INN ON THE PARK
PROPOSED MIXED-USE DEVELOPMENT

Transportation Assessment

Prepared For: Deltera Incorporated

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1.0 INTRODUCTION

BA Group is retained by Deltera Incorporated on behalf of the landowner, IOTP Development Incorporated, to provide transportation consulting services with respect to the proposed redevelopment of the northerly portion of the former Inn on the Park lands (herein referred to as the "*site*") which are generally located within the northeast of the Leslie Street and Eglinton Avenue East intersection in the City of Toronto. The site comprises of lands municipally referred to as 1087, 1091, and 1095 Leslie Street.

The site location and broader context are shown in **Figure 1**.

A primarily residential development plan is proposed on the site replacing the former Inn on the Park hotel and banquet facility. A zoning bylaw amendment (ZBA) is required to facilitate redevelopment of the site as planned.

The new residential development plan proposed on the site is comprised of approximately 1,400 residential condominium units within four new buildings and a 3-storey townhouse complex, and approximately 943 m^2 gross floor area (GFA) of retail space that will front onto Leslie Street. A new public road that extends into the development lands is also proposed, with a potential public road connection to the Celestica lands (which remains conceptual at this time).

A summary of the key aspects of the development proposal and study findings are outlined in Sections 1.0 to 6.0 of this report. Detailed discussion of context, methodology, and assessment of traffic and site plan elements of the site is provided in Sections A to G of this report.

2.0 THE SITE TODAY

The Inn on the Park site is bordered by Leslie Street to the west, the CP Railway tracks to the east, the existing Carrington on the Park residential buildings to the north, and the Toyota-Lexus on the Park dealership to the south. The site is located approximately 250 metres north of Eglinton Avenue East.

There are significant topography and elevation changes across the site. The site slopes downward from the north by approximately four to five metres over the span of the site. The site also slopes downward to the west in the order of four metres from the rail line to the top of the embankment on the east side of Leslie Street.

Existing Buildings on the Site

Figure 2 illustrates the existing buildings on the site, surrounding lands, and supporting access connections.

The site is currently occupied by a vacant hotel tower and a banquet hall building and related surface parking areas. These buildings formed part of the former Inn on the Park hotel development that included:

- in the order of 570 hotel rooms;
- associated meeting rooms and lounge floor area, and retail floor space;
- a ballroom with an approximate capacity of 800 persons; and,
- a significant restaurant floor area.

Buildings containing these uses will be demolished as part of the proposed development plan.

Existing Site Access

The site, the Carrington on the Park residential development lands to its north and the car dealership lands to the south (that formed the former Inn on the Park lands prior to the severance of these properties from the total landholdings) are currently jointly served by two driveway connections to Leslie Street situated at the northern and southern ends of the former Inn on the Park lands. The Leslie Street / north driveway intersection is signalized and the southern driveway is unsignalized.

The northern driveway links directly to the Carrington on the Park residential buildings located north of the site via a signalized intersection on Leslie Street. This signalized intersection is located approximately 400 metres north of Eglinton Avenue East.

The southern unsignalized driveway on Leslie Street links directly to the Toyota-Lexus on the Park dealership lands approximately 90 metres north of Eglinton Avenue East (centreline to centreline).

The two Leslie Street driveways are connected by a series of private driveway linkages within the various properties that serve the various buildings and facilities within the overall lands.

There is also a series of other smaller connections that:

1) link the Carrington on the Park residential buildings and parking facilities; and,
2) provide access to / from the existing parking structure in the northeast corner of the overall Inn on the Park lands for use by the Toyota-Lexus on the Park dealership (+/- 385 spaces).

There are existing easements in place over sections of the driveway system running through the Carrington on the Park lands located north of the site to allow for use of the traffic signal by vehicles accessing the site and car dealership lands. There are also easements in place over the existing east-west orientated driveway running along the northern boundary of the site in favour of the Carrington on the Park lands for vehicular access purposes.

Site Specific Zoning By-Law No. 931-2009

Site Specific Zoning By-Law No. 931-2009 was adopted by City Council in 2009 and defines current development permissions for the former Inn on the Park lands which include the site and the Toyota-Lexus on the Park car dealership lands to the south of the site.

Site Specific Zoning By-Law No. 931-2009 amends the provisions of the underlying general North York Zoning By-Law No. 7625 to permit a range of commercial, retail and residential uses on the site and adjacent car dealership lands.

The site specific bylaw permits the As-of-Right (AOR) development of a maximum gross floor area (GFA) of 37,950 m^2 across the site, including the now-built and operating car dealership lands. Of this total, a combined maximum of 8,532 m^2 GFA could be developed for restaurant, banquet hall, retail, personal service shops, fitness centre and office uses as well as a maximum of 128 retirement residential units within the remaining overall floor area permissions.

3.0 DEVELOPMENT PLAN OVERVIEW

The following provides a summary overview of the proposed development plan for the site.

An illustrative plan showing the key vehicular and circulation elements of the proposed public road, private driveway and parking/loading access facilities are provided in **Figure 3.**

Reduced scale copies of the architectural drawings are provided in **Appendix A**.

Development Programme

A total of 1,400 new residential units are proposed within four new buildings and a 3-storey townhouse complex with a proposed total residential gross floor area (RGFA) of approximately 113,329 m^2 (1.22 million sq. ft). A unit type breakdown of the new proposed residential units is shown in **Table 1**.

The existing buildings and surface parking on the site will be demolished as part of the development proposal.

In addition to the new residential units, the proposed development will have ancillary retail of approximately 943 m^2. Site plans for the development proposal have been prepared by Graziani and Corazza Architects Inc as part of the rezoning application to the City of Toronto.

TABLE 1 INN ON THE PARK MIXED USE DEVELOPMENT - DEVELOPMENT PROGRAMME

Land Use	Tower A	Tower B	Tower C	Tower D	Townhouse	Total
1-Bedroom	104 units	368 units	193 units	150 units	0 units	815 units
2-Bedroom	145 units	75 units	137 units	208 units	0 units	565 units
Townhouse	0 units	0 units	0 units	0 units	20 units	20 units
Total Residential Units	**249 units**	**443 units**	**330 units**	**358 units**	**20 units**	**1400 units**
Ancillary Retail	**943 m^2**	**0 m^2**	**0 m^2**	**0 m^2**	**0 m^2**	**943 m^2**

Notes:
1. Based on site plan drawings by Graziani & Corazza Architects Inc dated January 15, 2015.

Proposed Public Road and Signalized Intersection

The existing internal road network serving the site and dealership lands to the south will be reconfigured to facilitate development of the site as planned and to provide appropriate levels of vehicular access for the site and adjacent lands. A new public road (referred to as Public Street A) is proposed along the south perimeter of the site establishing a new signalized intersection onto Leslie Street. Public Street A is proposed to terminate in a cul-de-sac on the west side of the existing Toyota auto service building.

The proposed signalized intersection on Leslie Street is located approximately 150 metres (measured centreline to centreline) south of the existing northern site access into the Carrington on the Park residential development and 275 metres north of the existing Leslie Street / Eglinton Avenue East intersection. This location provides acceptable spacing of traffic signals on Leslie Street, while also minimizing property needs from the Toronto and Region Conservation Authority (TRCA) lands located to the south of the site.

The new road will provide a public road facility serving the lands located on the east side of Leslie Street that supplements the existing private driveway connections and more directly supports the redevelopment of the site and the existing car dealership. Public Street A will have a basic 20 metre right-of-way (ROW) and an 8.5 metre pavement width in accordance with the City of Toronto's Development Infrastructure Policy & Standards (DIPS) for a major local residential street. The new road is widened on its approach to Leslie Street to provide separate right and left turn lanes at the signal. The left turn lane is proposed to have a 50 metre storage length and 35 metre taper. On-street parking for approximately 4 vehicles[1] is provided for on the north side of the proposed public road.

An auxiliary left turn lane is provided on the southbound Leslie Street approach to the new signalized intersection on Leslie Street. A central island is proposed on the south side of the intersection, providing a location for signal infrastructure and to guide traffic movements in a similar fashion to the existing signal serving the Carrington on the Park residential lands. A left turn storage length of 30 metres is proposed with a taper length of an additional 30 metres. Pedestrian crossings will be provided on each approach.

A reduced scale road plan depicting the new public road, signalized intersection configuration, and reconfigured internal network serving the site and existing car dealership is attached in **Appendix B** and inserted at the back of this report. A reduced scale version of the road plan is also presented in **Figure 4.**

Under existing conditions, lengthy left turn delays at the unsignalized southern site access on Leslie Street encourage traffic to/from the car dealership to use the northern signalized access adjacent to the Carrington on the Park condominiums. The new intersection and public road provides an additional and alternate route and access point to and from the Inn on the Park lands.

Potential Public Road Connection to Celestica

Permission is being sought to allow the eastern extension of the public road from the cul-de-sac routing under the railway tracks to connect to the Wynford Drive extension proposed as part of the Celestica redevelopment , subject to demolition of the existing car dealership auto service building, required environmental assessment and design studies and agreements with the landowner of the property on the east side of the rail line.

From a physical standpoint, the public road would have to route beneath the railway track via a future underpass, providing a 7 metre clearance, to connect the two sites. Based on existing topographic data, the cul-de-sac elevation is at 124 metres and the railway track is at 128 metres on the surface. It is possible for the road to dip by 3 metres to reach the 121 metre elevation, thus meeting the 7 metre clearance, within the spacing between the cul-de-sac and the underpass from a design perspective.

[1] Assumes an effective parking stall length 6.5 to 6.7 metres for on-street parking.

This potential road connection would also require the demolition of the dealership maintenance building immediately east of the cul-de-sac. As such, the connection is conceptual in nature at this time and may become possible in the future in combination with a redevelopment of the dealership lands to the south. A conceptual routing of this connection is illustrated in **Figure 5**.

Internal Private Driveway Connections

A new private road will connect to the cul-de-sac at the south end of the site and the existing Carrington on the Park driveway at the north end of the site.

The private internal road will have an 8.0 metre pavement width. The new private road bends through the site to provide a gradual slope for vehicles to accommodate the grade difference between the northern and southern portions of the Inn on the Park site. On-street parking is provided on one side of the new private road which can accommodate a total of approximately 15 vehicles[2].

The existing driveway serving the Toyota-Lexus dealership has been maintained with a connection to the southern side of the Public Street A cul-de-sac. In order to accommodate the right-of-way width of Public Street A, the northern component of the existing surface parking lot that serves the Toyota-Lexus dealership has been reconfigured to provide a drive aisle and row of parking. The north-south driveway running along the rail corridor will also be maintained to provide access between the car dealership lands and the parking structure it uses.

The existing east-west driveway running along the northern site boundary is to be maintained to continue to provide access for the Carrington on the Park residential buildings and the parking structure situated adjacent to the rail corridor.

