

Transportation Impact Study Addendum – 7085 Goreway Drive, Mississauga

To/Attention	Redwood Properties	Date	July 6, 2023
From	Jason Endrawis (Arcadis IBI Group)	Project No	120212
cc	Andrae Griffith (Arcadis IBI Group)		
Subject	7085 Goreway Drive, Mississauga - Site Plan Update Implications		

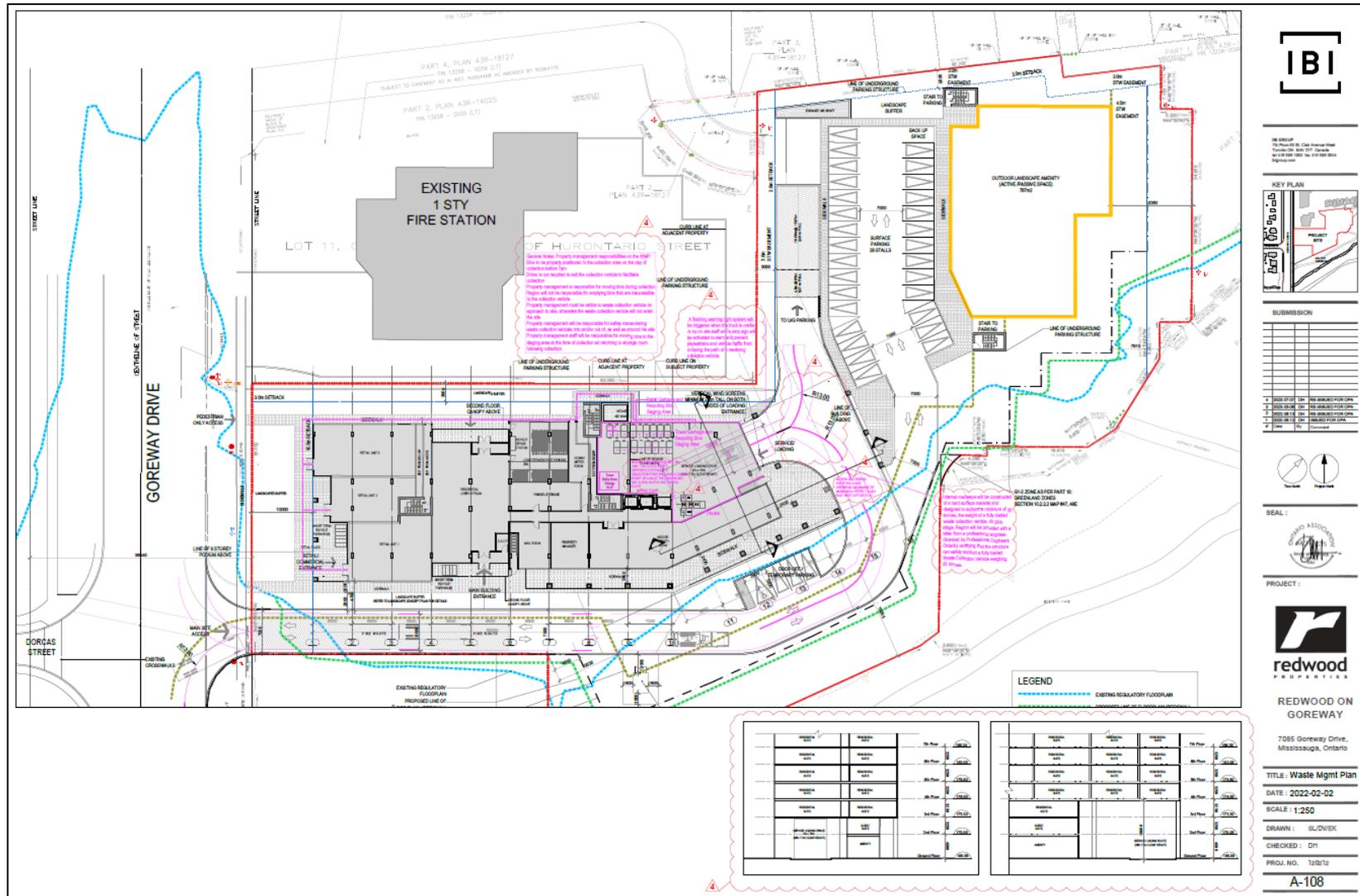
Background

Following the submission of the final Transportation Impact Study (TIS) report for the proposed development at 7085 Goreway Drive in the City of Mississauga in March 2023, the proposed site plan was revised to remove the proposed townhouses use to satisfy fire truck circulation comments received from the Review Agency. The townhouses were replaced with vehicular parking spots and an outdoor landscape amenity space. As such, the proposed development now only comprises of a 14 storeys mixed-use apartment building with 228 dwelling units and (a reduced) 371 m² (3,993 ft²) of commercial gross floor area (GFA). In addition, a reduced total parking supply is also proposed.

The updated site plan is illustrated in **Exhibit 1**.

The purpose of this report addendum is to summarize the general implications of the proposed changes resulting from the site plan update on the previously submitted TIS report.

