



September 24, 2019

Reference No. 11116840

Mississauga 1  
Emblem Developments  
22 Adelaide Street West  
Suite 2060  
Toronto, ON  
M5H 4E3

Attention: Shamil Jiwani

**RE: Traffic Impact Study Addendum  
86-90 Dundas Street East  
Residential Condominium  
Mississauga Ontario**

**1. Introduction**

GHD is pleased to present the enclosed Traffic Impact Study Addendum to examine the traffic related impacts from a recent proposed residential condominium development (with ground floor commercial area) located at 86-90 Dundas Street East in the City of Mississauga (see Figure 1).

The current site plan dated September 19, 2019 (see Figure 2 or attachment) prepared by Studio JCI proposes a total of 334 condominium units in 16 storeys, along with 324 sq.m. (3,488 sq.ft.) of ground floor commercial area.

The original development scheme of January 29<sup>th</sup>, 2018 prepared by A J Tregebov Architects proposed a total of 289 condominium units in 29 storeys, along with 158 sq.m. (1,701 sq.ft.) of ground floor commercial area. GHD prepared a Traffic Impact Study in October 31, 2018 based on the January 2018 site plan.

The proposed future subject site land uses proposed by the original (January 2018) and recent (September 2019) site plans are summarized in Table 1.

**Table 1 Original and recent proposed site land uses**

	Commercial GFA	Residential Units
Original (January 2018)	158 m <sup>2</sup> (1,701 ft <sup>2</sup> )	289
Recent (September 2019)	324 m <sup>2</sup> (3,488 ft <sup>2</sup> )	334
<b>Differences (Recent Site Plan – January 2018 Site Plan)</b>	<b>+166 m<sup>2</sup> (1,787 ft<sup>2</sup>)</b>	<b>+45</b>

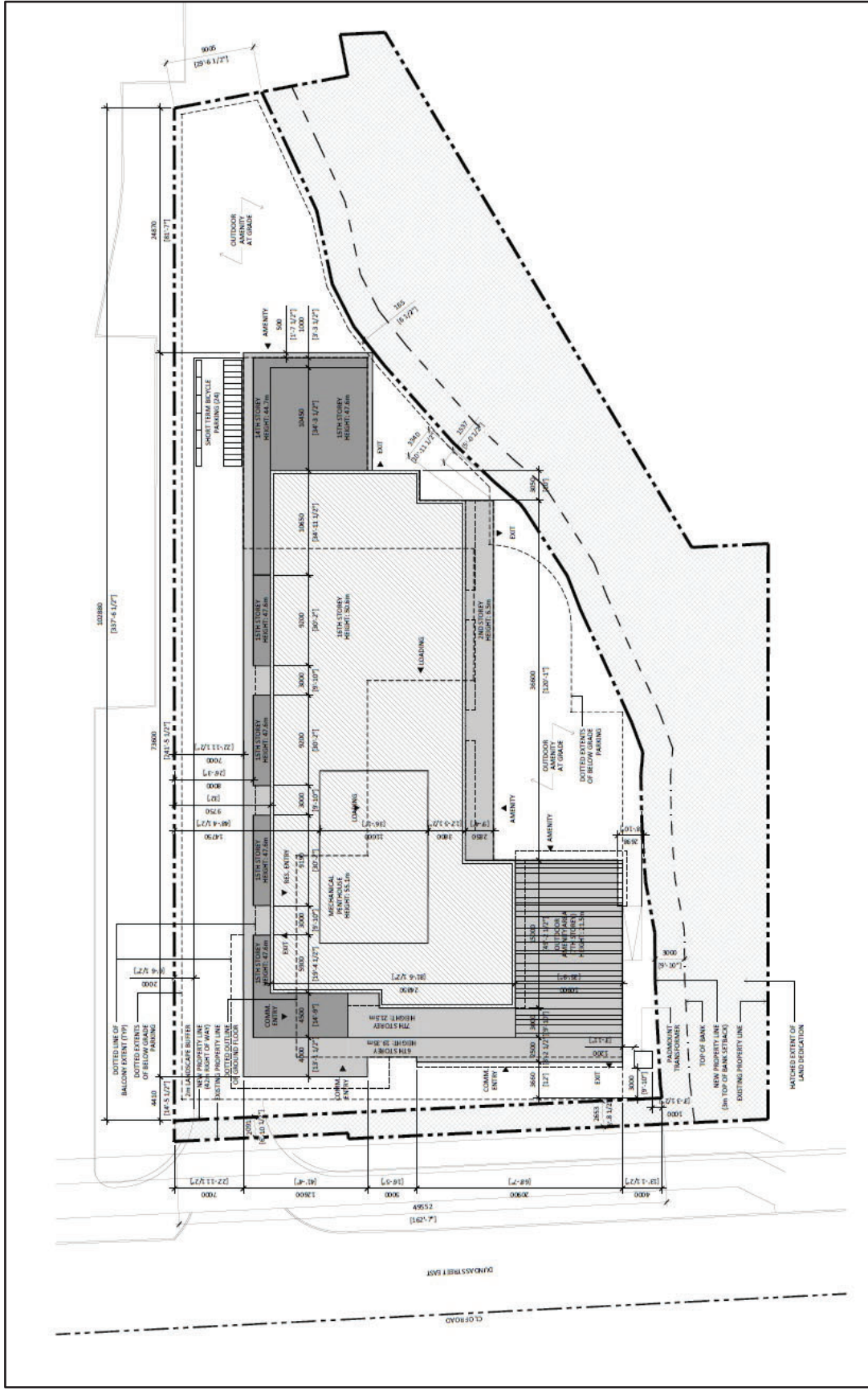
The assessment in this memo includes:

- A review of the estimated future site trips based on the original and recent proposed land uses.
- A review of the parking requirements for the recent proposed land uses.

Our findings and conclusions are contained herein.



**Figure 1 Site location**



**Figure 2 September 2019 site plan**





## 2. Site trip generation

The original proposed site traffic volumes was extracted from the Site Trip Generation Table in Section 5.1 of the October 2018 Traffic Impact Study (TIS).

The recent proposed site traffic was estimated from the trip rates contained in Trip Generation, 10th Edition, produced by the Institute of Transportation Engineers (ITE). Site trips for the residential condominium units were estimated based on the trip rates of Multifamily Housing (High-Rise) (LUC #222), and site trips for the commercial uses were estimated based on the trip rates of Shopping Centre (LUC # 820).

The 2016 Transportation Tomorrow Survey (TTS) data shows the existing non-auto modal splits are approximately 30% and 32% respectively for a.m. and p.m. peak hour. As a conservative analysis, the subject site is assumed to achieve the same transit model split applied to the future planning horizons. In addition, it is expected that patrons of the commercial use will primarily be residents of the proposed development. Therefore, an internal capture rate from the Trip Generation Handbook, 3<sup>rd</sup> Edition, produced by the Institute of Transportation Engineers were applied to the estimated trip generation for the commercial use. Resulting in a gross trip reduction of 14% for a.m. peak hour and 10% for p.m. peak hour.

Table 2 summarizes the trip generation of the original and recent proposed site land uses.

**Table 2: Original and recent proposed site trip generation**

	Land use	Units / GFA	Parameter	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Original (October 2018 TIS)	Residential	289 units	Trips	15	71	86	68	34	102
	Commercial	158 m <sup>2</sup> (1701 ft <sup>2</sup> )	Trips	3	3	6	6	7	13
	Total Site Trips			18	74	92	74	41	115
Recent (September 2019)	Residential (LUC 222)	334 Units	Trip Ratio	24%	76%	100%	61%	39%	100%
			Gross Trips	25	81	106	74	48	122
			Non-auto Trips	-8	-24	-32	-24	-15	-39
			Vehicle Trips	17	57	74	50	33	83
	Commercial (LUC 820)	363 m <sup>2</sup> (3902 ft <sup>2</sup> )	Trip Ratio	62%	38%	100%	48%	52%	100%
			Gross Trips	2	2	4	24	25	49
			Int. Cap. Trips	0	0	0	-10	-11	-21
			Vehicle Trips	2	1	2	20	21	41
	Total Site Trips			19	58	76	70	54	124
Trip Difference (Recent Proposed Trips – Original proposed Trips)			+1	-16	-15	-4	13	9	

As indicated in Table 2, the recent (September 19, 2019) site plan is expected to generate 76 and 124 two-way trips at the weekday AM and PM peak hours, respectively, which is -15 and +9 trips than the trips



estimated in the Original (October 2018) TIS during the weekday AM and PM peak hours, respectively. Therefore, there will be no significant change from the findings and conclusions of our original TIS.

The October 2018 TIS concluded that, the existing Dundas Street road network in the vicinity of the site can be expected to have satisfactory operational characteristics and provide adequate capacity for the projected site traffic volumes. There are no recommended improvements at the study intersections or site driveway to accommodate the proposed development.

### 3. Parking requirement

The recent site plan (dated September 19, 2019) proposes 334 dwelling units and 324 m<sup>2</sup> of ground floor commercial area. The development's residential unit breakdown is as follows:

- 268 one bedroom units; and
- 66 two-bedroom units.

