

# Traffic and Parking Impacts from Proposed 4099 Redevelopment



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**Address:** 4155 Sawmill Valley Drive

**Residents:** Since September 1, 1994 (29 years)

**Children:** Alexander, Monica, Christina

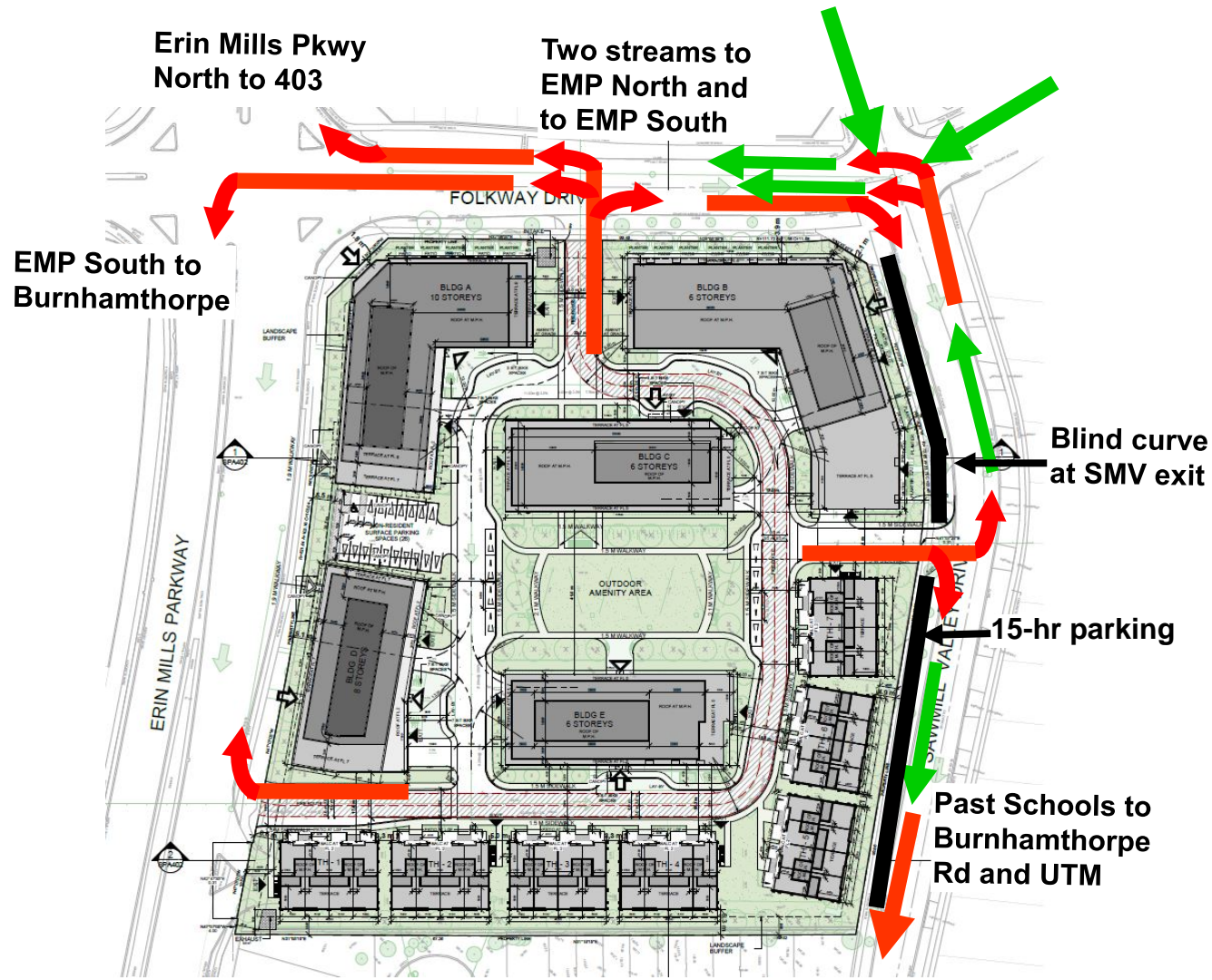
**Schools:** Saint Mark, Loyola Catholic Secondary School

**Founder/Admin of 4099 Erin Mills Opposition on Facebook:** Alexx Kovacs

## Agenda:

1. Traffic Impacts
2. Parking Impacts
3. Summary / Recommendations

# 1.1 Traffic Impacts From 4099 Cars Exiting During Morning Rush



## Assumptions:

- (1) Estimate ~750-900 cars will exit 4099 Redevelopment during morning rush from 3 exits.
- (2) Assume ~250-300 will exit our community on each of
  - a) EMP northbound
  - b) EMP southbound
  - c) Sawmill Valley to Burnhamthorpe Rd.

