:00	11	0	47	195	83	0	0	0	0	11	141	0

All way Stop Warrant (Minor Roads)

<u>Conditions</u>	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	<u>Thornwood Drive at Armdale Road</u>
Scenario:	<u>2028 Total AM</u>

Peak Hour	Total Vehicles	Volume Split
9:00	540	44.26%
Met Conditions?	YES	YES

All-way Stop Justified?	YES
-------------------------	-----

**All-Way Stop Warrant
(Minor Roads)**

of legs in the Intersection ("3" or "4"):

4

Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
9:00	59	6	93	55	49	11	45	22	14	4	176	6

All way Stop Warrant (Minor Roads)

Conditions	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	<u>Thornwood Drive at Armdale Road</u>
Scenario:	<u>2028 Total PM</u>

Peak Hour	Total Vehicles	Volume Split
18:00	748	21.79%
Met Conditions?	YES	NO

All-way Stop Justified?	NO
-------------------------	----

**All-Way Stop Warrant
(Minor Roads)**

of legs in the Intersection ("3" or "4"): 4

Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
18:00	16	24	74	269	83	49	36	9	4	13	150	21

ATTACHMENTS

7

DISCUSSION
WITH CITY
REGARDING
GROWTH
RATES

Lin, Tian Yang

From: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Sent: Monday, March 19, 2018 8:45 AM
To: Lukezic, Dave
Subject: RE: 91 Eglinton Avenue

Good Morning Dave,

Here are the revised growth rates for Hurontario Street and Eglinton Avenue.

Hurontario Street

	Growth from Existing to 2021		Compounded Annual Growth from 2021-2028	
	NB	SB	NB	SB
Time				
AM Peak Hour	-26.0%	-19.0%	0.0%	1.0%
PM Peak Hour	-18.0%	-19.0%	1.0%	0.0%

Eglinton Avenue

	Compounded Annual Growth from Existing to 2023		Compounded Annual Growth from 2023-2028	
	EB	WB	EB	WB
Time				
AM Peak Hour	0.0%	2.5%	2.0%	0.0%
PM Peak Hour	0.5%	1.0%	1.5%	0.5%

- These results exclude background developments and the subject site.
- Also in regards to the rates for Hurontario Street, we provide them as a on-time total change, this mainly represents the changes in travel patterns as a result of the LRT implementation on Hurontario Street and road network changes in the area.

Regards,

Tyler

From: Lukezic, Dave [mailto:David.Lukezic@wsp.com]
Sent: 2018/03/15 9:18 AM
To: Tyler Xuereb
Subject: RE: 91 Eglinton Avenue

Hi Tyler,

Not a problem. Thanks for doing some further analysis.

David Lukezic, M.Eng., LEL, RPP
T+ 1 905-882-4211 x6622



From: Tyler Xuereb [mailto:Tyler.Xuereb@mississauga.ca]
Sent: Thursday, March 15, 2018 7:52 AM
To: Lukezic, Dave <David.Lukezic@wsp.com>
Subject: RE: 91 Eglinton Avenue

Good Morning Dave,

If you could discard the growth rates that were provided and I will provide new ones after I do some further analysis.

Thanks for this information!

Tyler

From: Lukezic, Dave [mailto:David.Lukezic@wsp.com]
Sent: 2018/03/14 10:36 AM
To: Tyler Xuereb
Subject: RE: 91 Eglinton Avenue

Hi Tyler,

We will be including traffic from the following list of background developments in our model, so please do not include them in the growth rates to avoid double counting:

- 0 Four Springs Avenue
- 5025 & 5033 Four Springs Avenue
- 8 Nahani Way
- 62, 70, 78 & 86 Preston Meadow Ave. / 57, 65, 73, 81, 89 & 95 Armdale Road

Also please do not include our site (location attached). We do not have the number of units at this time. Assume zero growth for our site as we will be developing trip generation, assignment, etc.

Thanks

David Lukezic, M.Eng., LEL, RPP
T+ 1 905-882-4211 x6622



From: Tyler Xuereb [<mailto:Tyler.Xuereb@mississauga.ca>]
Sent: Wednesday, March 14, 2018 9:56 AM
To: Lukezic, Dave <David.Lukezic@wsp.com>
Subject: RE: 91 Eglinton Avenue

Hi Dave,

The City's model utilizes land use growth forecasts that were developed in 2013 and as such may capture growth that is associated with background development/site traffic. With that being said, could you advise as to what background developments you are assuming in your analysis, also if you could provide some more information regarding the subject site, i.e. site plan and the number of units in your development.

Thanks,

Tyler

From: Lukezic, Dave [<mailto:David.Lukezic@wsp.com>]
Sent: 2018/03/14 9:10 AM
To: Tyler Xuereb
Cc: Linda Wu
Subject: RE: 91 Eglinton Avenue

Thanks Tyler!

