

MEMO



TO: Robert Brown, H. Ba., MCIP, RPP - Manager of Planning Services
Town of Kingsville

FROM: Mike Walters, P.Eng.

DATE: March 23, 2020

SUBJECT: 140 Main Street East, Town of Kingsville
Review of Revised Development Concept on Site Trips

OUR FILE: 17-5234

1.0 Introduction

In May 2017, Dillon prepared a traffic impact study (TIS) in support of Official Plan and Zoning By-law Amendment applications for a proposed retail/commercial development located at 140 Main Street East in the town of Kingsville. That study found that the proposed retail/commercial development would have a negligible impact on operations at intersections within the immediate vicinity of the site and that the existing road network will be able to adequately accommodate the increase in traffic resulting from the development proposal.

The development concept assessed as part of the May 2017 TIS consisted of two phases. The first phase included two buildings containing a total of 1,440 m² (15,500 ft²) of space. The first building was envisioned to include:

- 3,000 ft² Event Centre (meeting hall/business space intended for private functions or meetings);
- 2,500 ft² Pharmacy;
- 2,500 ft² Walk-in Clinic; and
- 2,000 ft² Restaurant.

The second building was envisioned to include 5,500 ft² of event centre space.

Office space was assumed for Phase 2 of the development, which was envisioned for an area of approximately 2.1 acres. Phase 2 plans have been put on hold for the time being.

In October 2018, the applicant sought to modify the Phase 1 plan to eliminate the restaurant and event centre space, and replace it with 2,500 ft² of professional office space and 24 residential units. That resulted in a memorandum being prepared (dated October 23, 2018) which outlined the difference in site trips stemming from this proposed change in uses for Phase 1.

Once again, the plans for Phase 1 have changed. The plan for Phase 1 now consists solely of 30 residential units within a three-storey condominium building.

This memorandum has been prepared to give Town of Kingsville staff an indication of the difference in site trips that could be expected as result of this change in land use for the Phase 1 component of the development.

2.0 Previous TIS Trip Generation Estimates

Table 1 summarizes the expected number of trips that were forecast for the site in the May 2017 TIS report.

Table 1: Previous Site Trip Generation

Space	Land Use	ITE Code	Weekday AM peak hour			Weekday PM peak hour			Saturday peak hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
2,500 ft ²	Pharmacy w/o Drive Thru	880	5	2	7	10	11	21	13	14	27
2,000 ft ²	High Turnover (Sit-Down) Restaurant	932	12	10	22	12	8	20	15	13	28
2,500 ft ²	Medical Clinic ¹	720	5	1	6	3	8	11	5	4	9
8,500 ft ²	Private Club ²	710	24	3	27	15	73	88	2	2	4
Internal capture (Clinic/Pharmacy trips)			-2	0	-2	-1	-3	-4	-2	-2	-4
Phase 2	Office	710	38	5	43	16	80	96	4	3	7
Total			82	21	103	55	177	232	37	34	71

Notes:

1. 'Medical Office' ITE code used

2. 'Office' ITE code used

The total number of site trips envisioned for the site was 103 in the weekday AM peak hour, 232 in the weekday PM peak hour and 71 on a Saturday mid-day peak hour. A number of those site trips were related to Phase 2 of the development. Extracting those trips out, leaves 60 weekday AM peak hour trips, 136 weekday PM peak hour trips and 64 Saturday mid-day peak hour trips for Phase 1.

3.0 October 2018 Plan - Phase 1 Site Trips

In the October 2018 concept for Phase 1, the following uses (and sizes) were proposed:

- 2,500 ft² Pharmacy;
- 2,500 ft² Walk-in Clinic;
- 2,500 ft² Office Space; and
- 24 residential units.

Table 2 summarizes the trips that were expected for Phase 1 based on the October 2018 concept.

