



Technical Memorandum

To:	Syed Rizvi – Town of Oakville	Date:	2021-09-28
Cc:	Emma Baron – Ankara Realty Limited Christopher Gordon – CGH Transportation Robin Marinac – CGH Transportation		
From:	Mark Crockford, P.Eng.	Project Number:	2020-61

Re: Remington 210 Burnhamthorpe – Neighbourhood 9/10/11 Transportation Impact Study Addendum

1 Introduction

To support several residential developments in the Neighbourhood 9/10/11 areas of North Oakville, a Transportation Impact Study (TIS) was prepared and finalized in late May 2020. This study used the initial concept plan for each development to develop a TIS that examined the overall impact of the subject developments on the transportation network. The Neighbourhood 9/10/11 TIS, referred to herein as the TIS, forms the basis for this memo. This addendum acts as a covering letter for the Neighbourhood 9/10/11 TIS.

This addendum has been prepared to support Ankara Realty Limited’s development at 210 Burnhamthorpe Road and will examine the changes between the original concept plan considered in the TIS and the current plan that is being put forward. This includes examining the unit count and type, preparing an updated trip generation (using the same factors as those presented in the TIS), and, if significant changes to the trip generation are noted, providing updated Synchro results at key Study Area intersections.

2 Site Plan Comparison

The original concept plan considered in the TIS is included as Attachment 1. The updated plan, to be analyzed through this memo, is included as Attachment 2. Please note the concept plan includes the adjacent lands for coordination, but those lands will be considered in a separate TIS. The Plan has been marked up to highlight this. Table 1 summarizes the unit count changes between the original concept and the updated plan.

Table 1: Land Use Statistic Comparison

	Townhouses LUC 220
Original	10
Updated	13
Change	3
% Change	30%

As shown above, the revised plan would increase the townhouse units by 3 (30% of the total number of townhouses). Based on the change in unit counts, the resulting trip generation has been examined to determine if the proposed unit count increase would result in a significant change relative to the trip generation originally considered. The trip generation equations for the townhouse units were used in the original TIS as the rates produced using these equations were within the range of rates listed in the data statistics for each land use code. The equations are summarized in Table 2.

Table 2: ITE Trip Generation Equations

	Townhouses LUC 220
AM Peak	$\ln(T) = 0.95 \ln(T) - 0.51$
PM Peak	$\ln(T) = 0.89 \ln(T) - 0.02$

Using the above trip generation equations, the total trip generation for the site has been recalculated and compared to the TIS trip generation. Table 3 summarizes and compares the trip generation between the two scenarios (original and updated).

Table 3: Vehicle Trip Generation Comparison

Scenario	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Original	1	3	4	4	3	7
Updated	1	5	6	5	3	8
Difference	0	2	2	1	0	1
% Difference	0%	67%	50%	25%	0%	14%

As shown above the changes to the trip generation will result in a net increase of between 50% and 15% (in the AM and PM peak hours, respectively) in vehicle traffic from this development. However, as the overall unit count is small, this translates to an increase of two generated vehicle trips in the AM peak hour and one generated vehicle trip in the PM peak hour. This small increase in vehicle trips will have a negligible impact on the operations of the surrounding study area intersections. As such, no further investigation or Synchro analysis will be performed.

3 Conclusions

The proposed development concept has been refined since the original TIS was prepared. This addendum has verified that the negligible changes to the unit counts will have no impact on the operational analysis and that the Neighbourhood 9/10/11 TIS remains valid.

If you have any questions or comments, please do not hesitate to contact the undersigned.

Prepared By:

Reviewed By:




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Attachment 1

Original Concept Plan

WILLIAM HALTON PARKWAY

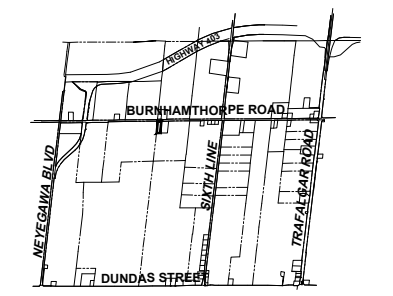
BURNHAMTHORPE ROAD

CONCEPT LOTTING PLAN

PART OF LOT 17
CONCESSION 1, N.D.S.

