



October 6, 2017

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

Attention: Dan Ozimkovic, C.E.T.
Transportation Planning Technologist

Dear Mr. Ozimkovic:

Subject: 92 Plains Road East
Traffic Impact Statement and Parking Assessment Update

WSP Canada Group Limited (formally MMM Group Limited) submitted a Traffic Impact Statement Letter to the City of Burlington in April 2015 in support of a previous proposal for 92 Plains Road East. That letter addressed the impacts corresponding to a proposal described on a March 2015 Site Plan presented to the City as part of the Pre-Consultation. The Site Plan was later modified as presented in a May 2016 Planning and Justification Report submitted to the City of Burlington. In this submission, the proposed entrance was identified towards the west side of the property. WSP provided an assessment of parking requirements for the site in May 2016 as input to the Planning and Justification Report.

The City had initially provided comments regarding the traffic and parking analysis requirements on the Development Application Pre-Consultation Form related to the March 2015 development proposal. Following a review of those comments, WSP discussed the specific requirements with respect to the transportation aspects of the proposal plan, with the City of Burlington. The City 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 was required. Based on the plan presented to the City in 2015, the City required that the proposed site entrance (then contemplated to be on the east side of the site) be aligned opposite the entrance to 91 Plains Road East. The City also identified the need to address the parking related aspects of the plan, including justification for any reduction in the parking requirements specified by the Zoning By-law, confirmation that the proposed layout has been

WSP Canada Group Limited
610 Chartwell Road
Suite 300
Oakville, ON, Canada L6J 4A5

Tel.: +1 905-823-8500
Fax: +1 905-823-8503
wsp.com



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.

The previous development proposal for 92 Plains Road East included 24 medium density residential units and approximately 240 m² of ground floor office space. The current proposal is for 24 single bedroom and 26 two-bedroom condominium apartment units plus 157 m² of ground floor office space. The proposed site access remains situated towards the west side of the site as proposed in the 2016 Planning and Justification Report.

An update to the traffic and parking considerations based on the current proposal is being provided here in support of the Site Plan Application to the City of Burlington.

Development Traffic Impact

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	50 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	50 units	230	22	4	18	26	17	9
General Office	157 m ²	710	3	2	1	3	1	2
<i>Total Trip Generation</i>			25	6	19	29	18	11

The estimated site traffic generation reflects an average of less than 1 trip every 3 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 current 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.

Development Access Location

The development proposal presented as part of the May 2016 Planning and Justification Report identified an access situated towards the west side of the site. This access remains in a similar location based on the current plan and is shifted only 1.9 meters easterly to accommodate the proposed landscape buffer. The proposed driveway location in proximity to the Clearview Avenue intersection does not present any conflicts for opposing left-turning vehicles in the two-way centre left-turn lane. Estimated site generated traffic entering the site is not more than 18 vehicles during the peak hours. It is reasonable to assume that not all of this traffic will approach from the east and turn left into the site; however, if this were the case, the average arrival rate would be less than one vehicle every 3 minutes. It is more likely that the average arrival rate would be nearer to one vehicle every 6 minutes.

It is reasonable to expect that the frequency of left-turning vehicles entering 91 Plains Road East is also low and, therefore, the likelihood of interlocking left-turn conflicts with an access spacing of approximately 24 metres is expected to be low based on the proposed site driveway location. The City had previously endorsed the access location centred 1.9 metres to the west of the currently proposed location and on the basis of an average of approximately one vehicle entering every 10 minutes. The current circumstances are similar to these.

Parking Requirements

The proponent is seeking a reduction in the parking supply required as per Part 1, Subsection 2.25 “Off Street Parking and Loading Requirements” and Part 5, Subsection 4.6 “Parking” of Zoning By-Law 2020.

Part 1, Subsection 2.25 “Off Street Parking and Loading Requirements” of the Zoning By-law specifies the parking requirements for a residential apartment building as 1.25 occupant parking spaces per one bedroom unit, 1.50 occupant parking spaces per two bedroom unit and 0.35 visitor parking spaces per unit.



This same section of the By-law specifies the parking requirements for office uses (other than medical offices) as 3.5 parking spaces per 100 m² gross floor area.

Part 5, Subsection 4.6 “Parking” of the Zoning By-law specifies that parking shall be provided in accordance with Part 1, Subsection 2.25, “Off Street Parking and Loading Requirements”, except as amended by, amongst other provisions, the following. The minimum number of parking spaces required for non-residential uses in MXG, MXC and MXT zones (the proposed zoning designation for 92 Plains Road East is MXG) is deemed to be the number generated by the standards outlined in Part 1, Subsection 2.25, less a factor of 5%. Furthermore, where a development is comprised of a mix of residential and non-residential uses, non-residential parking located on the same property as the residential use may be counted toward the required visitor parking for the residential use, providing that the number of non-residential use parking spaces provided is not greater than 102% of the minimum standard outlined in Part 1.

