



## Principals

Michael Gagnon  
Lena Gagnon  
Andrew Walker  
Richard Domes

June 24, 2019

City of Toronto  
Scarborough Community Council  
C/o Ms. Carlie Turpin, Secretariat  
Scarborough Civic Centre  
150 Borough Drive, Third Floor  
Toronto, ON M1P 4N7

GWD File PN.2469

**Attention: Scarborough Community Council**

**Subject: Formal Public Input – Metro Toronto Condominium Corporation 1067 and PWI Company**  
**Re: Item SC7.2 – 3850 and 3900 Sheppard Avenue East and 2350-2362 Kennedy Road – Official Plan Amendment – Final Report**

Gagnon Walker Domes Ltd. (“GWD”) is agent to Metro Toronto Condominium Corporation 1067 and PWI Company (“MTCC 1067”), the registered owners of the property known municipally as 2347 Kennedy Road and 4002 Sheppard Avenue East in the City of Toronto having an area of approximately 0.87 hectares (the “MTCC Property”).

## Purpose

The purpose of this letter is to provide the City of Toronto with MTCC 1067's concerns with the Official Plan Amendment advanced in the Final Report concerning the NADG Agincourt Mall GP Ltd. (“NADG”) proposal for the lands located at 3850 and 3900 Sheppard Avenue East and 2350-2362 Kennedy Road (the “Agincourt Mall Property”).

In addition, this letter represents MTCC 1067's formal request that Scarborough Community Council REFUSE the Recommendation by City Planning that Scarborough Community Council and City Council approve the NADG Official Plan Amendment for the Agincourt Mall Property. If Community Council is not prepared to refuse City Planning's Recommendation then in the alternative MTCC 1067 requests that Community Council defer making a decision of the Amendment Application until such time as MTCC 1067's concerns have been satisfactorily addressed as set out below.

## The MTCC Property

The MTCC Property is located at the northeast corner of Kennedy Road and Sheppard Avenue East (immediately east of the Agincourt Mall). It is located at the core of the Agincourt community. The Agincourt GO Station is located approximately 200 metres to the east of the MTCC 1067 Property and it is also within direct proximity to planned

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### GAGNON WALKER DOMES LTD.

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790  
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556  
www.gwdplanners.com • Toll Free: 1-855-771-7266



higher order transit along Sheppard Avenue. The MTCC 1067 Property is designated Mixed Use Areas in the City's Official Plan. Map 1-2 of the Agincourt Secondary Plan identifies the MTCC 1067 Property as being planned for the location of the highest development density within the entire Secondary Plan area.

The MTCC Property is currently developed with two (2) office buildings; including a 5-storey office building oriented along Kennedy Road and a 6-storey office building oriented along Sheppard Avenue East. A multi-level above grade parking structure is also located at the northeast limit of the subject site.

It is our opinion that the MTCC 1067 Property, together with the Agincourt Mall Property, represent significant opportunities for the accommodation of future growth and rejuvenation of the Agincourt community.

MTCC 1067 is currently in the process of coordinating the preparation of a formal Amendment Application in support of the redevelopment and intensification of the property for a mixed use, multiple tower development. A formal Pre-Consultation Submission was made to City Planning on May 9, 2019.

As a result of its redevelopment interests, MTCC 1067 have been monitoring the Agincourt Mall Planning Framework Review as well as the site specific Official Plan Amendment Application submitted by NADG. MTCC 1067 have attended various Local Advisory Committee Meetings, Community Consultation Meetings, design charrettes and other public open houses in connection with the NADG Amendment Application and the City's Agincourt Mall Planning Framework Review. Formal written public input was previously submitted to City Planning on April 26, 2018 outlining MTCC 1067's preliminary concerns, comments and observations regarding the NADG Amendment Application and the Agincourt Mall Planning Framework Review. Based on our review of the Final Report and the recommended Official Plan Amendment MTCC 1067's concerns remain largely unaddressed.

### Summary of MTCC 1067's Concerns

MTCC 1067 requests that Scarborough Community Council not approve the Official Plan Amendment for the Agincourt Mall Property, as currently advanced through Attachment 1 to the City's Final Report on the basis of the following:

#### 1. Comprehensive Planning

Given the significant scale of the Agincourt Mall proposal, in terms of its intensity, massing and geographic area, it will serve to redefine the character of the community. The Agincourt Mall proposal will place significant demands on existing infrastructure and as such raises concerns regarding available capacity to accommodate not only the proposed redevelopment of the Agincourt Mall Property but also the ability of other properties to be redeveloped in the future.

While a formal review and update to the Agincourt Secondary Plan would in our opinion have been the most appropriate process for developing a comprehensive plan for Agincourt, the City decided to complete the Agincourt Mall Planning



Framework Review. This planning review was a response to the NADG Official Plan Amendment Application. The general purpose of the Agincourt Mall Planning Framework Review was to inform the Agincourt Mall Application and other future redevelopment applications.

While the Final Report presented for Community Council consideration notes that the Agincourt Mall Planning Framework Review “*looked at ways to manage future growth and redevelopment of the Agincourt Mall lands and the surrounding area...*” through a Corridor Analysis Study, it is our respectful opinion that the Agincourt Mall Planning Framework Review should be characterized as a City initiated planning exercise that primarily focused on the review of the NADG Official Plan Amendment Application.