Table 2: Revised Phase 1 Site Trip Generation

Space	Land Use	ITE Code	Weekday AM peak hour			Weekday PM peak hour			Saturday peak hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
2,500 ft ²	Pharmacy w/o Drive Thru	880	5	2	7	10	11	21	13	14	27
2,500 ft ²	Medical Clinic ¹	720	5	1	6	3	8	11	5	4	9
2,500 ft ²	Office Space ²	712	4	1	5	2	4	6	1	1	2
Internal capture (Clinic/Pharmacy trips)			-2	0	-2	-1	-3	-4	-2	-2	-4
24 units	Mid-rise residential units	221	2	6	8	7	4	11	8	9	17
Total			14	10	24	21	24	45	25	26	51

Notes:

1. 'Medical Office' ITE code used

2. 'Small Office Building' ITE code used

Under the October 2018 development concept, Phase 1 was anticipated to generate 24 weekday AM peak hour trips, 45 weekday PM peak hour trips and 51 Saturday mid-day peak hour trips. All of these site trip estimates for Phase 1 were less than the trips assumed for Phase 1 under the previous development concept (assessed in the May 2017 TIS).

4.0 March 2020 Plan - Phase 1 Site Trips

The current concept for Phase 1 consists of 30 residential units within a three-storey condominium building.

Table 3 summarizes the trips that can now be expected for Phase 1 based on the March 2020 concept.

Table 3: Revised Phase 1 Site Trip Generation

Space	Land Use	ITE Code	Weekday AM peak hour			Weekday PM peak hour			Saturday peak hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
30 units	Mid-rise residential units	221	3	8	11	9	5	14	9	10	19
	Total		3	8	11	9	5	14	9	10	19

Under the March 2020 development concept, Phase 1 is anticipated to generate 11 weekday AM peak hour trips, 14 weekday PM peak hour trips and 19 Saturday mid-day peak hour trips. All of these site trip estimates for Phase 1 are less than half of the trips assumed for Phase 1 under the October 2018 development concept, which in turn, predicted fewer trips than the development concept assessed in the May 2017 traffic impact study.

Therefore, it can be expected that the traffic impact stemming from the current (March 2020) development concept for Phase 1 will be less than that concluded in the May 2017 TIS report.

5.0 Summary

In May 2017, Dillon prepared a traffic impact study in support of Official Plan and Zoning By-law Amendment applications for a proposed retail/commercial development located at 140 Main Street East in the town of Kingsville. That study found that the proposed retail/commercial development would have a negligible impact on operations at intersections within the immediate vicinity of the site and that the existing road network will be able to adequately accommodate the increase in traffic resulting from the development proposal.

In October 2018, Phase 1 of the development concept was revised. The plan consisted of professional office space and 24 residential units.

The current plan (March 2020) for Phase 1 eliminates the professional office space component and includes 30 residential units only.

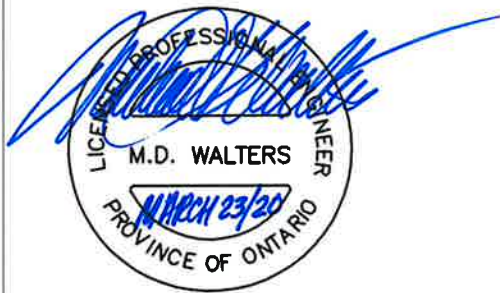
Under the development concept assessed in the May 2017 TIS, Phase 1 was forecast to generate 60 weekday AM peak hour trips, 136 weekday PM peak hour trips and 64 Saturday mid-day peak hour trips. The October 2018 development concept was expected to generate 24 weekday AM peak hour trips, 45

weekday PM peak hour trips and 51 Saturday mid-day peak hour trips in Phase 1. The current concept (March 2020) is expected to generate 11 weekday AM peak hour trips, 14 weekday PM peak hour trips and 19 Saturday mid-day peak hour trips.

During each peak hour (weekday AM, weekday PM and Saturday mid-day), the number of site trips is expected to be less than that previously forecasted. As a result, the traffic impact stemming from the current Phase 1 concept (March 2020) is anticipated to be less than that found in the May 2017 traffic impact study report.

Yours sincerely,

DILLON CONSULTING LIMITED



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