
Solmar Inc.

Tower C (Phase 3)

Lands on south side of Elm Drive west of Hurontario Street

Mississauga, Ontario

Travel Demand Management

(Addendum to TIA)

July 2020

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This is a brief addendum to the previously completed transportation studies for the proposed residential condominium building at the southwest corner of Elm Drive & Hurontario Street.

This addendum was written as part of the response to the City's request for a brief discussion of the TDM measures that will be part of the site development. This TDM discussion speaks specifically about Tower 'C' (i.e. Phase 3) which is the eastern most building on the wider site.

We understand that TDM is an evolving item in Mississauga / Peel Region, and that the parameters for this type of report are still being finalized. Thus, this report is based on our experience with work completed in other area regions.

Figure 1 presents a TDM checklist for this development. It is filled with extensive details about how the site will accommodate and integrate various active transportation and transit facilities.

The applicant is committed to providing pre-loaded presto cards and any TDM materials the authorities have prepared to the purchasers at the time of purchase or when keys are provided for occupancy.

A map has been prepared outlining the active transportation facilities within the site and how they interface with the surrounding lands and roadways. Figure 2 outlines the active transportation and transit facilities both on site and in the surrounding area.

Reviewing figures 1 & 2, it is evident that the site provides a large degree of AT connectivity in all directions. In addition, the site is in close proximity to regional facilities as well (including local transit and cycle lanes).

Items that should be highlighted are:

- The applicant is prepared to fund the enrollment of 50 individuals in CAN-Bike courses. This is designed to either introduce cycling to new riders or enhance existing riders' comfort with road usage;
- Fund the distribution of 1 presto card per dwelling unit pre-loaded with an amount equal to 1 adult monthly MiWay pass;
- The site provides a walkway that bisects the ground floor providing direct from the west side of the building to the AT infrastructure along Hurontario Street. This also provides increased AT permeability for the wider site;
- The site is within 150 metres of the future LRT station at Central Parkway / Hurontario Street.

Generally, these 2 figures describe a site proposal that includes extensive active transportation facilities. In addition, there is seamless integration with the adjacent phases.

FIGURE 1 - Travel Demand Management Plan Checklist (2 pages total)

for residential developments

#	TDM Measure	Responsibility	Check	Notes
1	Transit incentives (i.e. PRESTO cards)	Authorities to consider	✓	This will likely consist of providing each unit with 1 presto card pre-loaded with an amount equal to a one month adult MiWay pass.
2	Information packages (MiWay maps, GO schedules, cycling maps)	Authorities to consider	✓	Details to be determined by authorities.
3	Communication strategy and physical location to deliver PRESTO cards and information packages	Applicant	✓	The applicant agrees to distribute the pre-loaded presto cards and any TDM materials prepared by the authorities to residents. These materials will be distributed either at the time of purchase or at the units are handed over for occupancy.
4	Pedestrian connections	Applicant	✓	There are several pedestrian entrances located on all four sides of the building. These are all connected by on site walkways that circumnavigate the entire building and provide access to the existing and planned sidewalks along Hurontario Street & Elm Drive.
5	Cycling connections	Applicant	✓	The site is currently served by cycle lanes along Elm Drive and will soon be bounded by cycletracks being built along Hurontario Street. Both of these can be accessed via either the driveway leading to Elm Drive or the walkway connections to Hurontario Street.
6	Ped/cycling connections to transit facilities	Applicant	✓	Nearby local bus stops are located: immediately adjacent to site (eastbound direction on Elm Drive at Hurontario) and across the street in the westbound direction in the opposite corner of the intersection (westbound along Elm Dr at Hurontario). In addition, the site is located just north of the future LRT stop at Hurontario Street / Central Parkway (providing service in both directions NB & SB). This will likely be accessed by a proposed signalized pedestrian crossing just south of the site. There are direct pedestrian (sidewalk) and cycling (bike lanes) connections to all of these facilities.
7	Internal ped/cycling circulation	Applicant	✓	The site can be circumnavigated via contiguous walkways and sidewalks, leading to entrances on all four sides. In addition, there is a walkway that bisects the ground floor providing another connection between the west & east sides of the building.

#	TDM Measure	Responsibility	Check	Notes
8	Bicycle parking/shelter	Applicant	✓	The site provides extensive bicycle parking. There will be a total 494 bicycle parking spaces provided for residents. These spaces will be spread out among the mezzanine, P1, P2 & P3 levels. In addition, 49 bicycle parking spaces will be provided for visitors. These visitor spaces will be located in a sheltered area on the ground floor of the building and accessible from the internal driveway. This is in addition to a couple of bike racks to be installed along the Elm Dr frontage. It is expected that bike racks will also be built as part of the re-constructed Hurontario Street boulevard.
9	Bicycle repair station	Applicant		No bicycle repair stations are proposed.
10	Bicycle courses	Applicant / Municipality	✓	The applicant is willing to fund the enrollment of 50 individuals into CAN-BIKE cycling courses.
11	Car share	Applicant		No car share scheme is proposed.
12	Shared-parking between land uses	Applicant	✓	The residential visitor parking will be shared with the non-residential parking below grade.
13	Parking reduction	Applicant / Municipality	✓	The site utilizes previously agreed to reduced parking supply rates.
14	Parking purchase separation	Applicant	✓	The applicant agrees to separate the purchase of parking spaces from the purchase of residential units.
15	Membership with Smart Commute	Applicant		The non-residential component is a small portion of the proposal. Thus, membership is not considered at this time.
16	School travel planning	Applicant / School board/ Municipality		This would likely be incorporated with the information sessions.
	Informational board	Applicant		The applicant will ensure that an informational board is placed in a prominent location within the main lobby. This board will display maps locating active transportation facilities in both the immediate and wider areas. The information will include MiWay information (transit routes, schedules, stop locations) and AT info (bike rack locations, bike lanes and routes throughout the area).
17	Monitoring program/report	Authorities to consider	✓	The authorities will need to decide if they want to conduct a modal split monitoring program. If they do decide to move forward with a monitoring program, the applicant agrees to provide access to the site to facilitate any such program.

FIGURE 1 - Travel Demand Management Plan Checklist (end)

