



Corporate Report

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PDC NOV 19 2012

DATE: October 30, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 19, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Transportation and Phasing Controls**
Hurontario Street and Eglinton Avenue Intersection
Development Applications
Pinnacle International (Ontario) Limited
Summit Eglinton Inc.

Ward 5

RECOMMENDATION: That the Report dated October 30, 2012, from the Commissioner of Planning and Building regarding transportation matters and phasing controls, for development applications at the intersection of Hurontario Street and Eglinton Avenue, be received for information and that future Development Agreements for development surrounding the Hurontario Street and Eglinton Avenue intersection incorporate a satisfactory Phasing Plan.

**REPORT
HIGHLIGHTS:**

- On April 16, 2012, the Planning and Development Committee (PDC) considered a Supplementary Report regarding the Summit Eglinton Inc. applications, on the east side of Hurontario Street and north of Eglinton Avenue;
- At the Council meeting of April 25, 2012, Councillor Dale requested staff to review how transportation needs are being

met for the application, and determine if controls could be added as to the density;

- This report provides a phasing recommendation to address transportation impacts.

BACKGROUND:

On February 13, 2012, the Planning and Development Committee endorsed Supplementary Reports for the development of lands at the northwest quadrant of Hurontario Street and Eglinton Avenue West, as filed by Pinnacle International (Ontario) Limited, to permit a mixed use residential, parkland, commercial and office development. This was followed by the endorsement of the Summit Eglinton Inc. applications, located on the east side of Hurontario Street and north of Eglinton Avenue East, for a mixed use residential, commercial and office development, at the April 16, 2012 Planning and Development Committee meeting.

Upon consideration of the April 16, 2012 PDC recommendations, Councillor Dale expressed his concerns on the management of traffic. Staff were requested to review how the transportation needs are being met when it comes to an application and determine if controls could be added as to the density with a report back to Council. Commissioner Sajecki indicated that staff would review Councillor Dale's concerns and report back to Council. The subject report is the requested follow-up to this matter.

COMMENTS:**Transportation and Works Department Comments -
Transportation Studies**

The City's Official Plan allows for the development of high-rise apartments and townhouses within the Hurontario Street/Eglinton Avenue node, including the Pinnacle International and Summit Eglinton properties. These lands are located along the Hurontario growth corridor where development in accordance with the Official Plan should be transit supportive. Light rail transit (LRT) is proposed for the Hurontario Street corridor, as approved by Council in 2010. Significant densities are required in support of the LRT system. The development applications, as endorsed by

Council, are for the construction of dwelling units at a density in keeping with what can be attained under the existing Official Plan Residential High and Medium Density designations.

A Transportation Impact study was requested for the Pinnacle application. In view of the magnitude of this development proposal and the location, the Transportation and Works Department engaged an engineering transportation consultant (iTrans Consulting) to undertake an independent transportation study as a form of peer review. The study terms of reference was holistic in nature and included proposed and future development possibilities within all four quadrants of the Hurontario Street and Eglinton Avenue intersection. The results of this study indicated that the existing and planned transportation infrastructure for the surrounding area would be capable of supporting this development as well as the adjacent development (Summit Eglinton) at the densities currently identified in the City's Official Plan. Existing and planned infrastructure would include the possibility of additional intersection improvements, signal timing modifications and the completion of future planned improvements to adjacent and parallel roads. The study also suggested that increasing densities beyond those identified in the Official Plan would result in an increased strain on nearby roadways and intersections.

Since the Pinnacle application was commenced prior to LRT discussions, neither the Pinnacle transportation study nor the City's independent study included the consideration of an LRT system on Hurontario Street. Subsequently, Pinnacle was required to provide an update to their transportation study that looked at the proposed developments with both six lanes of traffic, and with four lanes of traffic and an LRT system on Hurontario Street. The results indicated that these developments could be accommodated as proposed under both scenarios.

A subsequent transportation impact study was provided for the Summit Eglinton development application which focused primarily on site specific information which compared favourably with the previous studies.

Transportation and Works Department Comments - Road Network

The road network envisioned by the Transportation and Works Department for the proposed Pinnacle development was to be connected in all directions, allowing for a more balanced traffic distribution. However, the internal road network will not develop as envisioned as connections to the north and west have been eliminated. The City's transportation study was updated to reflect the elimination of these road connections, and the results continue to indicate that the developments, as proposed, could be supported. The internal road network proposed for the Summit Eglinton development will provide better connectivity in all directions which should help with traffic distribution in the northeast quadrant.