For clarification, is 2021 mean to be 2023? Our horizon years will be 2023 and 2028.

David Lukezic, M.Eng., LEL, RPP
T+ 1 905-882-4211 x6622



From: Tyler Xuereb [<mailto:Tyler.Xuereb@mississauga.ca>]
Sent: Wednesday, March 14, 2018 8:47 AM
To: Lukezic, Dave <David.Lukezic@wsp.com>
Cc: Linda Wu <Linda.Wu@mississauga.ca>
Subject: RE: 91 Eglinton Avenue

Good Morning Dave,

Using the City's Travel Demand Model and supporting traffic count data, the city's Transportation Planning Section has determined the projected growth for Hurontario Street and Eglinton Avenue to be used as part of your study. The recommended projected growth is shown below:

Hurontario Street

	Growth from Existing to 2021		Compound Annual Growth from 2021-2028	
	NB	SB	NB	SB
Time				
AM Peak Hour	-25.0%	-14.0%	0.5%	1.5%
PM Peak Hour	-16.0%	-18.0%	1.0%	1.0%

Eglinton Avenue

	Compound Annual Growth from existing to 2021		Compound Annual Growth form 2021-2028	
	EB	WB	EB	WB
Time				
AM Peak Hour	0.0%	1.0%	0.5%	2.5%
PM Peak Hour	1.0%	0.0%	2.0%	0.0%

- For Hurontario Street the rates from existing to 2021 represent a one-time total change, this mainly represents the changes in travel patterns as a result of the LRT implementation on Hurontario Street and road network changes in the area.
- From 2021 -2028 the rates represent a compounded annual growth rate.

If you have any questions regarding the information provided please let me know.

Regards,

Tyler

From: Lukezic, Dave [<mailto:David.Lukezic@wsp.com>]

Sent: 2018/03/13 1:46 PM

To: Tyler Xuereb

Subject: RE: 91 Eglinton Avenue

Hi Tyler,

Thanks for discussing this internally. We will do the other estimates at our end.

David

David Lukezic, M.Eng., LEL, RPP
T+ 1 905-882-4211 x6622



From: Tyler Xuereb [<mailto:Tyler.Xuereb@mississauga.ca>]
Sent: Monday, March 12, 2018 8:18 AM
To: Lukezic, Dave <David.Lukezic@wsp.com>
Subject: RE: 91 Eglinton Avenue

Good Morning Dave,

After discussing this request within our group, our model that we use to generate growth rates is a strategic travel demand model and is not really intended/developed to provide numbers for minor collectors and we would prefer you to make assumptions for these estimates.

Regards,

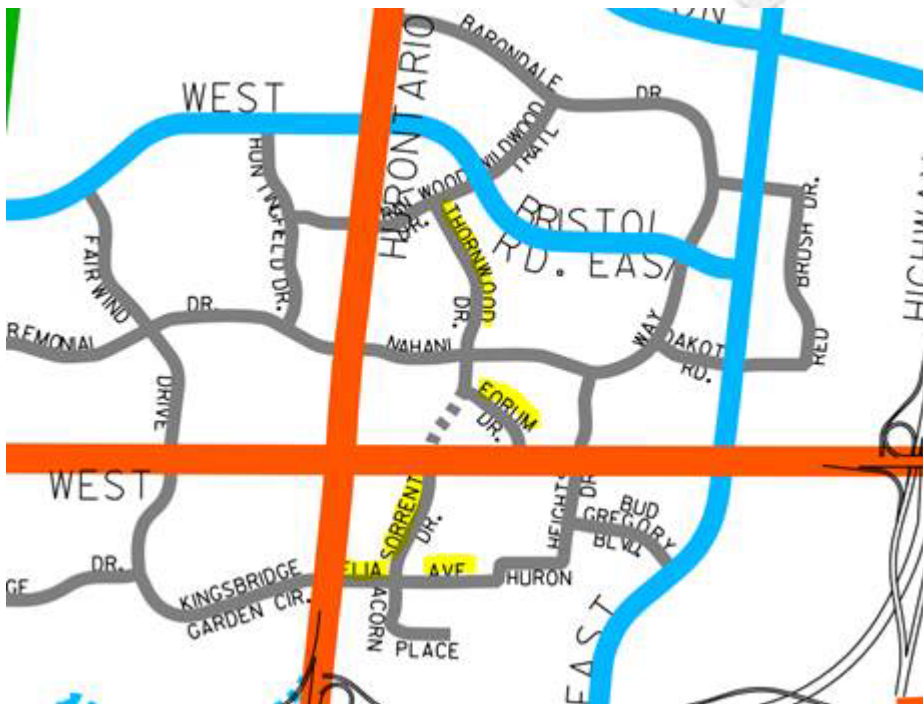
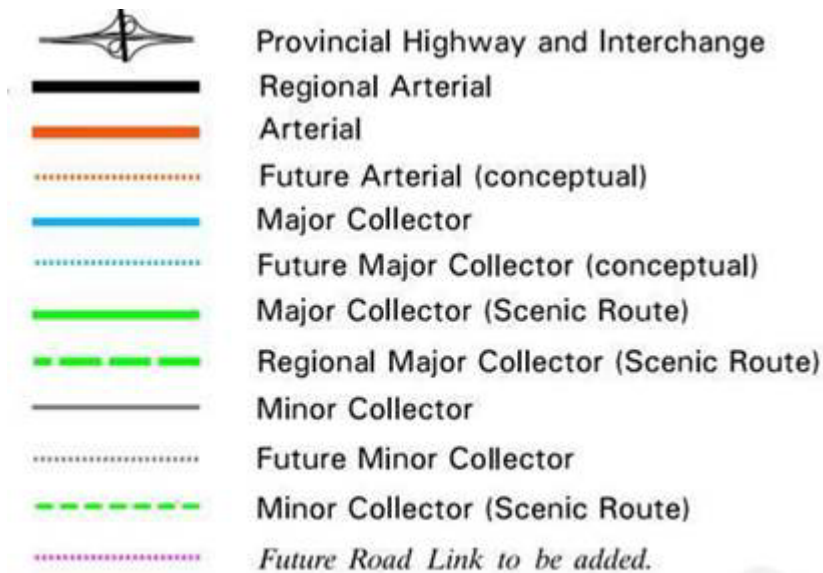
Tyler

