

Memo

To:	David Riley, SGL	Date:	August 12th, 2020
From:	Esteban Campion	Project Name:	Elm Drive
RE:	Impact of unit change on previous TIS	Project #:	13.212

Solmar Incorporated is continuing with the development of their 3 tower proposal on Elm Drive in Mississauga. The development is made up of 3 residential towers located on the south side of Elm Drive between Hurontario Street and Kariya Drive. The development includes a daycare facility on the ground floor of the western most tower and commercial retail space on the ground floor of the eastern most tower.

Poulos & Chung had previously submitted an overall transportation impact study for this 3 building development in 2015. Due to minor changes in the site statistics, the city has requested a memorandum be submitted ensuring that this does not alter the results of the transportation impact study. In addition, due to the ongoing pandemic – obtaining accurate traffic data for a fully updated analysis is not possible.

The table below compares the statistics that were assumed in the original transportation analysis with the most recently submitted development plans:

Building/Land use	Original	New	Difference (+ / -)
Tower A – res units	349	323	- 26
Tower B – res units	412	418	+ 6
Tower C – res units	586	624	+ 38
Total res units	1347	1365	+ 18
Daycare (1000 sqft)	6.18	5.30	- 0.88
Retail (1000 sqft)	6.86	4.87	- 1.99

As can be seen there is a small increase in the overall number of residential units, which represents an increase of approximately 1%. In addition, both the daycare facility and the retail space have been reduced slightly.

Memo

The trip generation of the original statistics was compared with the latest site statistics and is summarized in Figure 1, attached.

Reviewing this figure it can be seen that the overall number of trips generated from the site is now slightly less than what was assumed in the original report.

As stated previously, the current pandemic prevents the collection of new valid traffic counts in the area. Thus, in the absence of this a brief review of the area traffic flows along Elm Drive has been conducted. This consisted of a brief review of any new developments in the immediate area. It appears that there is no significant change from what was assumed in the original report. Therefore, it is expected that the previously used traffic volumes along Elm Drive are still reasonable.

After review of these numbers, it is evident that the analysis conducted previously is still valid for these updated statistics.

Trip Generation Rates (ITE 9th Edition)				Weekday			Weekday		
Land use	Building	Units	ITE Code	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Condominium		units	230	0.07	0.37	0.44	0.35	0.17	0.52
Retail Commercial		1000 sq.ft	820	0.60	0.36	0.96	1.78	1.93	3.71
Daycare		1000 sq.ft	565	6.46	5.72	12.18	5.80	6.54	12.34

Trip Generation Rate Reductions	
Transit reduction (assuming <u>No</u> LRT) applied to Residential Trips	12%
Transit reduction (assuming LRT) applied to Residential Trips	19%
'Synergy' Trip Reduction applied to Retail Trips	20%
'Synergy' Trip Reduction applied to Daycare Trips	20%

Values used in Original Report

Estimated Vehicle Trips (with Reductions)								
Condominium (no LRT)	1347		89	433	522	413	203	616
Condominium (yes LRT)	1347		82	398	480	380	187	567
Daycare	6.18		32	28	60	29	32	61
Retail Commercial	6.86		3	2	5	10	11	20
Vehicle Trips Grand Total (no LRT)			124	463	587	451	246	698
Vehicle Trips Grand Total (yes LRT)			117	429	546	419	230	649

Using updated statistics

Estimated Vehicle Trips (with Reductions)								
Condominium (no LRT)	1365		90	439	529	418	206	625
Condominium (yes LRT)	1365		83	404	486	385	190	575
Daycare	5.30		27	24	52	25	28	52
Retail Commercial	4.87		2	1	4	7	8	14
Vehicle Trips Grand Total (no LRT)			120	464	584	450	241	691
Vehicle Trips Grand Total (yes LRT)			112	429	542	417	225	642

Difference (in total trips generated)								
Vehicle Trips Grand Total (no LRT)			-4	1	-3	-1	-5	-6
Vehicle Trips Grand Total (yes LRT)			-4	1	-4	-2	-5	-7

Note: Negative values indicate that the updated statistics generate fewer trips than the original statistics.



Comparison of Trip Generation
(Original vs Updated Statistics)
Figure 1