Exhibit 1: Updated Site Plan



IBI

1000 SHEPPARD AVENUE EAST
 TORONTO, ONTARIO M2X 1K7
 TEL: 416-291-4400
 WWW.IBIGROUP.COM

KEY PLAN

SUBMISSION

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2022-02-02	SLD/VEK	DM
2	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
3	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
4	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
5	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
6	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
7	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
8	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
9	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
10	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
11	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
12	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
13	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
14	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
15	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
16	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
17	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
18	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
19	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
20	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
21	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
22	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
23	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
24	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
25	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
26	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
27	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
28	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
29	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
30	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
31	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
32	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
33	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
34	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
35	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
36	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
37	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
38	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
39	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
40	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
41	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
42	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
43	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
44	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
45	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
46	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
47	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
48	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
49	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM
50	REVISED FOR PERMIT	2022-02-02	SLD/VEK	DM

SEAL:

PROJECT:

REDWOOD ON GOREWAY
 7085 Goreway Drive,
 Mississauga, Ontario

TITLE: Waste Mgmt Plan
DATE: 2022-02-02
SCALE: 1:250
DRAWN: SLD/VEK
CHECKED: DM
PROJ. NO. 190112
A-108

Site Plan Update Implications

The proposed site plan update has implications on the findings of the original TIS report – none of which indicate traffic conditions that are worse than previously reported however. The main implications for the purpose of the TIS can be summarized as follows:

- With a reduced amount of residential units and commercial GFA provided, less site-generated traffic than what is shown in the original TIS report is expected. This would imply that Future Total network operations are expected to operate better than previously forecasted, and that future critical movements may not be as constrained as previously expected;
- As the revised site plan has removed the previously suggested townhouses and replaced them with landscaping and parking spaces, the fire route no longer extends east of the internal roadway turnaround which accesses the underground parking ramp as well as the loading area. Due to this change and to the removal of the previously suggested layby, this would imply that fire trucks would no longer need to squeeze through columns and over the layby area to exit the development site. As such, fire truck circulation is also expected to have improved now; and
- With a reduction in proposed uses, the amount of vehicular and cycling parking spaces required by the City of Mississauga’s Zoning By-Law (ZBL) has also been reduced. As such, a reduced parking supply which still meets ZBL requirements is now proposed. **Exhibit 2** shows the revised ZBL requirements and proposed supply for vehicular parking spaces.

Exhibit 2: Revised ZBL 0225-2007 Vehicular Parking Space Requirements

Land Use	Proposed Units/GFA	Parking Rate Requirement	Required Spaces
Residential and Commercial Parking Requirements			
Condominium Apartment			
Apartment	228	1.0 spaces per dwelling units	228
Commercial			
Commercial GFA	371 m ² (3,993 ft ²)	4.0 spaces per 100 m ²	15
Visitor Parking Requirements			
Condominium Apartment			
Visitor parking requirement	228	0.20 spaces per dwelling units	46
Total Parking Spaces Required			
Residential and Commercial Parking Spaces Required			243
Visitor Parking Spaces Required			46
Total Parking Spaces Required			289
Proposed Parking Space Supply			299
Surplus/Deficiency			+10

As shown in **Exhibit 2**, a ZBL surplus of 10 vehicular parking spaces is anticipated. This indicates that the proposed development is expected to comply with the ZBL requirements for a mixed-use apartment building which includes condominium tenure and commercial usage.

Upon consideration of all of the site plan update implications mentioned in this Section, it would appear that the previously drafted TIS report represent a conservative scenario and that actual future traffic operations are likely better than forecasted.

Summary

Following the submission of the final Transportation Impact Study (TIS) report for the proposed development at 7085 Goreway Drive in the City of Mississauga in March 2023, the proposed site plan was revised to remove the proposed townhouses use to satisfy fire truck circulation comments received from the Review Agency. The townhouses were replaced with vehicular parking spots and an outdoor landscape amenity space. As such, the proposed development now only comprises of a 14 storeys mixed-use apartment building with 228 dwelling units and (a reduced) 371 m² (3,993 ft²) of commercial gross floor area (GFA). In addition, a reduced total parking supply is also proposed.

The proposed site plan update has implications on the findings of the original TIS report – none of which indicate traffic conditions that are worse than previously reported however. The main implications for the purpose of the TIS can be summarized as follows:

- With a reduced amount of residential units and commercial GFA provided, less site-generated traffic than what is shown in the original TIS report is expected. This would imply that Future Total network operations are expected to operate better than previously forecasted, and that future critical movements may not be as constrained as previously expected;
- As the revised site plan has removed the previously suggested townhouses and replaced them with landscaping and parking spaces, the fire route no longer extends east of the internal roadway turnaround which accesses the underground parking ramp as well as the loading area. Due to this change and to the removal of the previously suggested layby, this would imply that fire trucks would no longer need to squeeze through columns and over the layby area to exit the development site. As such, fire truck circulation is also expected to have improved now; and
- With a reduction in proposed uses, the amount of vehicular and cycling parking spaces required by the City of Mississauga's Zoning By-Law (ZBL) has also been reduced. As such, a reduced parking supply which still meets ZBL requirements is now proposed.

As forecasted traffic conditions following the site plan update are generally expected to remain the same or improve, it could be said that the results shown in the previously drafted TIS report therefore represent a conservative scenario. The original TIS report findings may still be considered applicable and sufficient as a result.