From: Lukezic, Dave [<mailto:David.Lukezic@wsp.com>]
Sent: 2018/03/09 2:26 PM
To: Tyler Xuereb
Subject: RE: 91 Eglinton Avenue

Hi Tyler,

Thanks for your reply.

I understand that it may be a typical policy to provide growth rates only for major collectors and arterials. The other roadways in the network are minor collector roads (see below) and I assume that they are coded in the model.



Since our site is unique in that the the extension of Sorrento Drive will be traversing through our clients lands to Thornwood Drive, this would most likely have some impact on local travel patterns. For example, people traveling northbound on Sorrento Drive, must currently turn left on Eglinton Avenue and make a right turn on Hurontario Street. With the roadway extension, some vehicle may choose to continue northbound on Thornwood Drive before going to Hurontario Street. Also due to the proximity of the proposed LRT some traffic on these minor collector roadways may change the travel mode to transit.

We can make assumptions for these estimates but it may be more reliable to obtain this from the model.

Could you please discuss this internally at your end and see if an exception could be made for this project (i.e. providing more info than growth rates only for major collectors and arterials) due to the uniqueness of the site.

Thank you,

David Lukezic, M.Eng., LEL, RPP
Project Manager
Planning and Advisory Services



T+ 1 905-882-4211 x6622

F+ 1 905-882-0055

100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1 Canada

wsp.com

From: Tyler Xuereb [<mailto:Tyler.Xuereb@mississauga.ca>]

Sent: Friday, March 09, 2018 10:06 AM

To: Lukezic, Dave <David.Lukezic@wsp.com>

Subject: RE: 91 Eglinton Avenue

Hey Dave,

Unfortunately we only provide growth rates for major collectors and arterials and therefore can only provide rates for Hurontario Street and Eglinton Avenue.

Regards,

Tyler

From: Lukezic, Dave [<mailto:David.Lukezic@wsp.com>]

Sent: 2018/03/09 9:55 AM

To: Tyler Xuereb

Subject: RE: 91 Eglinton Avenue

Hi Tyler,

Thanks for the confirmation that you will be working on establishing the growth rates.

Please note that we need a bit more than growth rates / reductions on Hurontario Street and Eglinton Avenue for 2023 and 2028 as our study network will be a bit larger (the links are included in the attached e-mail).

It will be important to get the background link volumes (i.e. without site traffic) for the extension of Sorrento Drive through the clients lands to Thornwood Drive.

Once again thank you in advance for working on getting this information to us as this will be very important input to our work.

If you have any questions or require clarifications on anything please let me know.

Thanks

David Lukezic, M.Eng., LEL, RPP
Project Manager
Planning and Advisory Services



T+ 1 905-882-4211 x6622
F+ 1 905-882-0055

100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1 Canada

wsp.com

From: Tyler Xuereb [<mailto:Tyler.Xuereb@mississauga.ca>]
Sent: Friday, March 09, 2018 9:24 AM
To: Lukezic, Dave <David.Lukezic@wsp.com>
Subject: 91 Eglinton Avenue

Good Morning David,

I just received your request from Norbert in regards to growth rates on Hurontario Street and Eglinton Avenue for the horizon years of 2023 and 2028. I will have these results to you as soon as I have them.

Regards,

Tyler

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