Appropriate easements will be secured over the various segments of the private driveway system to facilitate access for the users that rely upon them. The existing easement in favour of the site and dealership lands over the driveway linkage to the northern Leslie Street signalized intersection will remain in place.

Bicycle and Pedestrian Connections

Inn on the Park is well situated to provide connections that enhance the existing pedestrian and cyclist infrastructure surrounding the site. The provision of sidewalks along either side of the new public and private roads, and public walkways encourage pedestrian activity and interaction between the proposed residential uses and ground level retail uses. The internal road network provides opportunities to link the existing off-road trails west and north of the site to new bicycle and pedestrian facilities proposed on Eglinton Avenue East as part of Eglinton Connects.

[2] Assumes an effective parking stall length 6.5 to 6.7 metres for on-street parking.

The site will offer five potential pedestrian and cycling connections as illustrated in **Figure 6**, which will serve to enhance the City of Toronto Don Mills Trail South connection and will serve as a critical piece in linking the Leaside Trail to the other bike infrastructure. Possible proposed cycling and pedestrian connections include:

1. linking the existing Leaside Spur Trail to the Don Valley Trail system and to Eglinton Avenue East via a southerly extension of the Leaside Spur Trail along the rail line;

2. a potential two-way cycling path, similar to that provided on Eglinton Avenue as part of Eglinton Connects, that could be provided along the east side of Leslie Street to connect the site to the Eglinton Avenue corridor for cyclists;

3. an on road linkage through the dealership private roads leading to an off-road segment that connects to the cyclist infrastructure at the north east corner of Leslie Street and Eglinton Avenue East; and

4. linking the site to one of the entrances to the Don Valley Trail via the new signal crosswalk on Leslie Street. This option will require the relocation of the existing guardrail and some infilling along the west side of Leslie Street between the new signalized intersection to the trail entrance to accommodate a two-way bike path. The fifth potential connection is an off-road linkage from the west side of the existing north site access intersection to the Don Valley Trail. This option would involve multiple grading corrections and installation of new guardrail along the connection.

Given a combination of these potential routes, all of which connect to the proposed site, and the proposed internal pedestrian and cycling network on the site, the interconnectivity of current cycling and pedestrian infrastructure surrounding the site will be improved. The context and nature of these potential connections will be established during the design and site approvals process.

Vehicular Building Access

Building access for vehicles on the site is proposed via two locations, on the new public street and on the private driveway system. Pick-up and drop-off facilities are also accessed at these locations and proposed for the eastern and western residential buildings.

The location of these access points is illustrated on **Figure 3**. The pick-up / drop-off facilities are illustrated on the ground floor plans provided in **Appendix A**.

Vehicular Parking Facilities

Parking for residential tenants and visitors is to be provided on site for the new buildings on a consolidated basis within a common parking facility supporting all uses.

Parking will be provided within two adjacent parking facilities beneath the site for a total of 1,313 parking spaces including 1,162 residential tenant spaces and 151 residential visitor and retail visitor spaces).The parking facility on the west side of the site (serving Tower A and Tower D) occupies three levels underground. The parking facility on the east side of the site (serving Tower B and Tower C) occupies three levels at and above-grade and three levels underground.

Bicycle Parking Facilities

Bicycle parking will be provided within the proposed development in accordance with City of Toronto Zoning By-Law No. 569-2013 and Toronto Green Standards (Tier 1). Approximately 1,400 bicycle parking spaces are proposed.

Loading Facilities

Two Type ‘G’ loading spaces are proposed on the north side of the site to support the residential developments. The loading spaces are accessed via the existing private road running east-west at the northern perimeter of the site. One loading space will serve Towers C and D while the other will serve Towers A and B.

These loading spaces will accommodate waste collection services and residents moving into and out of the proposed residential buildings. The two Type ‘G’ loading spaces will also serve delivery vehicles for the commercial uses on non-collection days.

4.0 STUDY APPROACH

There are significant changes planned along the Eglinton Avenue corridor that will influence transportation opportunities, travel behaviour and usage patterns along the length of the corridor. These will change the role that the Eglinton Avenue corridor plays, on a broad and City-wide basis, from a transportation perspective in the future given the planned emphasis on transit usage. This is significant when considering the transportation context of the site given its proximity to Eglinton Avenue East.

The planned Eglinton Crosstown Light Rail Transit (LRT) line, which is currently under construction, will extend some 19 kilometres across the City along the Eglinton Avenue corridor between Weston Road in the west and Kennedy Subway Station in the east. The LRT will have both underground (west of Laird Drive) and at-grade sections operating within its own right-of-way (east of Laird Drive) and provides a significant, higher-order transit alternative for residents of, and visitors to, the proposed development. Peak ridership is anticipated to reach 5,400 passengers per hour in the peak direction by 2031 based upon forecasts developed as part of the planning for the proposed facility, while service capacity is planned to accommodate 15,000 passengers per hour in the peak direction. The Eglinton Crosstown LRT is scheduled to be completed and operational by 2020.

The planned changes relate to the (now underway) construction of the Eglinton Crosstown LRT facility that extends along the Eglinton Avenue corridor across the City and the proposed changes to the configuration of the Eglinton Avenue roadway cross-section that seek to reduce the current emphasis on the accommodation of car based travel (i.e. traffic) demands given the significant level of transit capacity realized through the Eglinton Crosstown LRT initiative.

A reduction in the number of vehicular travel lanes on Eglinton Avenue is proposed by the City as part of the re-creation of the corridor in a manner that fully capitalizes upon the transit investments being made as part of the Eglinton Crosstown LRT. The use of the grade level space within the right-of-way is being re-balanced to provide an enhanced public and pedestrian realm and bicycle lane / trail facilities that are focussed upon facilitating the movement of people in ways other than through use of the private automobile

BA Group has adopted a dual approach to forecasting future traffic on the area street network that responds to the significant changes planned within the road cross-section along the Eglinton Avenue corridor as a result of the construction of the Eglinton Crosstown LRT and the Eglinton Connects initiative. The following provides:

A. a background on the design and planning studies that have formerly been prepared to assess the impacts of the Eglinton Crosstown LRT, notably the City and Toronto Transit Commission's (TTC) *Environmental Assessment* and the City of Toronto's *Eglinton Connects* study; and

B. a summary of the dual approach taken by BA Group to establish existing, future background, and future total traffic volumes to respond to planned changes on Eglinton Avenue East.

A. Eglinton Crosstown LRT Studies

Eglinton Crosstown LRT Environmental Assessment

The City of Toronto and TTC undertook an Environmental Assessment for the Eglinton Crosstown LRT facility to establish design arrangements for the new facility along the Eglinton Avenue corridor and to identify potential impacts to traffic, heritage, and the environment. The original study was completed in March 2010 and led, through a number of subsequent addenda, to the current design arrangement being pursued by Metrolinx who are now responsible for delivery of the project.

Notably, the Environmental Assessment identified a functional design arrangement for the sections of Eglinton Avenue East where the LRT facility would be located at-grade east of Brentcliffe Road through to its easterly terminus at Kennedy Subway Station. This includes the section through the Leslie Street intersection. The planned arrangement proposed by the City and Metrolinx includes for a reduction in the number of travel lanes along many segments of Eglinton Avenue East (including through Leslie Street) to accommodate the new LRT facility within the centre of the roadway. A basic 4 lane cross-section plus bike lane / trail facilities is generally proposed (compared to 6 travel lanes today including HOV lanes) east of Brentcliffe Road.

A consolidated traffic report was presented as part of Environmental Assessment which considered and supported the proposed reduction in travel lanes. Detailed assessments were undertaken at a number of locations across the corridor although only a high level summary of traffic operations analyses undertaken in the site area (i.e. Leslie Street intersection) was presented.

It is notable that the analyses undertaken in the site area maintained existing traffic volumes at the Leslie Street / Eglinton Avenue East intersection and identified significant capacity issues with the proposed reduced lane configuration being assessed. It is clear from the work presented as part of the Environmental Assessment that a reduction in traffic volumes on Eglinton Avenue East below prevailing levels of activity will occur as a result of capacity constraints created with the construction of the at-grade sections of the LRT facility.

Eglinton Connects Planning Study

The Eglinton Connects Planning Study is a complementary study to the Eglinton Crosstown LRT Environmental Assessment undertaken by the City of Toronto which assesses and identifies how the Eglinton Avenue corridor should change to best leverage the considerable investment in new rapid transit being made along the corridor and to enhance the public realm and other non-automobile opportunities.

The Eglinton Connects Planning Study was conducted over the course of two years and included an extensive urban design, planning and transportation analysis of the corridor and future plans and needs. A series of recommendations were made within the Planning Study with respect to policy objectives and mapping that are to guide future changes along Eglinton Avenue including the proposed configuration of travel lanes, bicycle facilities and the public realm components of the street cross-section along the corridor.

These recommendations and design arrangements build upon (and refine) the work undertaken as part of the earlier Eglinton Crosstown LRT Environmental Assessment study and extend the consideration of at-grade cross-section changes along the entire corridor. Notably, travel lane reductions are proposed for the majority of Eglinton Avenue East and West to provide a basic 4 lane cross-section (compared to 6 lanes including HOV lanes in sections today) with a reduction to a basic 2 lane cross-section between Avenue Road and Mt. Pleasant Road. These changes, and the increase in transit capacity along the corridor, will have a broad reaching effect on the way the Eglinton Avenue corridor is used and the role it plays on a city wide basis in the future.

A detailed traffic evaluation of the Eglinton Avenue corridor for the below-grade portions of the LRT facility was prepared as part of the Eglinton Connects Transportation Study (Class Environmental Assessment) which was undertaken as a parallel study to the Eglinton Connects Planning Study. This assessment outlined the future traffic operational characteristics of the Eglinton Avenue corridor between Black Creek Drive in the west and Brentcliffe Road in the east with the proposed (reduced) lane configurations developed through the Eglinton Connects process.

Forecasts of future weekday peak hour traffic volumes along the corridor (2031) were established as a basis for these analyses. These forecasts took into account:

1) existing volume levels;
2) a set of compound annual growth rates that reflected incremental activity generated by new development along the corridor that also embedded anticipated travel mode shifts away from automobile usage along the corridor areas; and
3) a diversion of longer distance traffic away from the corridor as a result of the reduction in the traffic carrying capacity of the corridor.

The introduction of a reliable and frequent LRT transit service combined with vehicular capacity constraints along the corridor was anticipated to result in a modal shift away from passenger automobile use. Peak period car usage in the areas surrounding Eglinton Avenue is projected to reduce by approximately a third (from almost 60 percent of all peak hour travel to 40 percent[3]). A diversion of between 13 and 14[4] percent of long distance trips along the corridor is also anticipated given the planned decrease in the overall traffic carrying capacity of the corridor.

It is noteworthy that the traffic operations analyses presented within the Eglinton Connects Transportation Study indicated a number of circumstances where intersections or movements at intersections operated above their theoretical capacity with the forecast volumes described above. It is our opinion that 2031 traffic activity levels would, in actuality, be lower than those forecast as part of the Eglinton Connects Transportation Study in response to the actual traffic capacity levels provided along the corridor.