As an active participant in the Agincourt Mall Planning Framework Review, public consultation on the Corridor Analysis Study and redevelopment potential of the lands surrounding the Agincourt Mall lands was limited and not the focus of the engagement process. Further, while the City of Toronto had requested an Avenue Segment Study be completed as part of the NADG Amendment Application to examine development potential of the surrounding area, its scope was limited and it was advanced by a private stakeholder without sufficient and meaningful community/landowner consultation. Notwithstanding, MTCC 1067 through verbal and written submissions made as part of the planning review process has declared its intent to redevelop the MTCC 1067 Property for a multi-tower, mixed use redevelopment. The City’s high level Corridor Analysis Study and NADG’s Soft Site Analysis fail to recognize the intensification potential associated with the MTCC 1067 Property.

While the Final Report states that the maximum density recommended for the Agincourt Mall redevelopment will be reviewed in conjunction with other developments being proposed within the Agincourt area to ensure that there is sufficient transportation capacity in advance of transit improvements, the recommended Official Plan Amendment fails to identify the specific criteria by which the implementation of the Agincourt Mall proposal will be evaluated. The concern is, that in the absence of specific criteria, it is unclear as to how the City intends to ensure that the balance of the lands located within the limits of Agincourt community will be able to be redeveloped and intensified.

## 2. Traffic and Transportation

MTCC 1067 has retained the services of LEA Consulting Ltd. to assess traffic/transportation impacts associated with the NADG Amendment Application. LEA Consulting Ltd. has noted a number of concerns with the traffic and transportation analysis completed by NADG’s consultant. A copy of LEA Consulting Ltd.’s review of the NADG Amendment Application is enclosed.

Listed below is a summary of highlights from the LEA Consulting Ltd. assessment:



- Underestimation of site traffic generated by the proposed redevelopment of the Agincourt Mall and the continuation of capacity constraints at the intersection of Kennedy Road and Sheppard Avenue East; which could serve to constrain or prohibit additional redevelopment beyond the limits of the Agincourt Mall Property (including the MTCC 1067 Property);
- Negative impacts on the operation of the existing driveway at 2347 Kennedy Road and the failure to include the MTCC 1067 Property access points in the NADG transportation analysis;
- Failure to include a technical transportation analysis of NADG's updated "soft sites" to understand the impact within the local transportation network that could be created through the potential intensification of the "soft sites"; and
- Failure to address or recommend any intersection or road improvements within existing public road rights-of-way.

### 3. Water and Wastewater Infrastructure Constraints

It is our understanding from our participation in the Agincourt Mall Planning Framework Review process that there are water pressure and sanitary sewer capacity issues facing the Agincourt community. The Staff Report states that these constraints will be addressed during the detailed design stage. It is our respectful submission that these issues should be addressed on a comprehensive, area-wide basis prior to advancing final recommendations on the any individual Official Plan Amendment; including the one being advanced in connection with the NADG proposal.

### Concluding Remarks

Please accept this correspondence as additional formal Public Input in connection with the NADG Amendment Application and the Agincourt Mall Planning Framework Review. MTCC 1067 respectfully requests that Scarborough Community Council REFUSE the Recommendation advanced by City Planning that it approve the NADG Official Plan Amendment for the Agincourt Mall Property. If Community Council is not prepared to refuse the Recommendation then, in the alternative, MTCC 1067 requests that Community Council defer making a decision on the Amendment Application until such time as MTCC 1067's concerns have been satisfactorily addressed.

Regards,

  
**Michael Gagnon, B.E.S., M.C.I.P., R.P.P.**  
**Managing Principal Planner**

  
**Richard Domes, B.A., C.P.T.**  
**Principal Planner**

**C.C.: Ward 22 Councillor Jim Karygiannis, City of Toronto**  
**Jessica Kwan / Christian Ventresca, City of Toronto**  
**MTCC 1067**



June 24<sup>th</sup>, 2019

**Reference Number:** 19037/200

**MTCC No. 1067**

307-4168 Finch Avenue East  
Toronto, ON  
M1S 5H6

To MTCC No. 1067:

**RE: Peer Review Summary of Transportation Studies for Agincourt Mall Redevelopment**

LEA Consulting Ltd. (LEA) was retained by MTCC No. 1067 to provide a peer review of the transportation studies submitted (City File No. 17 181232 ESC 40 OZ) for the Agincourt Mall Redevelopment, located on the northwest corner of Sheppard Ave E and Kennedy Rd. The purpose of this peer review is to determine any implication of the Agincourt Mall Redevelopment to the existing development and intensification potential for 2347 Kennedy Rd & 4002 Sheppard Ave E, which is a property owned and operated by MTCC No. 1067. **Figure 1** illustrates the location of the Agincourt Mall redevelopment and 2347 Kennedy Rd & 4002 Sheppard Ave E.

**Figure 1: Location of Agincourt Mall Redevelopment and 2347 Kennedy Rd & 4002 Sheppard Ave E**





The following transportation studies, prepared by BA Group for the Agincourt Mall Redevelopment, were reviewed:

- ▶ Proposed Agincourt Mall Redevelopment Plan – Urban Transportation Considerations Report (dated June 2017)

The June 2017 Study is the initial transportation study submitted to the City for the Agincourt Mall Redevelopment application. The report provides an analysis of the existing, future background and future total traffic conditions. A brief discussion of the parking and loading requirements considered for the proposed redevelopment is also presented.