With or without an LRT system on Hurontario Street, the developments will add traffic to the network which will result in more delay and longer travel times. However, the phasing of construction should ensure a gradual change in traffic over a moderate time frame. Construction phasing of the developments is necessary logistically and financially and depends somewhat on the real estate market. Typically, one apartment building can be constructed every two years (see below for further discussion). Additional traffic congestion will be created as a result of construction of the future LRT system. In each case, comprehensive construction management plans will be in place and will require a coordinated effort to address traffic interruptions.

The levels of delay and congestion experienced at Hurontario Street and Eglinton Avenue now and anticipated in the future are not considered unique to this area. Similar levels of service are experienced at most major intersections within this and most urban municipalities. It is expected that the gradual increase in traffic with the construction of these developments and the construction of a future LRT system will encourage changes in driver behaviour with more use of transit, while other modes of transportation may become a better or more accommodating alternative.

Planning and Building Department Comments - Development Phasing Controls

As reported in both the Pinnacle International (Ontario) Limited and Summit Eglinton Inc. Supplementary Reports, the proponents for each have advised that development will be phased in over a period of time, as summarized below:

Pinnacle International: The first phase of development will be the townhouse block adjacent to Cooksville Creek. The second and third phases will incorporate the western half of the apartment blocks, with the final phase being the apartment blocks immediately adjacent to Hurontario Street.

Summit Eglinton: The first phase of development will be the semi-detached and townhouse dwellings, while the second phase will incorporate both the mid-rise apartment block in the centre of the development, and the apartment block abutting Hurontario Street.

As part of the Subdivision approval process, the City has required as a standard means of practice, the execution of Council approved Development Agreements, which would apply even under normal circumstances to the Pinnacle and Summit Eglinton situations. Staff are recommending that specific clauses be incorporated into these agreements, which outline a satisfactory phasing schedule for each development that identifies the phased progression and sequencing of development over time. The implementation of the above, over the long term, will result in an even dispersment of dwellings within the area, thereby spreading out the impact of growth on traffic and other services in the immediate vicinity.

ATTACHMENTS:

- Appendix 1: Recommendation PDC-0030-2012 from
April 25, 2012 Council Meeting
- Appendix 2: Proposed Construction Phasing Plan – Summit
Eglinton Inc.
- Appendix 3: Proposed Construction Phasing Plan – Pinnacle
International (Ontario) Ltd.

Edward R. Sajecki
Commissioner of Planning and Building

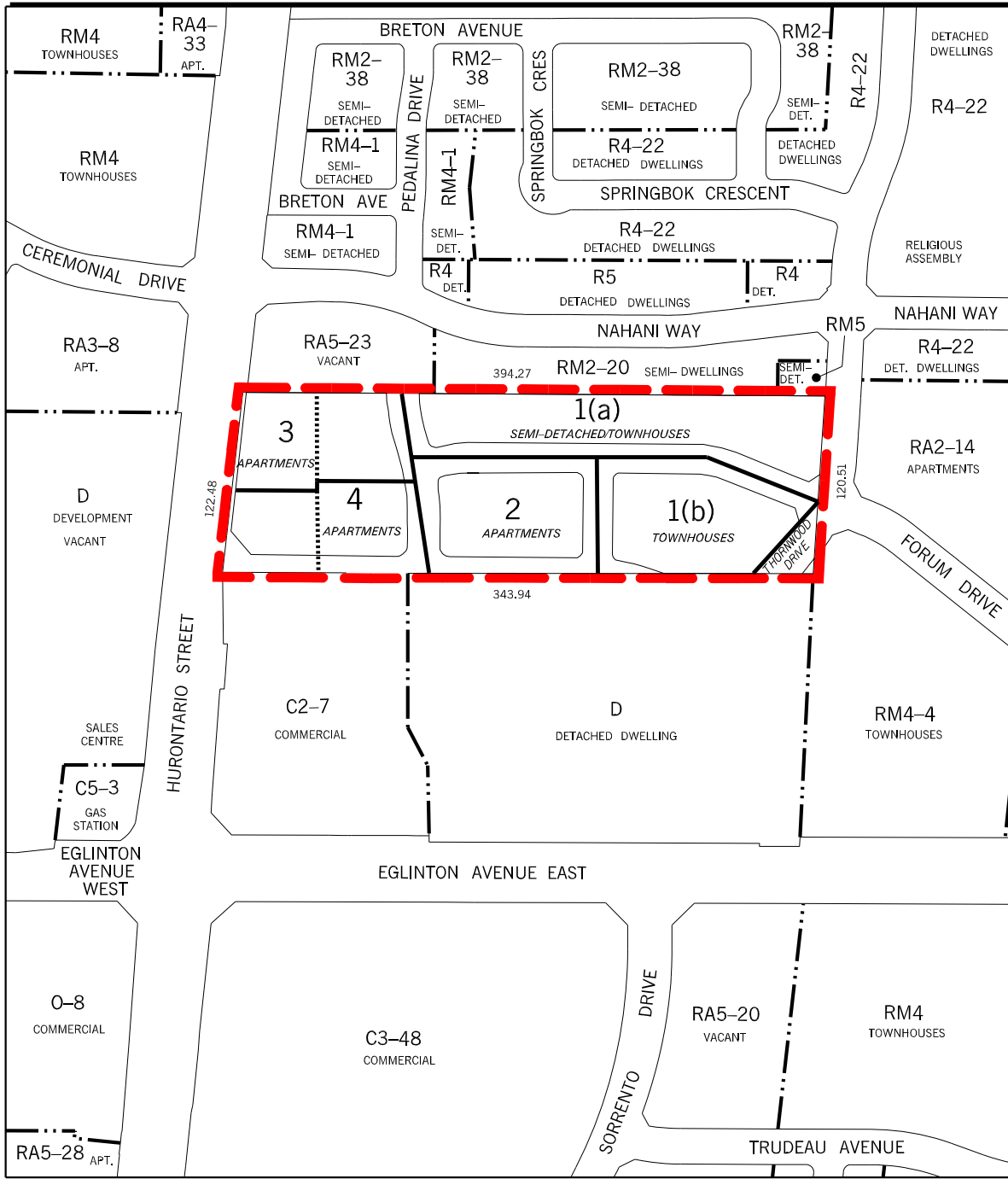
Prepared By: Rob Hughes, Development Planner