[3] **Section 4.4.2***: EGLINTONconnects Environmental Study Report*

[4] **Section 4.4.1.2***: EGLINTONconnects Environmental Study Report*

It is further our opinion that volumes will adjust over time such that capacity levels will be approached or reached but will not be exceeded. These adjustments (or reductions) would occur through a combination of:

1) further shifts of car users to transit and other travel modes;
2) a greater level of diversion of traffic to other corridors; and
3) a spreading of the peak period as people adjust the timing of trips outside of the traditional peak periods of travel. It is noteworthy that the Eglinton Connects Transportation Study identifies that the forecasts used within it are conservative.

B. Traffic Volume Forecasts

Traffic volumes adopted for the existing conditions analyses reflect current levels of activity on the area street system recorded by, or on behalf of, BA Group. Existing analyses also reflect the current (prior to the start of the Eglinton Crosstown LRT construction) lane configurations on the area street system including Eglinton Avenue East.

Traffic volumes were established on the area road network for future background traffic conditions considering: 1) the planned (substantial) increase in transit capacity along the corridor; and 2) the reduction in the number of traffic lanes that will limit the amount of traffic that can, and will, be carried along the Eglinton Avenue corridor.

Two alternate (and comparative) forecasting methods have been pursued in an effort to establish a range of representative base volume conditions for the purposes of assessing the impacts of the proposed development in the context of the extensive changes, and non-automobile dependent travel opportunities afforded, along the Eglinton Avenue corridor.

The two future background traffic conditions adopted by BA Group provide comparative forecasts of future conditions as follows:

1. <u>Scenario A – City 2031 Forecast Volumes</u>

   This forecast scenario builds upon the 2031 traffic volume forecasts developed for the 2-lane Eglinton Avenue corridor scenario presented as part of the March 2014 *Eglinton Connects – Traffic Study Report* prepared by HDR Corporation and approved by the City of Toronto.

   These volumes were developed on behalf of the City for the assessment of alternate roadway configurations along the Eglinton Avenue corridor and formed the basis for the City of Toronto's approval of the preferred street plan illustrated as part of the Eglinton Connects Planning Study.

   Volumes reflect future 2031 traffic levels incorporating activity related to general population / employment growth, modal choice changes, enhanced transit capacity and bicycle facilities along Eglinton Avenue, and a diversion of traffic to other corridors.

The 2031 forecast volumes reported at the most easterly extent of the Eglinton Connects Traffic Study were reviewed by BA Group and adjusted such that the Brentcliffe Road / Eglinton Avenue East intersection would operate within its theoretical capacity limits. The capacity limits at this key intersection will dictate the volumes that can, and would, be appropriately carried along Eglinton Avenue East in the future.

The adjusted 2031 forecast volumes at the Eglinton Avenue / Brentcliffe Road intersection were then projected, by BA Group, through the broader road network further east to Leslie Street and considered as part of this study. Existing traffic volumes within the study area were adjusted up or down to reflect the forecast link volumes approaching / exiting the Brentcliffe Road / Eglinton Avenue East intersection.

2. Scenario B - Traditional Additive Traffic Layer Forecasting

This forecast scenario follows the standard procedure of forecasting future background traffic conditions by building upon existing traffic volumes with new development and general traffic growth activity. The development horizon considered for this scenario would be in the order of 2021 given the level of new development considered and the related projected build-out time frames.

BA Group has developed forecasts of new area development activity based upon consideration (as is typical in traffic impact assessments) of area proposals that are approved or within the approvals process at the City but that are not, as yet, built. Traffic growth (or lack thereof) was also considered.

However, given the capacity constraints resulting from the change (reduction) in the Eglinton Avenue East lane configurations adopted in the approved Eglinton Crosstown Environmental Assessment and Eglinton Connects road plans, adjustments (i.e. reductions) have been made by BA Group to the unconstrained future background volume set so that intersections in the study area operate within their theoretical capacity. These adjustments essentially reflect the level of traffic diversion – similar to the forecasting process adopted as part of the Eglinton Connects Transportation Study – that would occur to other routes or travel modes.

The Don Mills Road / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections form the key “valves” in this scenario to dictate the level of traffic that can be reasonably processed along the corridor. Volumes that could be processed at these intersections were extrapolated across the network based on existing turning patterns to establish the Scenario B forecast future background traffic volume base.

Net new site traffic volumes were then assigned to the area road network above the established Scenario A and B baseline future background traffic conditions to assess the impacts of the proposed development plan in the context of future operating conditions in the area.

Analyses undertaken for future conditions for both forecast assessment scenarios reflect the planned, future lane configurations on Eglinton Avenue East that is anticipated following construction of the Eglinton Crosstown LRT and implementation of the Eglinton Connects design changes.

5.0 THIS REPORT

This report provides a summary documentation of the transportation context, study approach, travel demand forecasting methodology, traffic operations assessment and key summary and technical findings of our review of the transportation related aspects of the proposed Inn on the Park development plans.

The following form part of this report:

Development Plan

- An overview of the proposed development programme.
- A review of new public road and private driveway provisions supporting the development plan.
- An overview of bicycle and pedestrian connections, linkages and on-site infrastructure contemplated to support the development plan.
- A review of the transportation elements of the proposed development plan including vehicular access and circulation, loading, parking and pick-up / drop-off facilities.

Transportation Context

- A review of existing and future transportation context including key (and significant) public road, transit, pedestrian and cycling changes in the area with a particular focus upon the introduction of new higher order transit service (Eglinton Crosstown LRT) and bicycle facilities along the Eglinton Avenue East corridor being advanced by the City as part of the Eglinton Connects initiative.
- An overview of the level of support the site location and proximity to the new Eglinton Crosstown LRT offer in providing viable convenient non-automobile dependent travel alternatives.
- A review of the planning context of the Inn on the Park lands and the prevailing development permissions afforded to the property within site specific Zoning By-Law No. 931-2009.

Future Travel (Traffic) Forecasting

- A review of area traffic activity levels today and in the future 2021 and 2031.
- The significant changes on Eglinton Avenue, both to the physical road configuration and the provision of high order transit in the Eglinton Crosstown LRT, will have a profound impact on traffic activity along the corridor in the future. To address uncertainty related to long term traffic forecasting due to these considerations, BA Group has adopted a dual approach to forecasting future traffic on the area street network and will compare results from both sets of analyses.
  - The first approach (Scenario A) uses future volumes from the Eglinton Connects traffic study by HDR and scales existing volumes to match these volumes, given the capacity constraint at Eglinton Avenue / Brentcliffe Road, to reflect the carrying capacity and demand volumes at the critical link along the corridor at the 2031 horizon year.
  - The second approach (Scenario B) follows the standard procedure of building upon existing traffic volumes with growth, background development, and site traffic layers. However, given the capacity constraints along the Eglinton corridor, traffic diversion have been considered based on carrying capacity at the critical intersections before considering site impact on the network at the 2021 horizon year.

- An outline of travel characteristics and travel demand projections for the proposed development plan
- Development of site related traffic forecasts for the proposed development considering routing options available across the area road network.
- A review of the net incremental traffic demands of the current development plan compared to that which could be developed As-of-Right under the prevailing site specific zoning bylaw development permissions.

Traffic Operations Review

- A detailed review of traffic operations on the area road network under existing and future traffic conditions to provide a measure of prevailing and future operational characteristics and an assessment of site related impacts considering changes planned along the Eglinton Avenue East corridor as part of the Eglinton Crosstown LRT construction and Eglinton Connects initiative.
- A review of traffic operations at the proposed new public road signal onto Leslie Street and the operation of traffic activity on Leslie Street with the new signal.

Site Planning

- A review of the parking requirements and provisions within the proposed development plan.
- A review bicycle parking requirements and provisions of the proposed development plan.
- A review of loading requirements and provisions of proposed development plan.

Key summary and conclusions are provided in Section 6.0 with the balance of the report (Sections A to G) outlining the various supporting technical aspects of the assessment undertaken for the proposed development.

6.0 SUMMARY AND KEY FINDINGS

The following summarizes the key findings of this transportation review.

The Site

1. The Inn on the Park site is bordered by Leslie Street to the west, the CP Railway tracks to the east, the existing Carrington on the Park residential buildings to the north, and the Toyota-Lexus on the Park dealership to the south. The site is currently occupied by a vacant hotel tower and a banquet hall building and related surface parking areas. The site is located approximately 250 metres north of Eglinton Avenue East.

2. The site, the Carrington on the Park residential development lands to its north and the car dealership lands to the south (that formed the former Inn on the Park lands prior to the severance of these properties from the total landholdings) are currently jointly served by two driveway connections to Leslie Street situated at the northern and southern ends of the former Inn on the Park lands. The Leslie Street / north driveway intersection is signalized and the southern driveway is unsignalized. The two driveways are connected by a series of private driveway linkages within the various properties that serve the various buildings and facilities within the overall lands. The existing surface parking and buildings on the site will be demolished as part of the development.

3. There are existing easements in place over sections of the driveway system running through the Carrington on the Park lands located north of the site to allow for use of the traffic signal by vehicles accessing the site and car dealership lands. There are also easements in place over the existing east-west orientated driveway running along the northern boundary of the site in favour of the Carrington on the Park lands for vehicular access purposes.

4. Site Specific Zoning By-Law No. 931-2009 was adopted by City Council in 2009 and defines current development permissions for the former Inn on the Park lands which include the site and the Toyota-Lexus on the Park car dealership lands to the south of the site. Site Specific Zoning By-Law No. 931-2009 amends the provisions of the underlying general North York Zoning By-Law No. 7625 to permit a range of commercial, retail and residential uses on the site and adjacent car dealership lands. The site specific bylaw permits the As-of-Right (AOR) development of a maximum gross floor area (GFA) of 37,950 m^2 across the site, including the now-built and operating car dealership lands. Of this total, a combined maximum of 8,532 m^2 GFA could be developed for restaurant, banquet hall, retail, personal service shops, fitness centre and office uses as well as a maximum of 128 retirement residential units within the remaining overall floor area permissions.

Site Transportation Context

5. The site is well-located from an urban transportation standpoint with residents and visitors of the proposed development being provided with a range of travel choice opportunities through the significant connections afforded by the area arterial road and highway network, the existing and planned surface and higher-order transit facilities including, significantly, the Eglinton Crosstown LRT and other existing and planned non-automobile linkages (i.e. cycle lane / trail facilities).

- Transit

6. The site is well located from a transit perspective with the planned construction of the Eglinton Crosstown LRT transit line along the Eglinton Avenue corridor. The Leslie Station on the Eglinton Crosstown LRT line is located approximately 250 metres south of site and is within a 5 minute walk of the proposed development. The Eglinton Crosstown LRT is scheduled to be completed and operational by 2020.