- ▶ Proposed Agincourt Mall Redevelopment – Avenue Segment Transportation Study (dated October 2017)

The October 2017 Study is an Avenue Segment Transportation Study submitted in support of the proposed redevelopment at Agincourt Mall. This study considered the development eight soft sites along Sheppard Ave E from Birchmount Rd to Midland Ave in its analysis.

- ▶ Agincourt Mall Proposed Redevelopment – Official Plan Amendment Transportation Report Update and Response to Staff Comments (dated December 2017).

The December 2017 Update amends the June 2017 study based on an updated proposal for the Agincourt Mall. As noted within the study, the December 2017 Update also included responses to comments received from the City's Development Engineering and Transportation Planning departments, dated August and November 2017. Updated existing, future background and future total traffic condition are analyzed in the December 2017 Update.

- ▶ Agincourt Mall Proposed Redevelopment: Official Plan Amendment Update and Resubmission Letter – Transportation (dated February 2019).

The February 2019 Update provides a summary of the current Agincourt Mall redevelopment plan, proposed municipal street network, comparison between the initial redevelopment plan outlined in the June 2017 Study and a response to comments made by reviewing agencies. It is noted that the February 2019 Update does not contain any analysis, and only provides an approach to addressing municipal and agency comments through a future detailed analysis as part of the forthcoming rezoning submission.

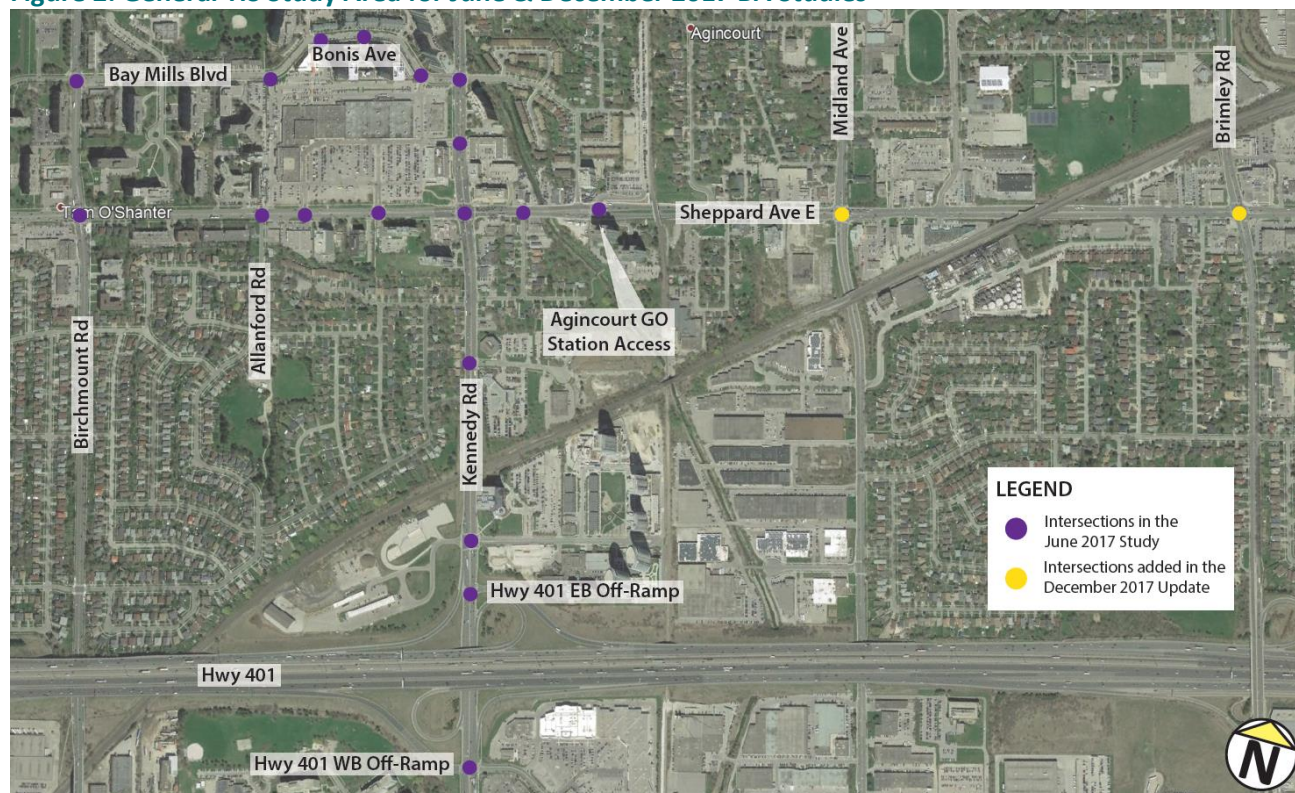
In reviewing all the available information, LEA is of the opinion that the prepared traffic study in support of the proposed development has not accurately analyzed the future traffic conditions due to an underestimation of site traffic of the Agincourt Mall Redevelopment. Furthermore, it should be noted that the existing full movement driveway for 2347 Kennedy Road will be affected by the significant increase of northbound left-turn traffic volume and the proposed signalized Road 'A' at Kennedy Rd for the Agincourt Mall Redevelopment. Given that spacing between these intersections is approximately 40 meters, it is anticipated that the proposed development will negatively impact the operation of this existing driveway at 2347 Kennedy Road.

