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April 22, 2015

City of Burlington
Transportation Services
City Hall
426 Brant Street
Burlington, ON L7R 3Z6

Attention: Ms. Linda Wu
Transportation Technologist

**RE: 92 Plains Road East
Traffic Impact Statement**

Dear Ms. Wu,

We have reviewed your comments provided on the Development Application Pre-Consultation Form with respect to 92 Plains Road East in the City of Burlington. We also acknowledge our telephone conversation to discuss the City's specific requirements with respect to the transportation aspects of the proposed plan. You have confirmed the need to demonstrate that site-generated traffic can be accommodated along Plains Road East in proximity to the site and that no detailed traffic analysis is required. You have also indicated that the City will require that the proposed site entrance be aligned opposite the entrance to 91 Plains Road East.

In addition to traffic impact related aspects of the development plan, you have identified the need to also address the parking related aspects of the plan. This requires the justification for any reduction in the parking requirements specified by the Zoning By-law, confirmation that the proposed layout has been endorsed by the City's Fire Department and a commitment that any tandem residential parking spaces will be under the ownership of a single residential unit. We have been advised by our Client that the parking aspects of the proposed plan are being addressed by others and, therefore, this Traffic Impact Statement speaks only to the site traffic generation, the impacts along Plains Road and the configuration of the entrance.

The development proposal is for 92 Plains Road East includes 24 medium density residential units and approximately 240 m² of ground floor office space. We have estimated the weekday morning

and afternoon peak hour site traffic generation for the proposed uses based on the trip generation characteristics outlined in the 9th Edition of the *Institute of Transportation Engineers Trip Generation Manual* for the Residential Condominium/Townhouse and for General Office land uses. The land use assumptions and corresponding trip generation rates are summarized below in **Exhibit 1** and the resulting trip generation is summarized in **Exhibit 2**.

Exhibit 1 Development Trip Generation Rates

Land Use	Size	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Residential Condominium	24 units	230	0.44	17%	83%	0.52	67%	33%
General Office	240 m ²	710	1.56	88%	12%	1.49	17%	83%

Exhibit 2 Development Trip Generation

Land Use	Size	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Residential Condominium	24 units	230	11	2	9	13	9	4
General Office	240 m ²	710	5	4	1	4	1	3
<i>Total Trip Generation</i>			16	6	10	17	10	7

The estimated site traffic generation reflects an average of no more than 1 trip every 6 minutes entering or leaving the site during the weekday morning and afternoon peak hours. There are a number of existing stop-controlled intersections and multi-unit commercial and residential uses along Plains Road East in the vicinity of the proposed development, where it is reasonable to expect that the trip generation is greater than that estimated for the proposal for 92 Plains Road East and that side-street travel demand at these locations is being adequately accommodated.

On the basis of the nominal site traffic generation and the accommodation of greater traffic volumes at adjacent side-street locations and development entrances, we are confident that traffic generated at the proposed entrance to 92 Plains Road East can be accommodated with manageable traffic impacts.

The City has expressed a preference to align the driveway for the proposed redevelopment of 92 Plains Road East opposite the existing commercial entrance to 91 Plains Road East. While the centrelines of the two entrances are offset by approximately 3 metres, the proposed entrance is

offset towards the east, which is optimal when considering the impact of opposing left turning manoeuvres in the two-way centre left-turn lane. If a shift in the location of the proposed entrance towards the west were to be considered, this shift would need to be approximately 6 metres in order to accommodate parking along the property line rather than along the building face and the resulting driveway centreline would be offset approximately 2 metres to the west of the driveway centreline for 91 Plains Road East. This configuration is less ideal than that which is proposed because opposing left-turning manoeuvres to 91 and 92 Plains Road East become interlocked in the two-way centre left-turn lane. The proposed entrance location is therefore, most desirable from an operational perspective.

Yours truly,

MMM Group



J. Scott Fortner

Senior Project Manager
Transportation - Planning
Associate

cc. Rosalind Minaji, MCIP RPP
Marcel Leclerc

City of Burlington Planning and Building Department
Halton Heritage Realty