7. The transit connectivity afforded by the Eglinton Crosstown LRT to the wider transit network serving the City and Greater Toronto Area enables residents and visitors of the proposed development (as well as the surrounding area) to capitalize upon and utilize this significant, non-automobile travel option. This will, in turn, reduce the need for residents and visitors to travel using a car on a regular basis and will assist in reducing vehicular travel demands of the proposed development plan.

- Road Network

8. The site is also well located relative to significant roadway connections provided by the Don Valley Parkway located just to the east of the site and the area arterial road network (Eglinton Avenue East, Don Mills Road and Leslie Street). These roadways provide convenient linkages to the downtown core, across the City and to (and across) the Highway 401 corridor to the north.

9. The area arterial road system - including Eglinton Avenue East - is heavily used today during the weekday commuter peak hour periods as people travel to and from home at the start and end of the working day. There are recurring levels of congestion that occur during peak times across the area road network and particularly at the Brentcliffe Road / Eglinton Avenue East, Leslie Street / Eglinton Avenue East, and Don Mills Road / Eglinton Avenue East intersections.

10. There are significant changes planned for the Eglinton Avenue corridor that will have broad reaching implications on the way people use the corridor and the role it plays in the City as a traffic carrying thoroughfare.

    Eglinton Avenue East is to be reduced to a basic 4-lane cross-section in the site vicinity and through its intersections with Leslie Street and Don Mills Road as a result of the Eglinton Connects and Eglinton Crosstown LRT initiatives. This cross-section reduction basically reflects the elimination of the two existing High Occupancy Vehicle (HOV) curb lanes from the corridor and better enables the accommodation of the proposed Eglinton Crosstown LRT and bicycle lane facilities. Additional (left and right) turn lanes are provided at key intersections with the current dual eastbound left turn lanes being maintained at the Eglinton Avenue East / Leslie Street intersection.

- Bicycles and Pedestrians

11. There are a number of multi-use bicycle and pedestrian trails in the site area including a network of trails that extend through the West Don River valley and park network located to the west of Leslie Street. The Leaside Spur Trail also extends northwards from just north of the Carrington on the Park residential lands to the broader East Don River valley trail system.

12. Existing sidewalk facilities are provided on both sides of Leslie Street and Eglinton Avenue East as well as within the residential development area located to the north of the site. Pedestrian crossing facilities are provided over Leslie Street at the north driveway signalized intersection providing pedestrian connections to bus stop facilities on either side of Leslie Street. Crosswalks are also provided at the Leslie Street / Eglinton Avenue East intersection.

13. Significant new trail and bicycle facilities are planned as part of the planned reconfiguration of the Eglinton Avenue corridor to be pursued by the City as outlined within the Eglinton Crosstown LRT and Eglinton Connects initiatives. On-street / off-street bicycle lanes are proposed to extend the length of Eglinton Avenue together with new connections to the area multi-purpose trail system.

14. The existing and planned bicycle network in the site area, and in particular the new facilities planned along Eglinton Avenue, will provide high quality and attractive bicycle route opportunities for residents and visitors of existing and new developments in the vicinity of the Eglinton Avenue corridor. The level of connectivity provided for cyclists by the future area network to other existing and planned bicycle routes and connections will significantly improve the bicycle accessibility of the site and surrounding area. This accessibility will assist in establishing cycling as a viable and attractive travel mode for prospective residents of the site and will serve to reduce the reliance on the automobile for day-to-day travel perspective.

Proposed Development Plan

15. A total of 1,400 new residential units are proposed within four new multi-storey buildings and a 3-storey townhouse complex with a proposed total residential gross floor area (RGFA) of approximately 113,329 m^2 (1.22 million sq. ft.). In addition to the residential units, approximately 943 m^2 of ancillary grade related retail space is also proposed fronting onto Leslie Street.

- Proposed Public Road

16. The existing internal road network serving the site and dealership lands to the south will be reconfigured to facilitate development of the site as planned and to provide appropriate levels of vehicular access for the site and adjacent lands. A new public road (referred to as Public Street A) is proposed along the south perimeter of the site establishing a new signalized intersection onto Leslie Street.

17. The new road will provide a public road facility serving the lands located on the east side of Leslie Street that supplements the existing private driveway connections and more directly supports the redevelopment of the site and the existing car dealership. A basic 20 metre wide right-of-way and 8.5

metre wide pavement is proposed for this new roadway with additional width provided on the approach to Leslie Street to provide for separate right and left turn lanes at the intersection.

18. The proposed new signalized intersection on Leslie Street is located approximately 150 metres south of the existing northern signalized driveway access into the Carrington on the Park residential development and 275 metres north of the Leslie Street / Eglinton Avenue East intersection. This location provides acceptable spacing of traffic signals on Leslie Street, while also minimizing property needs from the Toronto and Region Conservation Authority (TRCA) lands located to the south of the site.

19. A possible eastwards extension of Public Street A has been identified beneath the rail line into the Celestica lands at some point in the future, subject to demolition of the existing car dealership auto service building, required environmental assessment and design studies and agreements with the landowner of the property on the east side of the rail line.

- Proposed Private Driveways and Site Access

20. A new private road connects from the proposed cul-de-sac northwards through the site to connect to the existing Carrington on the Park private road north of the site. The new private road will have a basic 8.0 metre road pavement width and is configured in an “S-shape” arrangement in response to grade changes north-south across the property.

21. The existing east-west driveway running along the northern site boundary is to be maintained to continue to provide access for the Carrington on the Park residential buildings and the parking structure situated adjacent to the rail corridor.

22. The north-south driveway running along the rail corridor will also be maintained to provide access between the car dealership lands and the parking structure it uses. Modifications are proposed to the northern portions of the existing car dealership access system to connect it to the proposed cul-de-sac facility.

23. Appropriate easements will be secured over the various segments of the private driveway system to facilitate access for the users that rely upon them. The existing easement in favour of the site and dealership lands over the driveway linkage to the northern Leslie Street signalized intersection will remain in place.

24. Building access is proposed via driveways onto the new public street and the private driveway system. Two pick-up and drop-off facilities are proposed for the eastern and western buildings.

- Proposed Parking and Loading Facilities

25. Parking will be provided within two adjacent parking facilities beneath the site for a total of 1,313 parking spaces including 1,162 residential tenant spaces and 151 residential visitor and retail visitor spaces).The parking facility on the west side of the site (serving Tower A and Tower D) occupies three levels underground. The parking facility on the east side of the site (serving Tower B and Tower

C) occupies three levels at and above-grade and three levels underground. Approximately 15 on-street parking spaces will also be provided on the new private road.

26. Bicycle parking will be provided within the proposed development in accordance with City of Toronto Zoning By-Law No. 569-2013 and Toronto Green Standards (Tier 1). Approximately 1,400 bicycle parking spaces are proposed.

27. Two Type 'G' loading spaces are proposed on the site to support the residential loading and garbage collection needs of the proposed buildings. Garbage and recycling collection and deliveries will be consolidated in the two loading areas with each supporting the needs of two buildings. Access to the loading spaces will be provided via the private driveway system.

- Bicycle and Pedestrian Linkages

28. Pedestrian sidewalk facilities are planned along the new public and private driveway and road system within the development lands. Pedestrian crossing facilities are proposed across Leslie Street at the new signalized intersection proposed to serve the development lands enhancing crossing opportunities over Leslie Street.

These linkages will connect through the residential lands to the north of the site, pedestrian routes extending to Eglinton Avenue East through the car dealership lands to the south of the site, and along Leslie Street itself. This connectivity will provide a series of convenient routing opportunities for residents and visitors to access Leslie station on the Eglinton Crosstown LRT, Eglinton Avenue East, as well as the trail system extending through and from Wilket Creek Park.

29. Bicycle routing opportunities will also be provided through the development lands connecting the site and surrounding properties to the broader existing and planned bicycle trail and route network in the area including the bicycle lane facilities proposed along the Eglinton Avenue East corridor.

These connections will provide opportunity for residents and visitors to take advantage of the significant bicycle route / trail infrastructure planned in the area for recreational and commuter travel purposes.

Study Approach

30. The Environmental Assessment for Eglinton Crosstown LRT and Eglinton Connects planning study, along with their companion studies, contain analyses undertaken that helped form the functional design arrangements along the Eglinton Avenue corridor.

31. BA Group has adopted a dual approach to forecasting future traffic on the area street network that responds to the significant changes planned within the road cross-section along the Eglinton Avenue corridor as a result of the construction of the Eglinton Crosstown LRT and the Eglinton Connects initiative.

- Background Studies

32. It is notable that the analyses undertaken by the Environmental Assessment in the site area maintained existing traffic volumes at the Leslie Street / Eglinton Avenue East intersection and identified significant capacity issues with the proposed reduced lane configuration being assessed. It is clear from the work presented as part of the Environmental Assessment that a reduction in traffic volumes on Eglinton Avenue East below prevailing levels of activity will occur as a result of capacity constraints created with the construction of the at-grade sections of the LRT facility.

33. The recommendations and design arrangements in Eglinton Connects build upon (and refine) the work undertaken as part of the earlier Eglinton Crosstown LRT Environmental Assessment study and extend the consideration of at-grade cross-section changes along the entire corridor. Notably, travel lane reductions are proposed for the majority of Eglinton Avenue East and West to provide a basic 4 lane cross-section (compared to 6 lanes including HOV lanes in sections today) with a reduction to a basic 2 lane cross-section between Avenue Road and Mt. Pleasant Road. These changes, and the increase in transit capacity along the corridor, will have a broad reaching effect on the way the Eglinton Avenue corridor is used and the role it plays on a city wide basis in the future.

34. A detailed traffic evaluation of the portions of the Eglinton Avenue corridor for the below-grade portions of the LRT facility was prepared as part of the Eglinton Connects Transportation Study (Class Environmental Assessment) which was undertaken as a parallel study to the Eglinton Connects Planning Study. This assessment outlined the future traffic operational characteristics of the Eglinton Avenue corridor between Black Creek Drive in the west and Brentcliffe Road in the east with the proposed (reduced) lane configurations developed through the Eglinton Connects process.

35. It is noteworthy that the traffic operations analyses presented within the Eglinton Connects Transportation Study indicated a number of circumstances where intersections or movements operated above their theoretical capacity with the forecast volumes described above. It is our opinion that 2031 traffic activity levels would, in actuality, be lower than those forecast as part of the Eglinton Connects Transportation Study in response to the actual traffic capacity levels provided along the corridor.

    It is further our opinion that volumes will adjust over time such that capacity levels will be approached or reached but will not be exceeded. These adjustments (or reductions) would occur through a combination of: 1) further shifts of car users to transit and other travel modes. 2) a greater level of diversion of traffic to other corridors; and 3) a spreading of the peak period as people adjust the timing of trips outside of the traditional peak periods of travel. It is noteworthy that the Eglinton Connects Transportation Study identifies that the forecasts used within it are conservative.