## 1 AGINCOURT MALL TRANSPORTATION STUDIES – JUNE 2017 ORIGINAL & DECEMBER 2017 UPDATE

### 1.1 STUDY AREA

The Study area of the June 2017 Study intersections in the area bounded by Birchmount Rd to the west, Bay Mills Blvd/Bonis Ave to the north, Stouffville GO corridor to the east and Hwy 401 WB off-ramp to the south. Two additional intersections, Sheppard Ave E & Midland Ave and Sheppard Ave E & Brimley Rd, were included in the December 2017 Update. **Figure 2** illustrates the general study area for both studies.

**Figure 2: General TIS Study Area for June & December 2017 BA Studies**



### 1.2 TRAFFIC VOLUMES

We note the following issues in the reports:

- ▶ Existing traffic volumes in the June 2017 Study could not be referenced since some of the Turning Movement Counts (TMCs) raw data were illegible.
- ▶ Some inconsistencies between the tabular and graphic presentation of existing Agincourt Mall site traffic.



- ▶ The existing traffic volumes, background development traffic volumes and net new site traffic volumes do not add up to the future total traffic volumes in the June 2017 Study (comments were received from the City regarding this matters). The response to comment in the December 2017 Update stated that traffic volume figures have been updated to accurately reflect forecast future traffic volumes. However, *updated site traffic volumes figure was not attached, and the accuracy of traffic volumes cannot be verified.*
- ▶ The study area was expanded in the December 2017 Update to include the Sheppard Ave E & Midland Ave and Sheppard Ave E & Brimley Rd intersections. However, the presented existing traffic volumes excluded these two intersections but were included in the updated existing capacity analysis. Future total volumes were illustrated for both intersections.

### 1.3 GROWTH RATE

Zero (0) corridor growth was determined in the June 2017 Study based on historical count data. We considered the presented analysis reasonable after reviewing the provided information. The City did not comment on the adopted growth rate based on the review of the December 2017 Update.

### 1.4 BACKGROUND DEVELOPMENTS

City staff provided an updated list of background developments as part of its comments on the June 2017 Study, which at the time did not include any future application for redevelopment of 2347 Kennedy Road & 4002 Sheppard Ave. E. This information was included in the December 2017 Update analysis.

### 1.5 SITE VEHICLE TRIP GENERATION

The following are noted about site vehicle trip generation in the June 2017 Study:

- ▶ Residential vehicle trip generation rates were derived based on proxy sites which is considered reasonable.
- ▶ Office vehicle trip generation rates were derived based on ITE Trip Generation Manual 9<sup>th</sup> Edition. However, there are some calculation errors on office trip generation rates. Based on our understanding, the office trip generation were underestimated by approximately 20 and 90 two-way vehicle trips for AM and PM peak hour, respectively. The office trip generation for Saturday is considered reasonable.
- ▶ Retail vehicle trip generation rates were derived based on a trip generation survey. We note that there are some inconsistencies in the presented table and actual calculations. Based on our understanding, the retail trip generation were underestimated by approximately 200 and 150 two-way vehicle trips for AM and PM peak hour respectively. However, on the contrary, the retail trip generation for Saturday was slightly overestimated.
- ▶ As a result of the above, the total vehicle trip generation were underestimated by approximately 220 and 240 two-way vehicle trips for the AM and PM peak hours, respectively.

Apart from our findings above, it is noted that the City did not comment on the trip generation methodology used by BA.



## 1.6 VEHICLE TRIP DISTRIBUTION

The following are noted about the vehicle trip distribution in the studies:

- ▶ Residential vehicle trip distribution was based on 2011 Transportation Tomorrow Survey (TTS) data which is consistent with the typical practice by LEA. However, it should be noted that the latest version 2016 TTS data were not available for use until early 2018; therefore, their 2011 source of information was acceptable. Should the transportation analysis be updated, 2016 TTS data should be used.
- ▶ Non-residential vehicle trip distribution was assumed to travel along both local and regional transportation corridors as significant amount of site trips is assigned to travel south on Kennedy Rd to connect to Hwy 401.
- ▶ The City did not provide comments regarding the assumed trip distribution and assignment.

## 1.7 TRANSIT ASSESSMENT

The existing transit conditions were summarized based on TTC transit ridership data, while the distribution was based on 2011 TTS data. This is a typical practice when conducting transit capacity analysis.