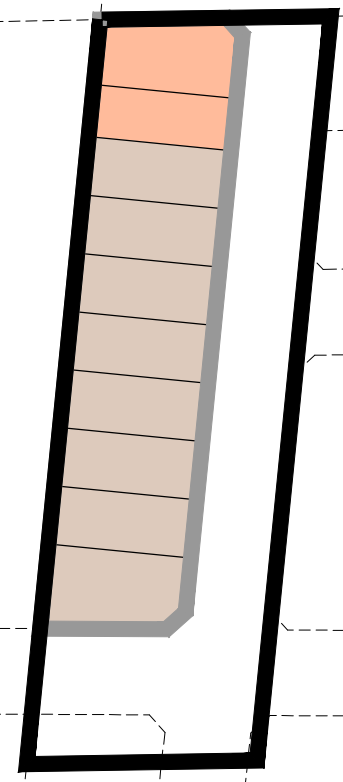
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR, COUNTY OF HALTON)
OWN O O K L L
REGIONAL MUNICIPALITY OF HALTON

REMINGTON - 210 BURNHAMTHORPE



KEY MAP

□ S □ □ c □ La □ □



Future Residential

Multifamily Housing (Low-Rise): 10 Units

Travel Mode	Mode Share	In	Out	Total	In	Out	Total
Auto Driver	65%	1	3	5	4	3	7
Auto Passenger	15%	0	1	1	1	1	2
Transit	15%	0	1	1	1	1	2
Non-Auto Modes	5%	0	0	0	0	0	1
Total	100%	2	5	7	6	4	10

G.C. Family Investments Subtotal

Travel Mode	Mode Share	In	Out	Total	In	Out	Total
Auto Driver	65%	1	3	5	4	3	7
Auto Passenger	15%	0	1	1	1	1	2
Transit	15%	0	1	1	1	1	2
Non-Auto Modes	5%	0	0	0	0	0	1
Total	100%	2	5	7	6	4	10



SCALE 1:1500
September 11, 2017



Attachment 2

Updated Draft Plan

**DRAFT PLAN OF SUBDIVISION
FILE 24T-**

**PART OF LOTS 17, 18 and 19
CONCESSION 1, N.D.S.**
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR, COUNTY OF HALTON)
NOW IN THE
**TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON**

OWNER'S AUTHORIZATION
I HEREBY AUTHORIZE KORSIK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED _____ DATE September 10, 2021
Christopher Bratty, ASO
ENO INVESTMENTS LIMITED
ANKARA REALTY LIMITED
7501 KEELE STREET, SUITE 100
VAUGHAN, ONTARIO L4K 1Y2

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE _____
Dan Dzaldov, Ontario Land Surveyor
SCHAEFFER DZALDOV BENNETT LTD.
ONTARIO LAND SURVEYORS
64 JARDIN DRIVE, UNIT 1, CONCORD, ONTARIO L4K 3P3
Tel. (416)987-0101 Fax (905)761-0119

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)
A) SHOWN ON PLAN G) SHOWN ON PLAN
B) SHOWN ON PLAN H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
C) SHOWN ON PLAN I) CLAY LOAM
D) SHOWN ON PLAN J) SHOWN ON PLAN
E) SHOWN ON PLAN K) SANITARY AND STORM SEWERS TO BE PROVIDED
F) SHOWN ON PLAN L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Lots/Blocks	Lot/ Block Total	Area (ha)	Units
Single Detached (9.5m)	1-12, 32-34, 36-39, 46-55, 60-72, 75-84, 86-91, 95-100, 109-114, 116-122, 126-130, 132-134, 137, 138, 141-146, 159, 160, 163-167, 171-177, 188, 189, 191-202, 205-218, 225-233, 240-243, 250, 251, 262-269, 286-292	165	4.77	165
Single Detached (11.6m)	13-31, 35, 40-45, 56-59, 73, 74, 85, 92-94, 101-108, 115, 123-125, 131, 135, 136, 139, 140, 147-158, 161, 162, 168-170, 178-187, 190, 203, 204, 219-224, 234-239, 244-249, 252-261, 270-285	127	4.72	127
Street Townhouses (7.01m)	293-336	44	4.69	214
Lane Based Townhouses (6.05m)	337-348	12	1.10	75
Live/Rent Townhouses (6.10m)	349-352	4	0.40	20
Future Mixed Use/Apartment	353, 354	2	2.73	
Future Development	355	1	1.16	
Neighbourhood Park	356	1	4.34	
Elementary School	357	1	0.28	
SWM Pond Inlet	358	1	0.02	
SWM Pond	359	1	2.66	
Natural Heritage System (NHS)	360, 361	2	2.89	
Residential Reserve	362-368	7	0.07	
Road Widening	369, 370	2	0.22	
0.3m Reserve	371-378	8	0.00	
7.5m ROW (455 m)			0.36	
17m ROW (3,377 m)			5.79	
22m ROW (1,125 m)			2.51	
Total	378	378	38.71	601