- BA Group Traffic Forecast

36. Traffic volumes adopted for the existing conditions analyses reflect current levels of activity on the area street system recorded by, or on behalf of, BA Group. Existing analyses also reflect the current (prior to the start of the Eglinton Crosstown LRT construction) lane configurations on the area street system including Eglinton Avenue East.

37. Traffic volumes were established on the area road network for future background traffic conditions considering: 1) the planned (substantial) increase in transit capacity along the corridor; and 2) the reduction in the number of traffic lanes that will limit the amount of traffic that can, and will, be carried along the Eglinton Avenue corridor.

38. Two alternate (and comparative) forecasting methods have been pursued in an effort to establish a range of representative base volume conditions for the purposes of assessing the impacts of the proposed development in the context of the extensive changes, and non-automobile dependent travel opportunities afforded, along the Eglinton Avenue corridor.

39. The two future background traffic conditions adopted by BA Group that provide comparative forecasts of future conditions, include **Scenario A) City 2031 Forecast Volumes** and **Scenario B) Traditional Additive Traffic Layer Forecasting.** These are briefly described in the following:'

Scenario A – City 2031 Forecast Volumes

The 2031 forecast volumes reported at the most easterly extent of the Eglinton Connects Traffic Study were reviewed by BA Group and adjusted such that the Brentcliffe Road / Eglinton Avenue East intersection would operate within its theoretical capacity limits. The capacity limits at this key intersection will dictate the volumes that can, and would, be appropriately carried along Eglinton Avenue East in the future.

The adjusted 2031 forecast volumes at the Eglinton Avenue / Brentcliffe Road intersection were then projected, by BA Group, through the broader road network further east to Leslie Street and considered as part of this study. Existing traffic volumes within the study area were adjusted up or down to reflect the forecast link volumes approaching / exiting the Brentcliffe Road / Eglinton Avenue East intersection.

Scenario B - Traditional Additive Traffic Layer Forecasting

This forecast scenario follows the standard procedure of forecasting future background traffic conditions by building upon existing traffic volumes with new development and general traffic growth activity. The development horizon considered for this scenario would be in the order of 2021 given the level of new development considered and the related projected build-out time frames.

However, given the capacity constraints resulting from the change (reduction) in the Eglinton Avenue East lane configurations adopted in the approved Eglinton Crosstown Environmental Assessment and Eglinton Connects road plans, adjustments (i.e. reductions) have been made by BA Group to the unconstrained future background volume set so that intersections in the study area operate within their theoretical capacity. These adjustments essentially reflect the level of traffic diversion – similar to the forecasting process adopted as part of the Eglinton Connects Transportation Study – that would occur to other routes or travel modes.

The Don Mills Road / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections form the key "valves" in this scenario to dictate the level of traffic that can be reasonably processed along the corridor. Volumes that could be processed at these intersections were extrapolated across the network based on existing turning patterns to establish the Scenario B forecast future background traffic volume base.

40. Net new site traffic volumes were then assigned to the area road network above the established Scenario A and B baseline future background traffic conditions to assess the impacts of the proposed development plan in the context of future operating conditions in the area.

41. Analyses undertaken for future conditions for both forecast assessment scenarios reflect the planned, future lane configurations on Eglinton Avenue East that is anticipated following construction of the Eglinton Crosstown LRT and implementation of the Eglinton Connects design changes.

Traffic Volumes

- Existing Traffic

42. Existing traffic volumes at the area intersections were based on intersection traffic count information collected by or on behalf of BA Group. High-occupancy vehicle (HOV) lane volumes were calculated based on the ratio of observed HOV vehicles at the Don Mills Road / Eglinton Avenue East intersection for each approach. Based on field observations, HOV lanes along the Eglinton Avenue corridor carry 15-26% of total through traffic westbound and 26-53%[5] of total through traffic eastbound.

- Reassigned Existing Traffic

43. Reassignments include the removal of ten (10) buses in each direction to reflect the suspension of the Route 32 Eglinton bus after the Eglinton Crosstown LRT is operational. HOV volumes were merged with the remaining through lanes.

44. The Eglinton Avenue East / Gervais Drive / Ferrand Drive intersection currently operates with limited right-in right-out movements to / from Eglinton Avenue East. The planned Eglinton Crosstown LRT will result in the reconfiguration of this intersection as a 4-legged intersection with all movements available for each approach. Traffic was redistributed from Don Mills Road / Eglinton Avenue East to Eglinton Avenue East / Gervais Drive / Ferrand Drive to reflect alternate routing options once the intersection of Eglinton Avenue East / Gervais Drive / Ferrand Drive is signalized.

- Future Background Traffic (Scenario A – City 2031 Forecast Volumes)

45. Existing traffic at Leslie Street, Don Mills Road, Gervais Drive, and DVP ramp intersections with Eglinton Avenue East were reduced to match future projected volumes at Brentcliffe Road under the 2-lane Eglinton Avenue scenario in the Eglinton Connects traffic report. Projected volumes were reduced by 400 vehicles per hour for the eastbound through and by 50 vehicles per hour for the northbound right at Eglinton Avenue East / Brentcliffe Road during the weekday afternoon peak. This reduction is required so as not to exceed the capacity constraint conditions produced by the proposed Eglinton Avenue road configurations as presented in Eglinton Connects.

46. The reduction at Eglinton Avenue East / Brentcliffe Road was projected eastward to the remainder of the network based on existing turning movement patterns to derive Scenario A future background traffic.

[5] Observed distribution of 53% was limited to 33% for purposes of analyses, to represent equal use of all eastbound through lanes.

- Future Background Traffic (Scenario B – Traditional Additive Traffic Layer Forecasting)

47. BA Group has adopted zero general corridor growth for this analysis based on a review of historical traffic volume trends at the Don Mills Road / Eglinton Avenue East intersection over the past decade.

48. Allowance was made to account for new traffic generated by other area development proposals in the area that are either approved, but not yet built, or are actively being reviewed by the City. A total of seven development proposals were considered based upon a review of the City of Toronto development project database. Traffic allowance was made for a total of approximately 2,100 residential units and 37,700 m^2 of non-residential uses.

49. The unadjusted future background volumes results in over capacity conditions at Leslie Street / Eglinton Avenue East with the reduced lane configuration proposed to accommodate the Eglinton Crosstown LRT and public realm improvements. A reduction of 100 to 325 vehicles per hour eastbound during the morning and afternoon peak hour, respectively, and 150 vehicles per hour westbound during the morning peak hour is required for the intersection to operate at theoretical capacity.

50. The above-noted reductions at Eglinton Avenue East / Leslie Street forms Scenario B future background traffic conditions. These reductions are equivalent to 5% of eastbound and westbound movements during the morning peak hour and 13% of eastbound movements during the afternoon peak hour. These diversion rates conducted within the site area comparable with the 13% to 14% reduction for eastbound and westbound traffic that was estimated in the Eglinton Connects traffic study for the segment of Eglinton Avenue between Avenue Road and Mt Pleasant Road.

- Site Traffic

51. Residential vehicular trip generation for the proposed residential condominium building during the morning and afternoon peak hours have been assessed based upon observed vehicular trip generation from the Monarch proxy site immediately north of the subject site. These proxy counts were adjusted to reflect the future auto driver mode share of 40%.

52. The proposed development is forecast to generate in the order of 280 new two-way trips in both the morning and afternoon peak hours respectively.

- "As-of-Right" Site Traffic

53. "As-of-Right" traffic was developed based on the forecast site trips in the previous approved Inn on the Park site application transportation impact study, and was reduced further to match the final permitted development allowance as per Site Specific Zoning By-Law No. 931-2009.

54. "As-of-Right" traffic generation is in the order of 45 and 210 new two-way vehicle trips in the morning and afternoon peak hours respectively. 10 and 70 two-way pass-by trips will also be generated by the "As-of-Right" land uses for a total trip generation (at the site driveways) of 55 and 280 two-way trips.

Traffic Operations

55. Under existing traffic conditions, the Don Mills Road / Eglinton Avenue East, Leslie Street / Eglinton Avenue East, and Brentcliffe Road / Eglinton Avenue East intersections operate with some movements near capacity and are generally busy during the morning and afternoon peak hours. These intersections operate with overall intersection V/C ratios of 0.96 and 0.95 or better during the morning and afternoon peak hours, respectively.

56. Other intersections along the Eglinton Avenue Corridor and along Leslie Street in the study area operate well with overall intersection V/C ratios under 0.70.

57. Under existing conditions, the westbound movement at the unsignalized south site access on Leslie Street operates with level of service of LOS E (38s) and LOS F (101s) during the weekday morning and afternoon peak hour respectively.

58. Given lane reductions due to implementation of the Eglinton Crosstown LRT and public realm improvements, existing capacity issues at the aforementioned three intersections will be exacerbated under future background and future total conditions, leading to necessary traffic diversions.

- Future Traffic Operations (Scenario A – City 2031 Forecast Volumes)

59. Given the modified future background volumes in the Eglinton Connects study, traffic operations will continue to be busy at the Don Mills Road / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections with overall V/C ratios of 0.91 or better during the morning and afternoon peak hours. Leslie Street / Eglinton Avenue East will improve over existing conditions and will operate with overall V/C ratios of 0.85 and 0.84 during the morning and afternoon peak hour.

60. Other intersections along the Eglinton Avenue corridor in the study area will operate well with overall intersection V/C ratios under 0.82. The Highway 401 ramp terminals will continue to operate well with overall intersection V/C ratios of 0.82 and 0.68 or better during the morning and afternoon peak hour, respectively, under Scenario A future background conditions.

61. With the addition of the proposed development traffic, the Don Mills Road / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections will operate under busy conditions with overall V/C ratios of 0.93 and 0.99 or better during the morning and afternoon peak hour, respectively. Leslie Street / Eglinton Avenue East will continue to operate acceptably with overall V/C ratios of 0.89 and 0.88 during the morning and afternoon peak hour.

62. Critical movements under Scenario A future total conditions are summarized in the following:

Brentcliffe Road / Eglinton Avenue East

With the addition of proposed development traffic, the eastbound movement will become busier with V/C ratio of 0.86 and 0.91 during the morning and afternoon peak hour, respectively. The southbound (0.95 and 0.96) and westbound left turn (0.95 and 0.88) movements will also be approach capacity during the morning peak hour.

Don Mills Road / Eglinton Avenue East

With the addition of proposed development traffic, the southbound movement will be approaching capacity in the morning peak hour with V/C ratio of 0.97. In the afternoon peak hour, the northbound movement will be approach capacity with V/C ratio of 0.98. The eastbound movements will continue to operate under busy conditions with the eastbound left turn nearing capacity with V/C ratio of 0.95 and 1.00 during the morning and afternoon peak hour, respectively. The westbound through movement will also continue to operate under busy conditions.