## 1.8 INTERSECTION CAPACITY ANALYSIS

The Sheppard Ave E & Kennedy Rd intersection is the major and most critical intersection within the study area. It also separates the Agincourt Mall Redevelopment and 2347 Kennedy Rd & 4002 Sheppard Ave E. The analysis conducted in the December 2017 Update for this intersection is summarized below:

- ▶ Level of Service (LOS): The overall LOS of the intersection is acceptable for existing, future background and future total traffic conditions.
- ▶ V/C Ratios: The overall V/C ratios indicated that the intersection is operating close to capacity during weekday AM/PM and Saturday peak hours in the existing traffic condition. It is projected to operate over capacity in the future background traffic condition. Under future total traffic condition, it is expected to operate close to capacity during weekday AM/PM peak hours and over capacity during Saturday peak hour. Overall, it should be noted that all intersection movements are expected to operate at or near capacity in all future traffic conditions. It should be clarified that the analysis presented did not contemplate the soft sites listed in the October 2017 Segment Study.

Some traffic volume input errors in Synchro were noted. However, these errors have minimal effect to the traffic analysis.



## 1.9 SENSITIVITY ANALYSIS

A sensitivity analysis was conducted in the June 2017 Study, and was updated based on City comments in the December 2017 Update. The following is noted for the studies:

- ▶ The sensitivity analysis was conducted to assess the traffic impact of the planned road connection from Sheppard Ave E to Village Green Sq.
- ▶ A 5% diversion rate for vehicles making a westbound left-turn at Sheppard Ave E & Kennedy Rd intersection was assumed in the June 2017 Study. Further justifications were provided in the December 2017 Update to address City's comments. It is noted that this assumption is subject to City's approval.
- ▶ Traffic within the Metrogate Precinct were assumed to use the new road connection. However, the diverted traffic was not included in the June 2017 Study.
- ▶ A figure was not provided for traffic volumes in the sensitivity analysis. It is difficult to trace the traffic diversion related to the planned new road connection.
- ▶ The overall LOS of the intersection is similar to the future total traffic condition as mentioned in Section 1.8.
- ▶ The overall V/C ratios indicated that the intersection will operate slightly better than future total traffic conditions as mentioned in Section 1.8 above, particularly the weekday PM and Saturday peak hours. The study concluded that the new road connection from Sheppard Ave E to Village Green Sq provides minimal improvement for the intersection of Sheppard Ave E & Kennedy Rd.

## 1.10 PARKING

The June 2017 Study considered parking requirements based on City of Toronto Zoning By-law 569-2013 Policy Area 4 parking standards to reflect the future provision of future LRT infrastructure on Sheppard Ave E and the street's "Avenue" designation. As stated in the December 2017 Update, City staff noted that parking and loading will be commented on as part of the future rezoning and site plan review process.

## 1.11 IMPACT OF AGINCOURT MALL REDEVELOPMENT ON EXISTING 2347 KENNEDY ROAD DRIVEWAY

Northbound traffic on Kennedy Rd will increase as a result of the Agincourt Mall redevelopment, which would impact the operation of the existing driveway for 2347 Kennedy Rd. The existing driveway for 2347 Kennedy Rd should be included in the Agincourt Mall redevelopment transportation study to ensure conflicting northbound and southbound left-turns for these driveways/intersections are properly examined. Furthermore, it is noted that the intersection of Road 'A' and Kennedy Rd, which is located approximately 40 m north of the existing 2347 Kennedy Rd driveway, is proposed to be signalized. Detail was not provided on how the northbound left turn storage into Road 'A' and the existing two-way left-turn lane into 2347 Kennedy Rd seems to be able to accommodate together.

## 2 AVENUE SEGMENT TRANSPORTATION STUDY – OCTOBER 2017

### 2.1 STUDY AREA

The study area for BA's Avenue Segment Transportation Study included intersections on Sheppard Ave E from Bay Mills Blvd to Midland Ave. Figure 3 illustrates the study area for this study.

**Figure 3: Study Area for BA Avenue Segment Study**



### 2.2 TRAFFIC VOLUMES

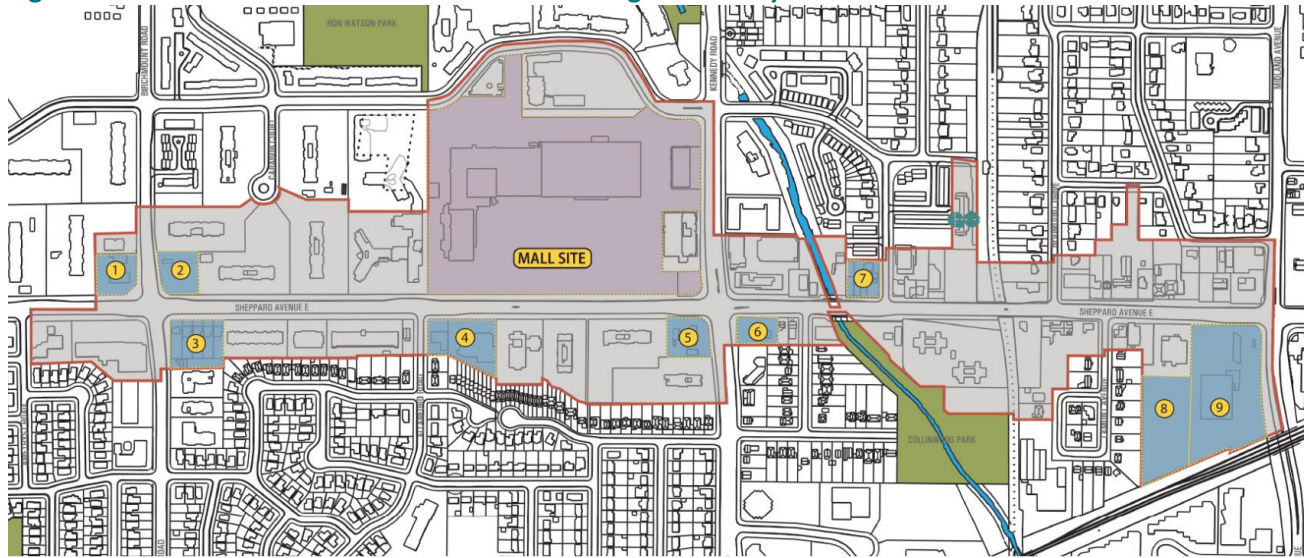
Similar to the Agincourt Mall Transportation Studies, they have the following traffic volumes issues:

- ▶ The baseline future total traffic volumes were based on the future total traffic volumes derived in the June 2017 Study.
- ▶ Future total traffic volumes for sensitivity test (with a new road connection from Sheppard Ave to Village Green Square) were provided. However, it is difficult to trace the diverted traffic.

### 2.3 SOFT SITES

A total of eight soft sites were identified by the planning consultant for the Agincourt Mall Redevelopment and 8 were included in the traffic analyses. A ninth development was not included as a formal development application has been submitted and was included in the June 2017 Study. Majority of the identified soft sites consist of potential residential condominium units and retail space. It is noted that the potential intensification of 2347 Kennedy Rd & 4002 Sheppard Ave E was not considered as a soft site in this October 2017 study. However, 2347 Kennedy Rd & 4002 Sheppard Ave E was included as a soft site, without an updated analysis in the February 2019 Update. **Figure 4** illustrates the study area in the October 2017 Segment Study.

**Figure 4: Soft Site Locations in the October 2017 Segment Study**



## 2.4 SITE VEHICLE TRIP GENERATION

Residential trip generation rates were maintained from June 2017 Study for all soft sites. Retail trip generation rates were derived based on ITE Trip Generation Manual 9<sup>th</sup> Edition.

## 2.5 VEHICLE TRIP DISTRIBUTION

Residential and retail vehicle trip distribution was based on 2011 TTS data, consistent with the methodology in the June 2017 Study.

## 2.6 TRANSIT ASSESSMENT

Transit assessed with a methodology consistent with the June 2017 Study.

## 2.7 INTERSECTION CAPACITY ANALYSIS

As mentioned in Section 1.8, the Sheppard Ave E & Kennedy Rd intersection is considered to be the most critical intersection. The analysis from the October 2017 study is summarized below:

- ▶ **Level of Service (LOS):** The overall LOS of the intersection is acceptable for future traffic conditions after considering the development of the soft sites.
- ▶ **V/C Ratios:** The overall V/C ratios indicated the intersection is expected to operate at over capacity under future total traffic condition with the development of the soft sites.

As mentioned in Section 2.3, the potential intensification of 2347 Kennedy Rd & 4002 Sheppard Ave E was not considered as a soft site in the October 2017 Segment Study. With the inclusion of 2347 Kennedy Rd & 4002 Sheppard Ave E as part of the soft site transportation analysis the performance of the intersection has not been appropriately considered at this time.

## 2.8 SENSITIVITY TEST

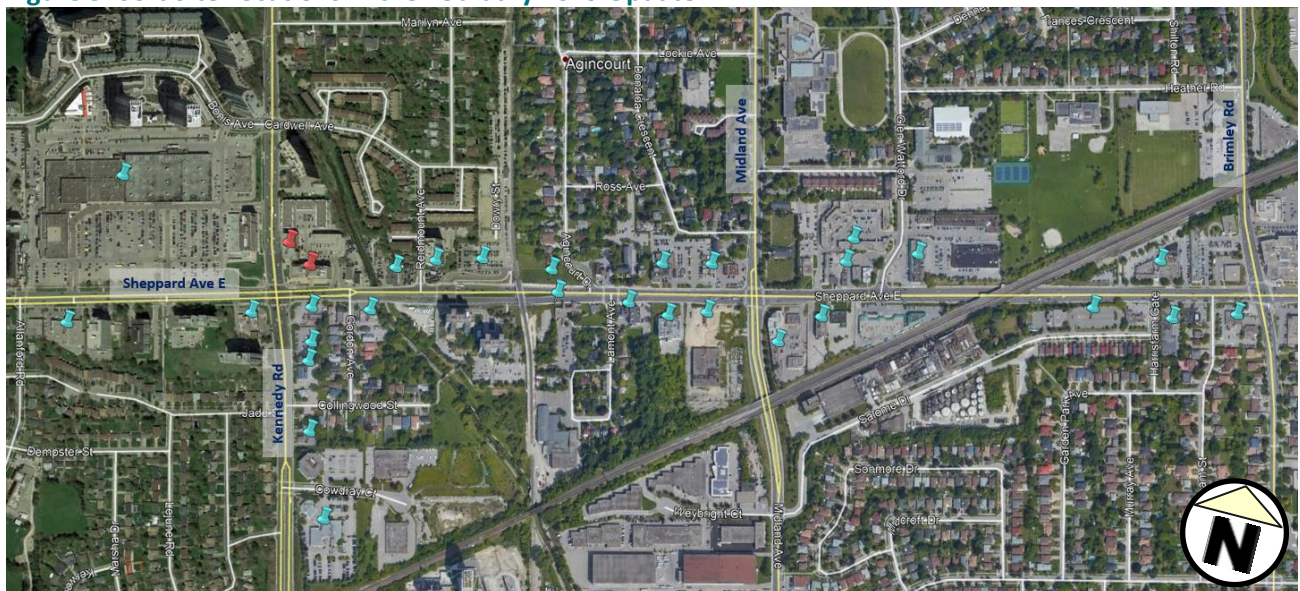
The overall intersection LOS at Sheppard Ave E & Kennedy Rd is similar to the future traffic conditions as mentioned in Section 2.7. The overall intersection V/C ratios indicated at Kennedy Rd and Sheppard Ave E is expected to operate slightly better than the future total traffic condition as mentioned in Section 2.7. Thus, the new road connection proposed south of Sheppard to Cawdry Court was concluded to provide minimal improvement for the Sheppard Ave E & Kennedy Rd intersection.