Recommendation PDC-0030-2012

1. That notwithstanding that subsequent to the public meeting, changes to the applications 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, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Plan from 'Residential - High Density II - Special Site 7' to 'Residential - Medium Density I - Special Site', 'Residential - Medium Density II - Special Site' and 'Residential - High Density II - Special Site' to permit apartments with ground related commercial and office uses, semi-detached dwellings and townhouses under standard and common element condominium tenure, be approved.
3. That the application to change the Zoning from 'D' (Development) to 'D' (Development), 'RM5-Exception' (Street Townhouse and Semi-Detached Dwellings), 'RM6-Exception' (Townhouse Dwellings on a CEC-Private Road), 'H-RA2-Exception' (Apartment Dwellings) and 'H-RA5-Exception' (Apartment Dwellings) to permit apartments with ground related commercial and office uses, semi-detached dwellings and townhouses under standard and common element condominium tenure, in accordance with the City supported zoning standards contained in the staff report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision be approved.
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and both School Boards not apply to the subject lands.
 - (d) 'That in accordance with Council Resolution 160-91, that a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage for the subject development.'
4. That the Plan of Subdivision under file T-M09004 W5, be recommended for approval subject to the conditions contained in Appendix S-10, as modified to incorporate semi-detached lots.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

6. That Legal Services request the Ontario Municipal Board to make appropriate modifications to the new Mississauga Official Plan through the Board approval process to redesignate the lands from 'Residential - High Density II - Special Site 7' to 'Residential - Medium Density I - Special Site', 'Residential - Medium Density II - Special Site' and 'Residential - High Density II - Special Site'.
7. That the following correspondence be received:
 - (a) Letter dated April 13, 2012 from Kurt Franklin, Vice – President, Weston Consulting Group Inc.
 - (b) Email dated April 16, 2012 from David Vo, Resident.
 - (c) Email dated April 16, 2012 from Mona Sahu, Resident.

Councillor Dale spoke to PDC-0030-2012 and expressed his concerns on the management of traffic. He required staff to review how the transportation needs are being met when it comes to an application and determine if controls could be added as to the density with a report back to Council. Commissioner Sajecki of Planning and Building indicated that staff would review Councillor Dale's concerns and report back to Council



LEGEND:



**SUMMIT EGLINTON
RESIDENTIAL LANDS**

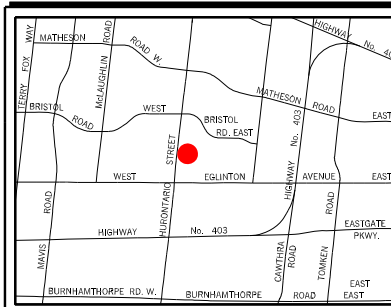
**PROPOSED CONSTRUCTION
PHASING PLAN**

PHASES 1(a), 1(b), 2, 3 & 4



SUBJECT:

SUMMIT EGLINTON INC.



FILE NO:

OZ 09011 W5

DWG. NO:

09011S

SCALE:

1:4000

PDC DATE:

2012 11 19

DRAWN BY:

B. KRUGER



*Produced by
T&W, Geomatics*

APPENDIX 2