Leslie Street / Eglinton Avenue East

With the addition of proposed development traffic, the eastbound left turn will become busier with V/C ratio of 0.93 and 0.91 during the morning and afternoon peak hour, respectively. The southbound left turn will also become busier with V/C ratio of 0.88 and 0.92 during the morning and afternoon peak hour, respectively. The intersection will continue to operate acceptably under future total conditions.

63. Under Scenario A future total conditions, other intersections along the Eglinton Avenue corridor and along Leslie Street in the study area will operate well with overall intersection V/C ratios under 0.83. The Highway 401 ramp terminals will operate with overall intersection V/C ratios of 0.83 and 0.70 or better during the morning and afternoon peak hour, respectively. All individual movements at both highway terminals will operate at V/C ratios of 0.85 or better during both peak hours under future total conditions with the addition of proposed site traffic.

- Future Traffic Operations (Scenario B – Traditional Additive Traffic Layer Forecasting)

64. Given the Scenario B future background volumes derived from a layer-by-layer summation of volumes and capacity constraint diversion based on the future lane configurations, traffic operations will continue to be busy at the Don Mills Road / Eglinton Avenue East and Leslie Street / Eglinton Avenue East intersections with overall V/C ratios of 0.92 and 0.94 or better during the morning and afternoon peak hour, respectively. Brentcliffe Road / Eglinton Avenue East will operate at or near capacity with overall V/C ratios of 0.98 and 1.00 during the morning and afternoon peak hour, respectively.

65. Other intersections along the Eglinton Avenue corridor in the study area will operate with overall intersection V/C ratios under 0.81. The Highway 401 ramp terminals will operate with overall

intersection V/C ratios of 0.81 and 0.71 or better during the morning and afternoon peak hour, respectively, under Scenario B future background conditions.

66. With the addition of the proposed development traffic, the Don Mills Road / Eglinton Avenue East and Leslie Street / Eglinton Avenue East intersections will operate under busy conditions with overall V/C ratios of 0.94 and 0.96 or better during the morning and afternoon peak hours, respectively. Brentcliffe Road / Eglinton Avenue East will continue to operate near or at capacity with overall V/C ratios of 0.98 and 1.00 during the morning and afternoon peak hours, respectively.

67. Critical movements under Scenario B future total conditions are summarized in the following:

Brentcliffe Road / Eglinton Avenue East

With the addition of proposed development traffic, the westbound left turn movement will operate under busy conditions in the morning peak hour with V/C ratio of 0.98. The southbound movement will be busy, operating with V/C ratio of 0.98 and 1.00 in the morning and afternoon peak hour, respectively. Similarly, the northbound right turn movement will also be at capacity in the afternoon peak hour. The eastbound movement will at capacity during both peak hours.

Don Mills Road / Eglinton Avenue East

With the addition of proposed development traffic, the southbound movement will be approaching capacity in the morning peak hour with V/C ratio of 0.99. In the afternoon peak hour, the northbound movement will be approach capacity with V/C ratio of 0.98. The eastbound movements will continue to operate under busy conditions with the eastbound through nearing capacity with V/C ratio of 0.93 and 0.96 during the morning and afternoon peak hour, respectively.

Leslie Street / Eglinton Avenue East

With the addition of proposed development traffic, the eastbound left turn will be busy with V/C ratio of 0.88 and 0.91 during the morning and afternoon peak hour, respectively. The southbound left turn will also become busier with V/C ratio of 0.87 and 0.88 during the morning and afternoon peak hour, respectively. Overall, the intersection will operate acceptably.

68. Under Scenario future total conditions, other intersections along the Eglinton Corridor and along Leslie Street in the study area will operate with overall intersection V/C ratios under 0.83. The Highway 401 ramp terminals will continue to operate with overall intersection V/C ratios of 0.83 and 0.72 or better during the morning and afternoon peak hour, respectively. All individual movements at both Highway 401 ramp terminals will operate at V/C ratios of 0.85 or better during both peak hours under future total conditions with the addition of proposed site traffic.

- Site Traffic Impact

69. With the addition of proposed site traffic onto the adjusted network, the relative impact of site traffic at the study area intersections compared to future background traffic is generally small in the order of 0% to 4% based on both Scenario A and Scenario B.

70. With the addition of as-of-right (AOR) site traffic onto the adjusted network, the relative impact of site traffic at the study area intersections compared to future background traffic is generally small in the order of 0% to 4% based on both Scenario A and Scenario B.

71. Under future conditions, the westbound movement at the unsignalized Leslie Street access will continue to operate with LOS E (40s) and LOS F (104s) during the weekday morning and afternoon peak hour respectively, an impact of 2 to 3 seconds. Site traffic is not expected to contribute to the outbound left and right turns at this access.

72. Based on the foregoing, new site generated traffic activity can be accommodated on the area street network after commuter traffic on the Eglinton corridor has been diverted. New site traffic will not noticeably change operating conditions at the area intersections over future background conditions.

- As-of-Right Comparison

73. Relative site impact, with respect to “As-of-Right” traffic allowance compared to future background conditions, also ranges from a nominal 0% to 4% increase to overall intersection V/C ratios based on the Scenario A approach. Relative site impact, with respect to “As-of-Right” traffic allowance, is lower at a 0% to 3% increase to overall intersection V/C ratios based on Scenario B approach.

74. Based on the foregoing, new site generated traffic activity can be accommodated on the area street network after commuter traffic on the Eglinton corridor has been diverted.

- Site Access Driveways

75. Under Scenario A, the existing north site access will continue to operate well under future total conditions with an overall V/C ratio of 0.55 and 0.45 during the morning and afternoon peak hour, respectively.

    The proposed signalized site access intersection onto Leslie Street will operate well with an overall intersection V/C ratio of 0.66 and 0.53 during the morning and afternoon peak hour, respectively. Site access driveways will continue operate well in the future with the addition of new site traffic.

76. Under Scenario B, the existing north site access will continue to operate well under future total conditions with an overall V/C ratio of 0.58 and 0.44 during the morning and afternoon peak hour, respectively.

    The proposed signalized site access intersection onto Leslie Street will operate well with an overall intersection V/C ratio of 0.66 and 0.53 during the morning and afternoon peak hour, respectively. Site access driveways will continue operate well in the future with the addition of new site traffic.

Vehicle Parking

- Zoning Bylaw Requirements

77. The site is subject to Site Specific Zoning By-Law No. 931-2009, amending the former North York Zoning By-Law No. 7625. The proposed development programme contemplates condominium residential units, for which parking standards are not encompassed by the site specific bylaw. The site, therefore, would require parking provisions in accordance with the prevailing City of North York Zoning By-Law No. 7625.

78. Application of the former City of North York Zoning By-Law No. 7625 will result in a required total parking provision of 2,134 vehicular spaces, including 1,750 resident parking spaces and a minimum of 384 non-resident parking spaces.

79. The prevailing bylaw was compared with the most recently City of Toronto comprehensive bylaw requirement outlined in Zoning By-Law No. 569-2013 for Policy Area 3. This bylaw would require a total of 1,248 vehicular spaces including 1,098 resident parking spaces and a minimum of 150 non-resident parking spaces.

- Proposed Standards and Supply

80. The current development plan includes a total of 1,162 residential tenant and 151 visitor parking spaces located in two adjacent above and below ground parking facilities for all four proposed residential towers. This overall parking supply of 1,313 parking spaces will appropriately satisfy and exceed the parking requirement outlined in Zoning By-Law No. 569-2013 for Policy Area 3.

Bicycle Parking

81. Application of the City of Toronto Zoning By-Law No. 569-2013 and Toronto Green Standard (Tier 1) will result in a required total bicycle parking provision of 1400 bicycle spaces, including 1,260 resident parking spaces and 140 non-resident parking spaces.

82. Approximately 1,400 bicycle parking spaces are proposed on the site.

Loading

- Zoning Bylaw Requirements

83. Zoning By-Law No. 569-2013 requires provision of a ‘Type G’ loading space for residential buildings containing more than 30 dwelling units, for each 399 dwelling units, to provide for garbage collection and deliveries to the site. Based on the proposed development programme of 1,400 dwelling units and provision of the loading spaces given consolidated loading for Towers A and D, and Towers B and C, the Zoning By-Law No. 569-2013 would require the provision of two ‘Type G’ loading spaces.

- Proposed Standards and Supply

84. The proposed development provides two 'Type G' loading spaces at the ground level. The loading spaces will be accessed through the private road along the northern periphery of the site. Loading and garbage collection arrangement and vehicle manoeuvres will be provided in detail as part of the site plan approvals stage.

Site Access and Circulation

85. Vehicular access to the site can be made from the two existing driveways north and south of the site or via the new proposed public road intersection with Leslie Street. This new T-intersection is proposed to be signalized.

86. Based on a four hour signal warrant methodology, consistent with Ontario Traffic Manual (OTM) Book 12 methodology, the proposed signal on Leslie Street is warranted under future total conditions.

87. The proposed public road extends east from the Leslie Street intersection into the site. The eastern terminus of the public road occurs at a cul-de-sac with access to the rest of the Inn on the Park site. A new private road connects the cul-de-sac to the existing Carrington on the Park lands. A driveway on the south side of the cul-de-sac connects with the Toyota-Lexus dealership lands and existing unsignalized intersection with Leslie Street.

88. Permission is being sought to allow the eastern extension of the public road from the cul-de-sac routing under the railway tracks to connect to the Wynford Drive extension proposed as part of the Celestica redevelopment, subject to demolition of the existing car dealership auto service building, required environmental assessment and design studies and agreements with the landowner of the property on the east side of the rail line.

Key Findings

89. The Inn on the Park site, located at the north east corner of Leslie Street / Eglinton Avenue East, is well located with access to roadway connections to the DVP and to the local arterial network in close proximity to the site, allowing convenient routes across the City or to/from downtown Toronto.

90. The City is not currently planning to add any significant road capacity to address the busy traffic conditions in the site vicinity. Instead, the City of Toronto and Metrolinx have pursued a plan to develop the Eglinton Crosstown LRT to provide non-automobile dependent travel alternatives for commuters travelling to / from areas along Eglinton Avenue.

91. The Eglinton Connects Transportation Study has adopted a reduced 2-lane cross section along Eglinton Avenue between Avenue Road and Mount Pleasant Road and a 4-lane cross section along other segments of Eglinton Avenue, leading to a reduction in carrying capacity along Eglinton Avenue. In the site vicinity, existing high-occupancy vehicle (HOV) lanes along Eglinton Avenue East will be removed.

92. Despite multiple instances of intersections or movements operating above their theoretical capacity within the traffic operations analyses presented within the Eglinton Connects Transportation Study, they are not being viewed by the City as impediments to encouraging new development along the Eglinton corridor given the high levels of transit, bicycle and pedestrian accessibility and improvements to public realm provided through new infrastructure planned in Eglinton Connects.

93. Consistent with the City's perspective, it is our opinion that 2031 traffic activity levels would, in actuality, be lower than those forecasted as part of the Eglinton Connects Transportation Study in response to the actual traffic capacity levels provided along the corridor.