The assessment of the required parking supply based on the application of the Zoning By-law and, specifically, the provisions outlined above, is summarized below in *Exhibit 3* and reflects a requirement for 87 parking spaces.

Exhibit 3 Zoning By-Law 2020 Application to 92 Plains Road East

Mixed Use Component	Size	Parking Rate	Base No. Spaces	Reduction	Net No. Spaces
Residential Apartment					
1 bedroom unit	24 units	1.25/unit	30	-	30
2 bedroom unit	26 units	1.50/unit	39	-	39
Visitor Parking	50 units	0.35/unit	18	-	12 ²
Office	157 m ²	3.5/100 m ²	6	5% ¹	6 ²
<i>Total Parking Req't</i>			93		87

Note: 1. As per Zoning By-law 2020, Part 5, Subsection 4.6(b)
 2. As per Zoning By-law 2020, Part 5, Subsection 4.6(d)

The *Transportation Tomorrow Survey*¹ is a comprehensive travel survey conducted in the Greater Toronto and Hamilton Area once every five years. The survey is a cooperative effort by local and provincial government agencies to collect information about urban travel in southern Ontario. The Transportation Tomorrow Survey (TTS) project involves the Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo and York, the Counties of Brant Dufferin, Peterborough, Simcoe and Wellington, the Cities of Barrie, Brantford, Guelph, Hamilton, Kawartha Lakes, Orillia, Peterborough and Toronto, the Town of

¹ 2011 *Transportation Tomorrow Survey*, Data Management Group of the Department of Civil Engineering at the University of Toronto, 2011



Orangeville, Metrolinx, the Toronto Transit Commission and the Ministry of Transportation.

The survey collects information about how and where people travel and includes questions regarding household information, including the type of residence, the number of people living in the residence and the number of vehicles available for personal use. The vehicle ownership for individual households provides meaningful insight into the parking requirements corresponding to various residential dwelling types. As a result, the TTS provides fundamental input to the development and application of a number of regional travel demand forecasting models used by the above agencies to estimate future travel demand and to determine requisite parking requirements.

Based on the most recent available TTS data collected in 2011, the average vehicle ownership per household corresponding to the residential dwelling type described as *apartment* was identified as 1.05 vehicles per apartment unit in Aldershot and 1.01 vehicles per apartment unit for all of the City of Burlington. These ownership levels reflect the average number of vehicles for apartments containing any number of bedrooms.

Chelten Developments 2012 Inc. is seeking a reduction in the residential occupant parking standard for 92 Plains Road East, to 1.05 parking spaces per unit to be in line with the most recently assessed average vehicle ownership for apartment buildings in Aldershot. Chelten Developments 2012 Inc. is also proposing to accommodate the current residential visitor parking standard of 0.35 parking spaces per unit as well as the office parking standard of 3.5 parking spaces per unit. Application of the proposed residential occupant parking standard reflects a required parking supply of 53 occupant parking spaces in addition to the 18 visitor parking spaces. On the basis that the 6 parking spaces required for the office uses may be counted toward the required visitor parking for the residential use, the corresponding total requirement for the site is 71 parking spaces.

The applicant is proposing to provide a single car-share parking space in the surface parking area. This space would occupy a vehicle operated by one of the Greater Toronto and Hamilton Area's free-floating car-share companies. We have been advised by the applicant's planner that this parking space is intended to be provided in lieu of providing a greater number of parking spaces assessed as a requirement for resident occupants. If the single car-share space were to replace only two assessed resident occupant spaces, the total requirement of 71 parking spaces identified above would reduce to 70 spaces, which is satisfied by the proposed parking supply of 70 spaces. City Planning Staff agreed with this



approach for the revised submission, at the pre-consultation meeting held on September 29, 2017.

In addition to reflecting average vehicle ownership, the site is well served by Burlington and GO Transit buses along Plains Road East and GO Train service at the nearby Aldershot GO Station. This level of transit service provides additional support for reduced vehicle ownership and the proposed parking standards for this site.

Yours truly,

WSP Canada Group

A handwritten signature in blue ink that reads "J. Scott Fortner".

J. Scott Fortner

Senior Project Manager

Transportation Planning and Advisory

cc. Rosalind Minaji, MCIP RPP
Marcel Leclerc

City of Burlington Planning & Building Department
Chelten Developments 2012 Inc.