## Key Messages:

1. All 3 4099 exits are unsignalled with no Stop signs.
2. All 4099 outflow will add to current community traffic to only two exits through Folkway to EMP and along Sawmill Valley to Burnhamthorpe.
3. 4099 Folkway exiting cars will try to drive across traffic and queued south-turning cars, to get to 403.
4. The queueing to get to EMP could back up to block the Folkway /Sawmill Valley intersection.
5. 15-hour parking is allowed on SMV west side both north & south of 4099 SMV exit just around a blind curve, creating a double whammy re visibility.

4099 Redev Traffic  
Community Traffic





## 1.2 Pictures of Potential Hazard Areas During Morning Rush





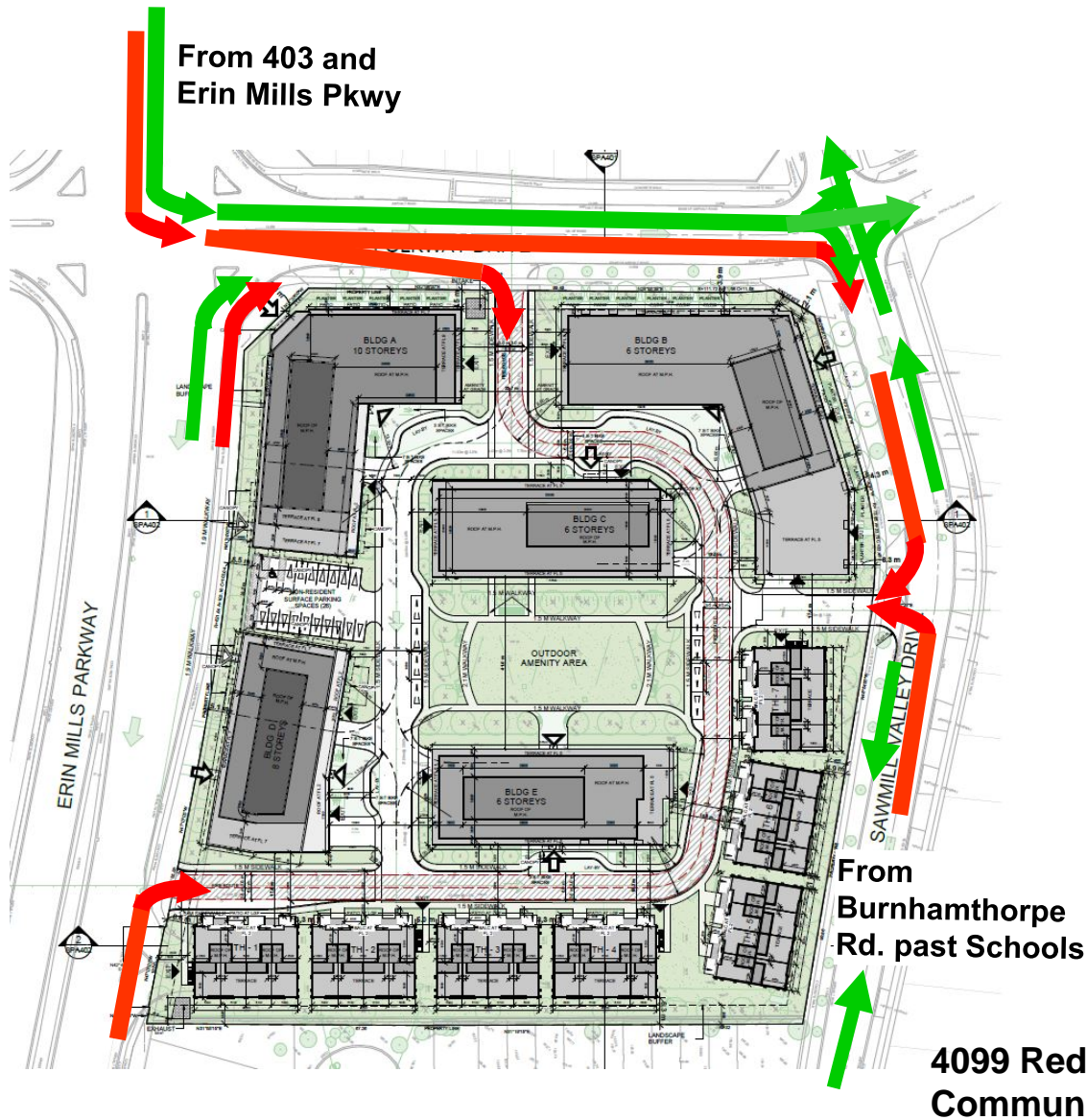
## 1.3 Traffic Impacts From 4099 Cars Re-entering During Evening Rush