Traffic volumes will adjust over time such that capacity levels will be approached or reached but will not be exceeded. These adjustments (or reductions) would occur through a combination of: 1) further shifts of car users to transit and other travel modes. 2) a greater level of diversion of traffic to other corridors; and 3) a spreading of the peak period as people adjust the timing of trips outside of the traditional peak periods of travel.

94. To address uncertainty related to long term traffic forecasting due to these considerations, BA Group has adopted a dual approach to forecasting future traffic on the area street network based on: 1) future traffic volumes presented in the Eglinton Connects Transportation Study and 2) a traditional summation of general and background development traffic growth upon existing volumes to derive future volumes and the anticipated diversion of traffic.

95. New site-related traffic activity can be acceptably and appropriately accommodated on the area road network, given the anticipated diversion of existing long distance trips on the Eglinton Avenue corridor. The area street network in the study area (Brentcliffe Road to Don Mills Road) along Eglinton Avenue East will continue to operate at or near capacity in the future, with the addition of new site traffic.

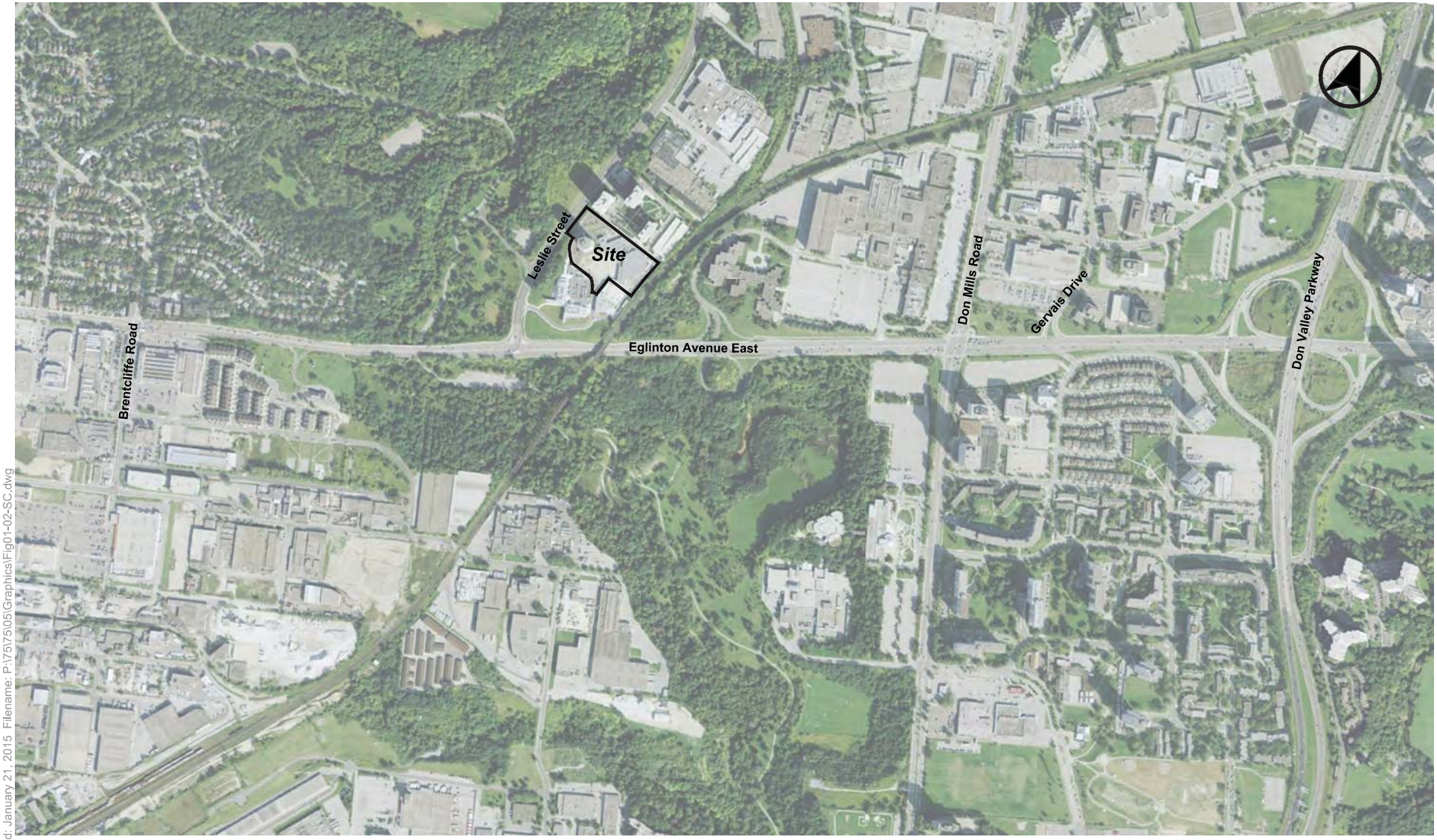
96. Site related traffic impacts are small under both analyses approaches compared to future background conditions and "As-of-Right" traffic allowances. These impacts will not noticeably change the operating conditions at the area intersections during the peak periods.

97. The proposed vehicular parking supply will meet and exceed the City of Toronto Zoning By-Law No. 569-2013 requirements for Policy Area 3.

98. The proposed loading facilities are appropriate and will support the proposed buildings on the Site on a consolidated basis. Detailed review of the arrangement and vehicle movements will be provided as part of the site plan approval process.

99. The proposed public street and internal private road system is appropriate, given the topographical constraints of the Site, functional, and will support the anticipated vehicular, cyclist, and pedestrian activity on the Site.

100. The Inn on the Park site offers a unique opportunity to link the existing and planned cycling and pedestrian infrastructure surrounding the site, thereby allowing a greater number of users to benefit from the extensive investment. The proposed development will support the enhancement of the pedestrian and public realm along the Eglinton Avenue corridor envisioned by the City.



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SITE LOCATION

BA Group

Inn On The Park Proposed Mixed-Use Development,
Transportation Assessment
7575-05 January 2015

Figure 1

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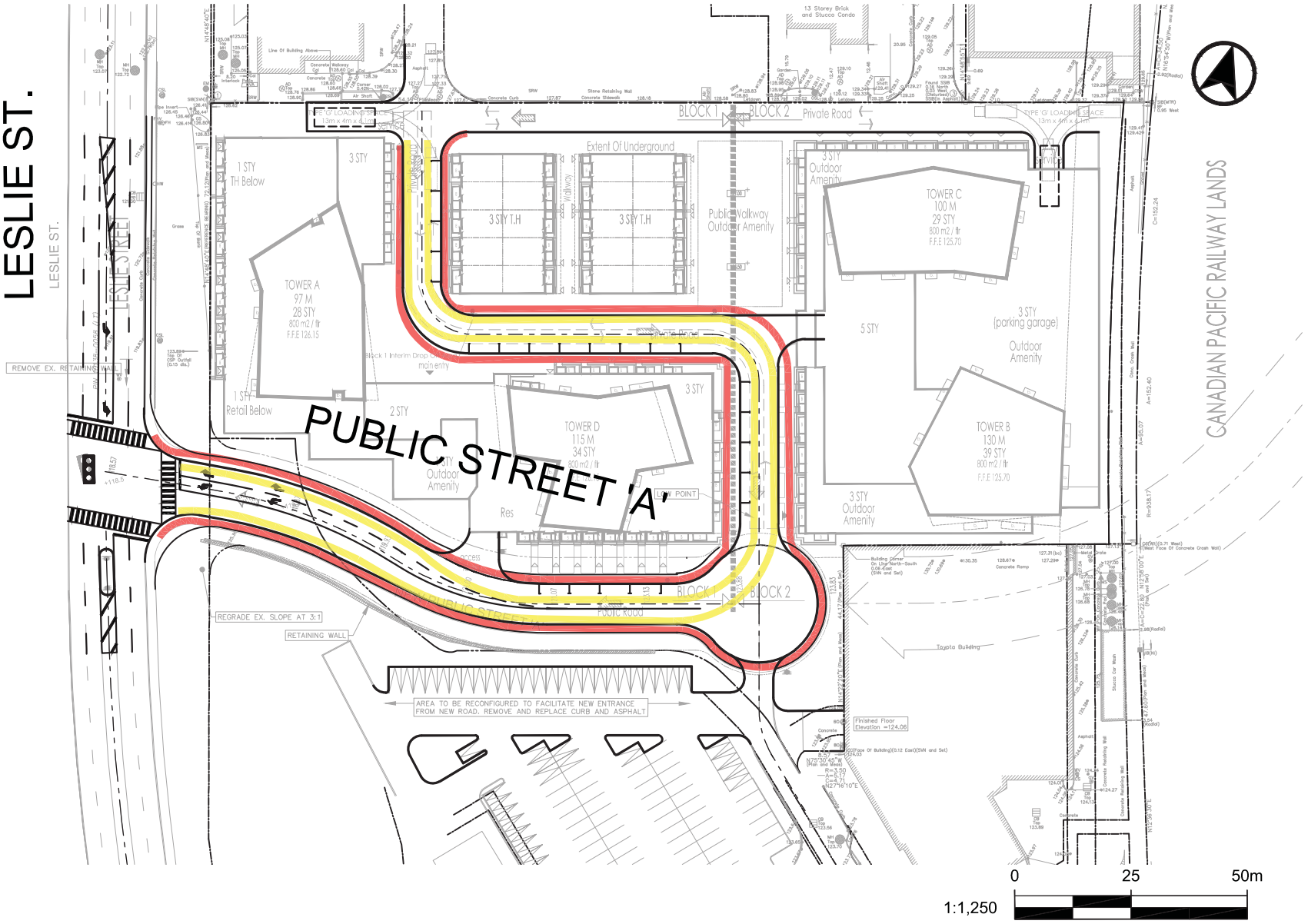
SITE CONTEXT