## 3 OPA UPDATE AND RESUBMISSION LETTER – FEBRUARY 2019

As noted previously, the February 2019 update only provides a summary of the redevelopment plan along with response to comments from the reviewing agencies. The following provides a summary of this update:

1. As part of the Agincourt Mall Planning Framework Review, 30 existing and potential development sites were identified and assessed by four Distinct Development Scenarios, which look at mid- or high-rise development of the soft-sites with an FSI from 3.0 to 4.0. It is noted that 2347 Kennedy Rd and 4002 Sheppard Ave were identified as two of the 30 soft sites. **Figure 5** illustrates the location of the identified soft sites, with the red pins identifying the location of 2347 Kennedy Rd and 4002 Sheppard Ave.

**Figure 5: Soft Site Locations in the February 2019 Update**



2. Three of the eight soft sites identified in the October 2017 Segment Study (3600 Sheppard Ave E & 2340 Birchmount Rd, 3750 Sheppard Ave E & 20 Carabob Cres, and 3717-3725 Sheppard Ave E & 2255 Birchmount Rd) were not included within the soft sites. It was noted a reason was not provided within the February 2019 Update as to why the aforementioned soft sites were excluded.



3. The updated soft site analysis, which includes a total of 30 soft sites with development of up to 4.0 FSI for each block has not been technically assessed in the February 2019 Update conducted by BA Group.
4. As mentioned previously in Point #1, 2347 Kennedy Rd and 4002 Sheppard Ave were included as soft sites. The sites are envisioned to potentially be redeveloped to include 845 to 908 residential units, and approximately 9,500 m<sup>2</sup> and 10,700 m<sup>2</sup> of retail and office GFA respectively based on the four development scenarios. These soft site projects fall below the intensification planned by the owners of 2347 Kennedy Rd and 4002 Sheppard Ave E as advanced with the City as part of a recent formal Pre-Consultation process.
5. The proposed Agincourt Mall redevelopment was also identified as one of the 30 soft sites, and is envisioned to be redeveloped to include approximately 3,800-5,100 units, 17,200-23,000 m<sup>2</sup> of retail and 6,600-8,800 m<sup>2</sup> of office use.
6. The redevelopment of the soft sites is projected to generate approximately 7,400-8,500 net two-way trips, of which approximately 3,500-4,700 trips will be comprised of auto-driver trips. Based on the development density scenarios, the Agincourt Mall redevelopment is projected to generate 500 to 1,100 auto-driver trips. It is noted that the additional soft sites increased the net auto-driver trip generation by approximately 600% from the October 2017 Segment Study.
7. The proposed overall density for the Agincourt Mall redevelopment has been reduced. The approximate number of units proposed on site has been reduced by 200, while there has been a slight increase in retail, office, and community facility GFA. An updated trip generation summary or analysis was not provided within this update. However, based on the information provided in the reviewed studies, a maximum increase of approximately 20% to the auto-driver trips was determined.
8. An updated transportation analyses for the future total traffic and avenue segment study analyses will be provided as part of the forthcoming Agincourt Mall rezoning application.
9. The proposed signalized access on Kennedy Rd remains under the updated Agincourt Mall redevelopment proposal. It is noted that, as per Comment #3 of the Toronto Transit Commission (TTC) Comments, the TTC is not supportive of this signal. However, comments were not provided by Transportation Planning or Development Engineering regarding the proposed signalized access on Kennedy Rd.

After reviewing the February 2019 Update, we note the following:

- We are unsure how the future transportation network can accommodate the projected vehicle trips generated by the assumed density along the avenue segment as capacity constraints were identified in the future at the intersection of Sheppard Ave E and Kennedy Rd in the October 2017 Segment Study. The accommodation of 3,500-4,700 projected net auto-driver trip for the identified soft sites within the future transportation network is to be determined pending BA's updated analysis. It can be expected that the increase in vehicular trips generated by the soft site development will worsen this intersection.