City staff have noted they are willing to accept parking rates as approved for the development at the southwest corner of Hurontario Street and Elm Street. The required parking provision was calculated using the proposed unit breakdown as summarized in Table 3 below.

**Table 3 Parking Provision Table**

Use	Units	Existing Bylaw Required Parking Rate	City Proposed Parking Rate	Required Parking Supply
Resident Parking	One bedroom – 268 units	1.25	0.9	242
	Two bedroom – 66 units	1.40	1.0	66
Visitor Parking	Total residential units – 334 units	0.20	0.15	50
Total				358

The proposed parking provision for the site is 349 parking spaces, including 32 car stackers located in the underground garage plus 3 car share spaces located on the surface level.

Therefore, the proposed parking supply with the introduction of car share is considered appropriate given the proximity to transit corridors with increased transit service level, consequently reducing the expected parking demand.



#### **4. Conclusions / recommendation**

Based on the review of the original and recent proposed site land uses and trip generations, the site plan (September 19, 2019) is expected to generate 76 and 124 two-way trips at the weekday AM and PM peak hours, respectively. Fortunately, this is 15 less trips during morning peak hour, hence there will be no recommendation for the proposed site plan. However, the latest site plan generates extra 9 trips than the trips estimated in the Original (October 2018) TIS during the weekday PM peak hours. This is not a significant amount of traffic compared to the two-way volumes on Dundas Street and therefore, with the recent site plan, there will be no material change to the findings and conclusions of our original (October 2018) TIS.

The October 2018 TIS concluded that the existing Dundas Street road network in the vicinity of the site can be expected to have satisfactory operational characteristics and provide adequate capacity for the projected site traffic volumes. Therefore, there are no recommended improvements at the study intersections or site driveway to accommodate the proposed development.

We trust the enclosed is sufficient for your needs, but please do not hesitate to contact the undersigned should you require any additional assistance.

Respectfully Submitted,

**GHD**



**Will Maria, P. Eng.**  
Senior Project Manager

**Dhaval Harpal, Dipl. T.**  
Transportation Planner

PROPOSED MIXED USE DEVELOPMENT

86 - 90 DUNDAS STREET E,  
MISSISSAUGA, Ontario

DRAWING LIST

ARCHITECTURAL

- A0.00 PROJECT STATISTICS
- A1.00 SITE PLAN
- A1.01 GROUND FLOOR SITE PLAN
- A3.P4 PARKING LEVEL 04
- A3.P3 PARKING LEVEL 03
- A3.P2 PARKING LEVEL 02
- A3.P1 PARKING LEVEL 01
- A3.01 GROUND FLOOR MEZZANINE PLAN
- A3.02 GROUND FLOOR PLAN
- A3.03 2ND FLOOR PLAN
- A3.04 3-5 FLOOR PLAN
- A3.05 6TH FLOOR PLAN
- A3.06 7TH FLOOR PLAN
- A3.07 8-14 FLOOR PLAN
- A3.08 15TH FLOOR PLAN
- A3.09 16TH FLOOR PLAN
- A3.10 ROOF PLAN
- A5.00 NORTH ELEVATION
- A5.01 EAST ELEVATION
- A5.02 SOUTH ELEVATION
- A5.03 WEST ELEVATION
- A6.00 SECTION A



PERSPECTIVE VIEW FROM DUNDAS STREET EAST



REISSUED FOR OPA / REZONING  
SEPTEMBER 19, 2019

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General Notes

1. These Contract Documents are the property of the Architect. They are to be used only for the project and site named herein. The Architect's written permission is required for reproduction or translation of these documents by the Contractor. Upon completion of the project, the Architect will provide the Contractor with a complete set of the original documents. The Contractor shall retain the original documents for the duration of the project. The Contractor shall not be responsible for the loss or damage to the original documents.

2. Drawings are not to be used for construction. They are to be used only for the purpose of preparing the work and equipment and for comparison with the Contract Documents. The Architect, before commencing work, shall provide the Contractor with a complete set of the original documents.

3. Two tons of exposed face masonry material or electrical conduits, fittings, and fixtures are indicated on the architectural drawings. The locations shown on the drawings are for the Contractor's information only. The Contractor shall determine the actual locations of the masonry material and electrical conduits, fittings, and fixtures to be installed as directed by the Architect.

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MISSISSAUGA MIXED-USE BUILDING

ADDITIONS:

## SITE PLAN

PROJECT NO.: 1911  
SCALE: 1:200  
DATE: SEPTEMBER 19, 2029  
DRAWN BY:

DRAWING NO.:

A1.00