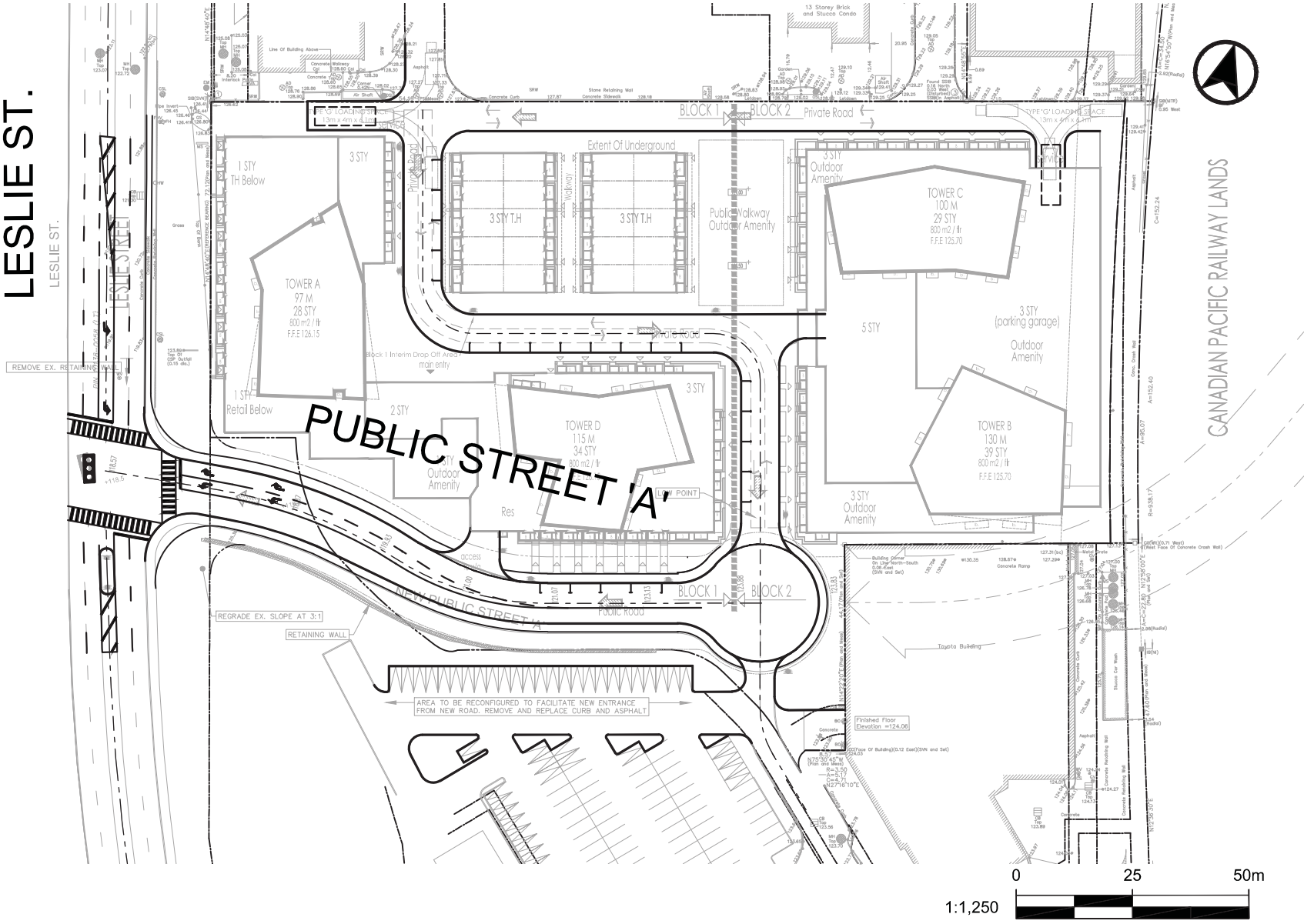
KEY CIRCULATION ELEMENTS

PEDESTRIAN PATH
ON ROAD CYCLING

BA Group

Inn On The Park Proposed Mixed-Use Development,
Transportation Assessment
7575-05 January 2015

Figure 3



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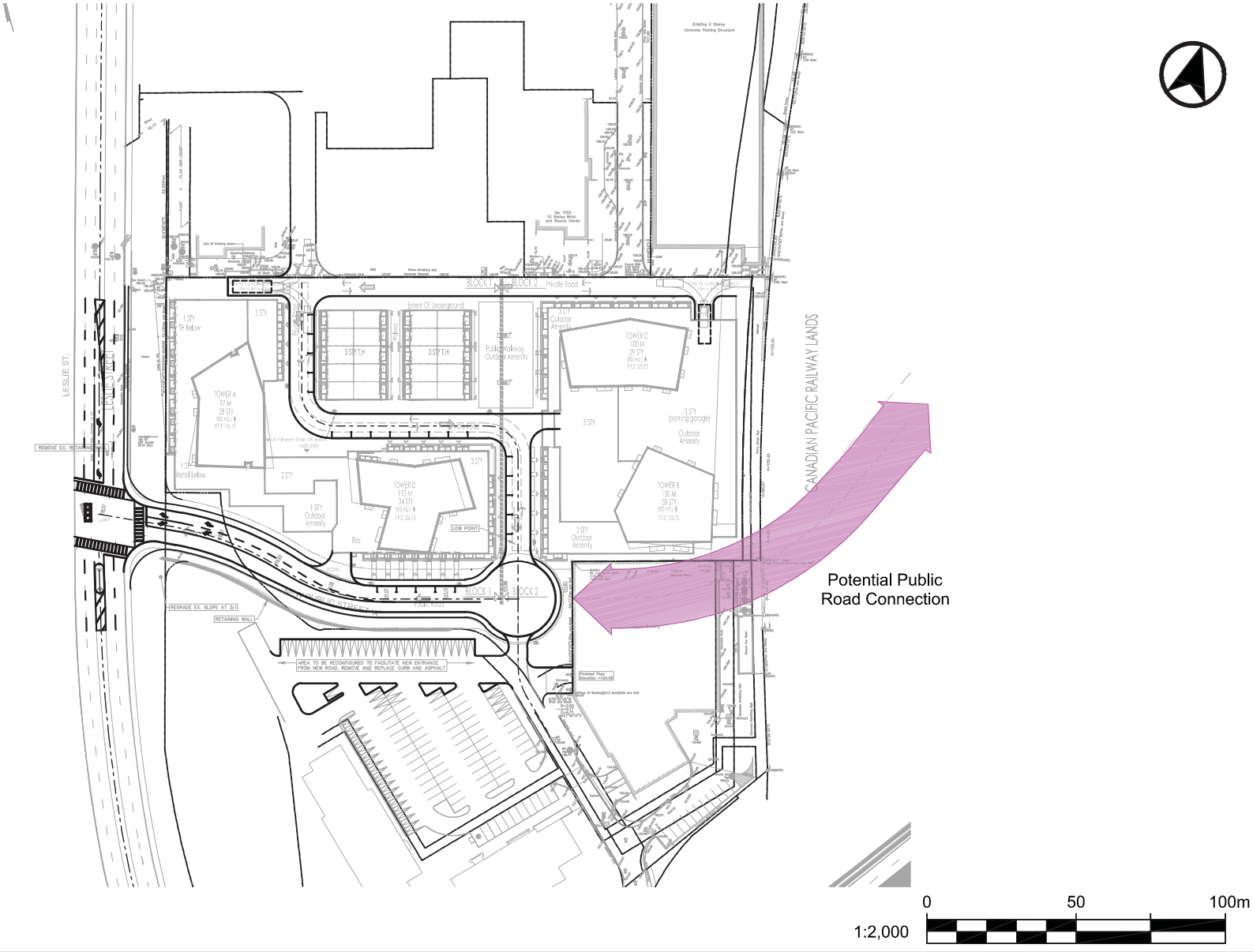
PROPOSED SITE ROAD PLAN



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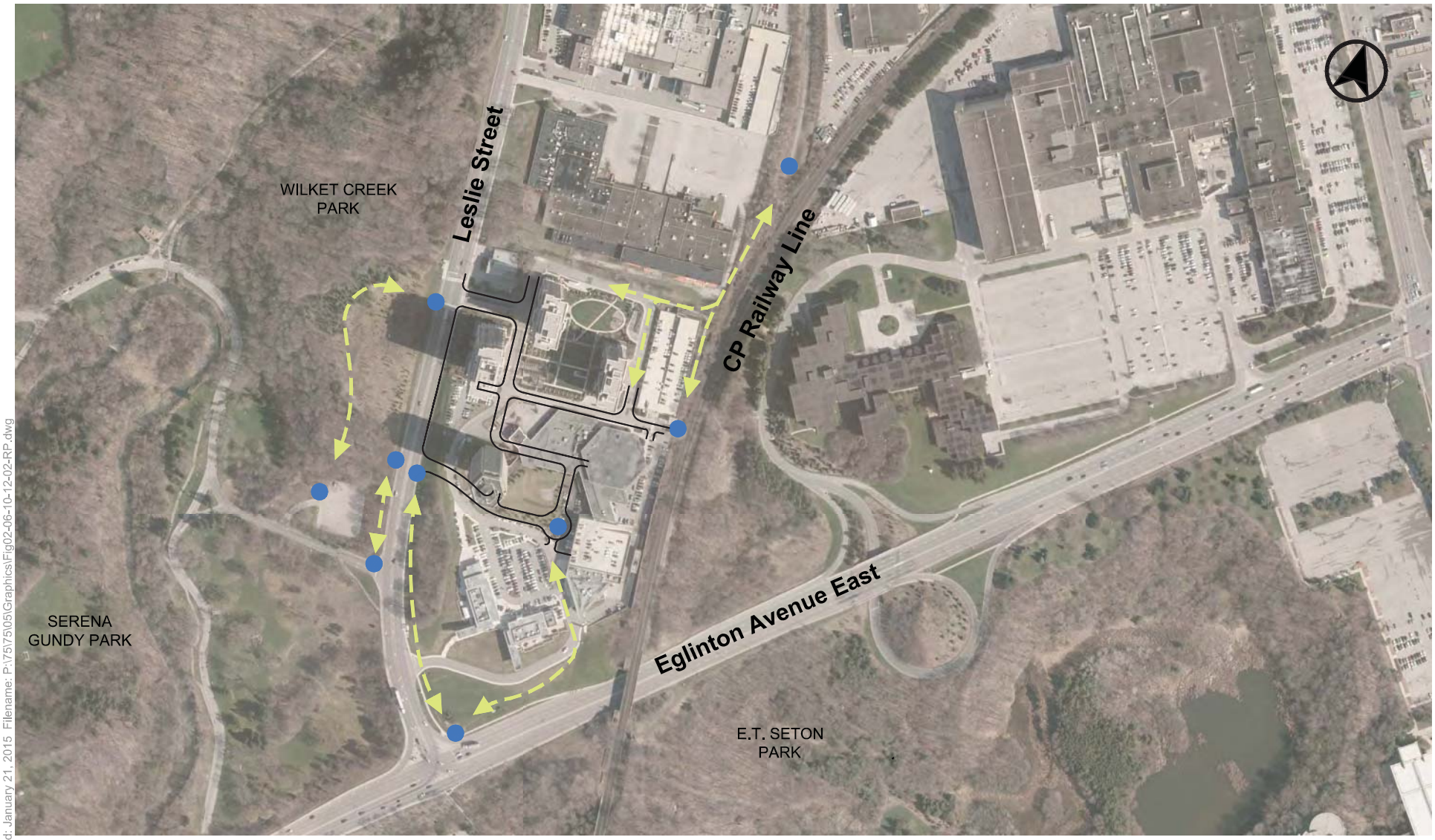
POTENTIAL PUBLIC ROAD CONNECTION TO CELESTICA



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POTENTIAL BICYCLE & PEDESTRIAN CONNECTIONS

POSSIBLE CONNECTION
ACCESS POINTS

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Figure 6