- ▶ The signalized access on Kennedy Rd at proposed Road 'A' was supported by BA as the proposed intersection spacing is commonly implemented throughout the City. However, the impact of this proposed signalized access on the existing full-movement access for 2347 Kennedy Rd was not considered.
- ▶ A Master Plan is provided in this update regarding the Agincourt Mall Redevelopment. In this plan, a left turn storage lane that extends beyond the access of 2347 Kennedy Rd is illustrated at the signalized intersection of Road 'A' and Kennedy Rd. The delay for left-turns into and out of 2347 Kennedy is anticipated to increase significantly without the use of the existing two-way left-turn lane and increases the probability of collisions happening.

#### 4 FINDINGS

LEA has conducted a peer review of the transportation studies related to Agincourt Redevelopment project as well as the associated October 2017 Segment Study and February 2019 update. The following is a summary of the major findings:

- LEA has discovered that there are some inconsistencies between the tabular and graphic presentation of existing Agincourt Mall site traffic and comments were also received from the City regarding the accuracy of Synchro parameters input. LEA has also discovered that the vehicle trip generation were underestimated in the studies. The updated analysis conducted by LEA indicated that the most critical intersection (Sheppard Ave E & Kennedy Rd) is expected to operate slightly worse than the BA's findings.
- Based on the traffic analysis of December 2017 Update, the adjacent road network capacity would barely be sufficient for the proposed Agincourt Mall Redevelopment and identified background developments. The most critical intersection is already operating close to capacity during the weekday AM/PM peak hours and over capacity during Saturday peak hour; there is minimal residual roadway capacity to accommodate other potential intensification within the study area. Considering the effect of underestimated vehicle trip generation as mentioned in above, it will further reduce the extent of any form of intensification in the area, including the 2347 Kennedy and 4002 Sheppard Ave E and other identified soft sites. Furthermore, the planned road connection from Sheppard Ave E to Village Green Square provide minimal improvements for the intersections.
- The existing driveway for 2347 Kennedy Road is approximately 40m south of the proposed signalized intersection of Road 'A' with Kennedy Road. Northbound left-turn queuing impacts associated with the proposed signalized intersection will impact the existing 2347 Kennedy Rd access. Additional traffic analysis detailing the impacts to the 2347 Kennedy Rd driveway should be provided. It is noted that in the February 2019 Update, a northbound left turn storage lane extending beyond the 2347 Kennedy Rd access is illustrated on the proposed Master Plan. Previous submissions had not provided a visual of how left turns into the Proposed Road 'A' are to be accommodated on the existing right-of-way. If this is the case, the plan eliminated the southbound left turn lane onto the 2347 Kennedy Rd access. This must be reviewed in detail to properly assess and the associated impact onto the subject access and the impact of the traffic reassignment.



- The traffic analysis of the October 2017 Segment Study indicated that the site traffic generated by the soft site identified by the Agincourt Mall redevelopment project have exceeded the capacity of the Sheppard Ave & Kennedy Rd intersection. BA did not provide any intersection/road improvements to accommodate the expected traffic demand projection. This will obviously leave no residual capacity to accommodate any other additional development in the study area. Considering the effect of the underestimated vehicle trip generation as mentioned above, the possibility of any intensification in the area is reduced as a result of the Agincourt Mall redevelopment.
- The February 2019 Update identified 30 soft sites for the updated Avenue Segment Study. An updated traffic analysis was not provided to determine the traffic impacts of the added soft sites. The potential intensification/redevelopment of 2347 Kennedy Rd & 4002 Sheppard Ave E, which is located just across the east side of the Agincourt Mall Redevelopment, was considered as two of the 30 identified soft sites. However, an updated traffic analysis was not provided to determine the traffic impacts of the added soft sites.
- Based on the above findings, it is recommended that BA to revise their transportation studies including, but not limited to, more details/clear explanation on their traffic assumption, consistency between the tabular and graphic presentation of traffic volumes, add the 2347 Kennedy Road driveway, accurate Synchro parameters input and recommend sufficient mitigation measures for nearby roads/intersections in the future traffic conditions.
- Please note that we are not in the position to comment on the assumed density or Floor Space Index (FSI) of the soft sites in the Avenue Segment Study in transportation engineering perspective. The project planner of respective studies/developments should conduct further review on the soft sites advanced in BA study.

Overall, LEA has found that BA has conducted traffic analysis with errors. BA did not provide any intersection/road improvements to accommodate the development intensity they assumed for the Agincourt Mall Redevelopment and the soft sites. Considering the underestimation of traffic volumes and the lack of any recommended improvements, their studies failed to provide proper analysis and any solid transportation recommendation or opinion to accommodate the assumed development intensification. The February 2019 Update did include potential intensification/redevelopment of 2347 Kennedy Rd & 4002 Sheppard Ave E; however, an updated transportation analysis was not provided to understand the impacts of the soft sites. Therefore, we recommend BA to revise their transportation studies to address the issues noted in this review prior to consideration of the Agincourt Mall Official Plan Amendment.



Should you have any question with regards to this letter, please do not hesitate to contact us.

Yours truly,

**LEA CONSULTING LTD.**

Nixon Chan, M.A.Sc., P.Eng., PTOE, PMP  
Manager of Transportation Engineering  
Transportation Engineering & Planning

:tcc/nt

Cc: Richard Domes, GWD  
Kenneth Chan, LEA Consulting Ltd.