Unit Type	Lots/Blocks	Units	SDE*
Single Detached	1-292	292	292.0
Townhouses	293-336	214	162.6
Lane-Based Townhouse	337-352	95	72.2
Total		601	526.8

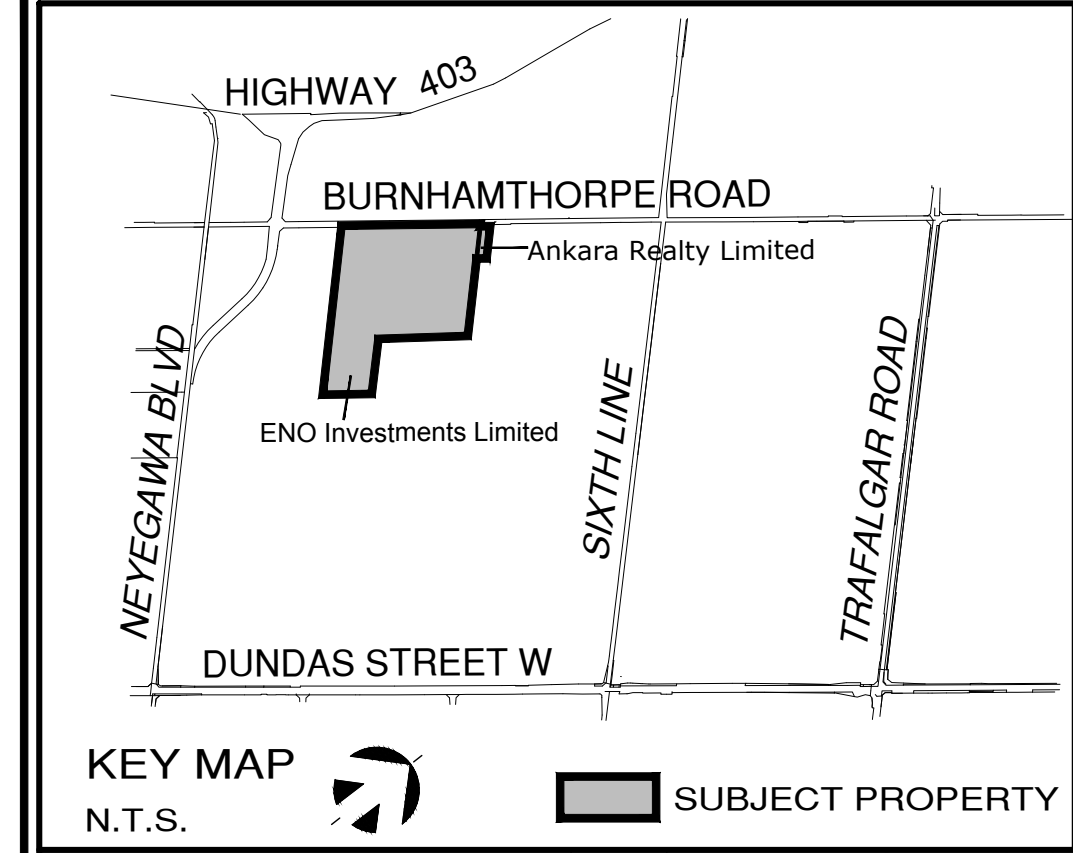
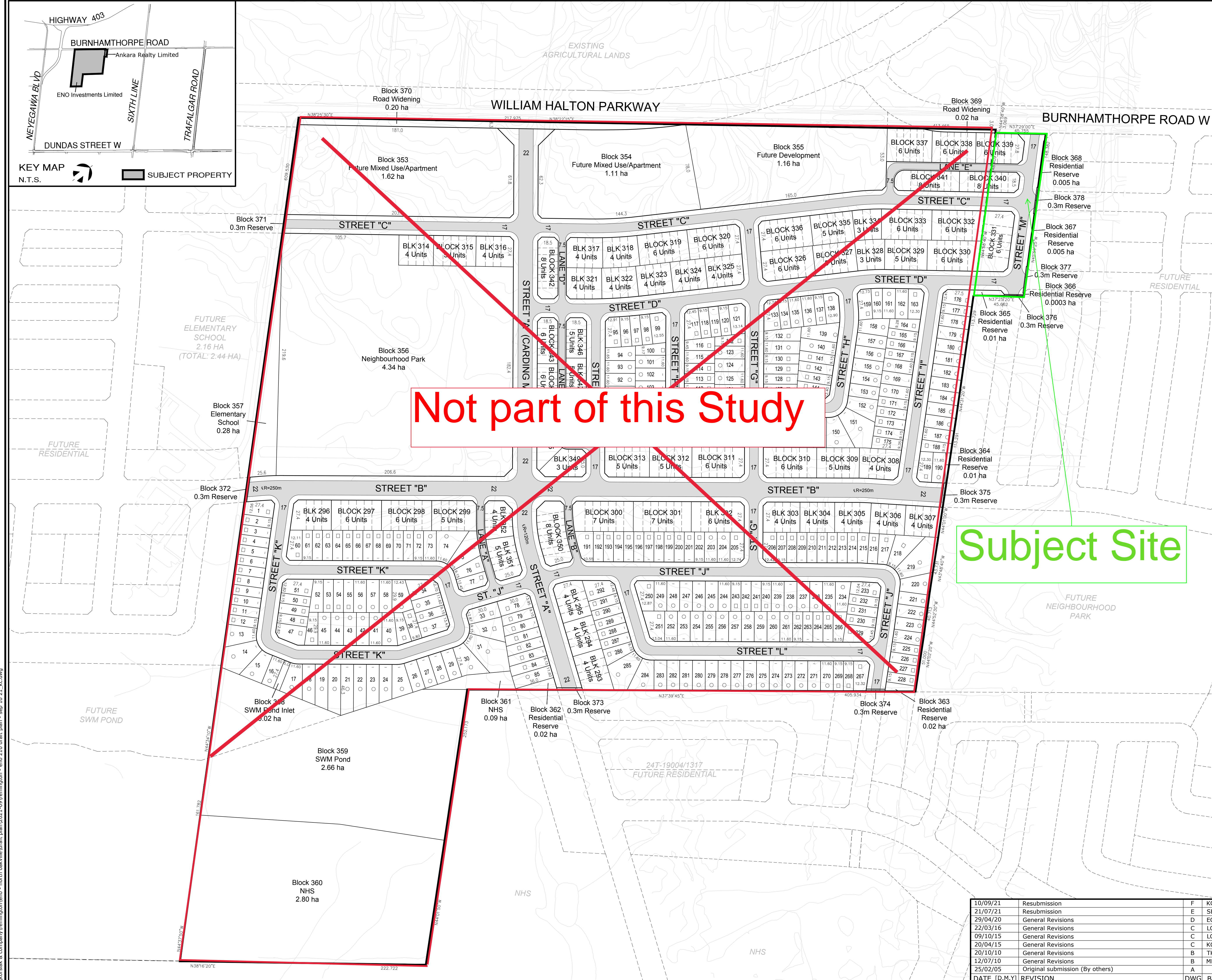
NOTES:
- Pavement illustration is diagrammatic
- Local to Local or Local to Connector or Avenue daylight triangle = 3.5 m
- Connector or Avenue to Connector or Avenue daylight triangle = 7.5 m
- Connector or Avenue to Arterial daylight triangle = 15 m

SCALE 1:1500 September 10, 2021
DRAWN BY: KC CHECKED BY: SE

THE REMINGTON GROUP **KORSIAK Urban Planning**
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Oakville, Ontario L6J 1H9
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info@korsiak.com

Subject Site

Not part of this Study



DATE [D.M.Y]	REVISION	DWG	BY
10/09/21	Resubmission	F	KC
21/07/21	Resubmission	E	SE
29/04/20	General Revisions	D	EC
22/03/16	General Revisions	C	LC
09/10/15	General Revisions	C	LC
20/04/15	General Revisions	C	KC
20/10/10	General Revisions	B	TK
12/07/10	General Revisions	B	MP
25/02/05	Original submission (By others)	A	

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