### Assumptions:

- (1) Estimate ~750-900 cars will return during this time.
- (2) Assume ~250-300 will enter community on each of
  - a) EMP northbound
  - b) Folkway Dr from EMP Southbound
  - c) Sawmill Valley Dr from Burnhamthorpe Rd

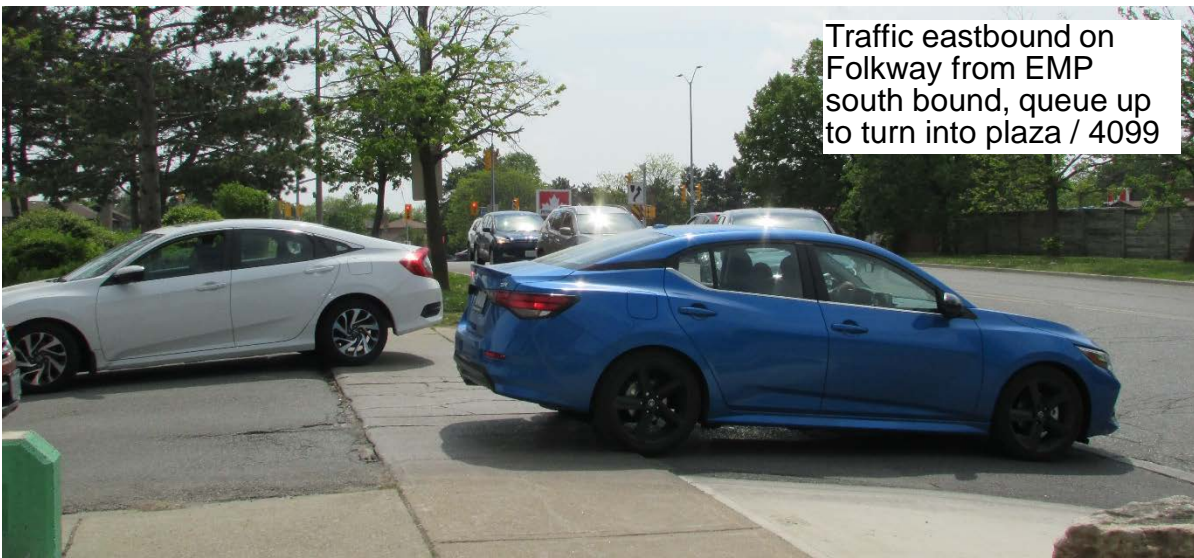
### Key Messages:

1. All 3 entrances are unsignalled with no Stop signs.
2. All 4099 inflow will add to community traffic entering through two entrances from EMP along Folkway and from Burnhamthorpe along Sawmill Valley.
3. Folkway entrance will have 4099 cars queued on Erin Mills Pkwy southbound left turn lane along with our own community cars also queued there.
4. Left turn lane may not be long enough for additional 4099 cars, resulting in blockage of inside lane on EMP.
5. After turning cars will either enter through Folkway gate or continue on to SMV intersection, resulting in two-lane queuing both before and after the Folkway gate.





# 1.4 Pictures of Potential Hazard Areas During Evening Rush





# 1.5 Traffic Impacts From 4099 Cars on Sawmill Valley Passing Schools



## Current Practice:

- (1) On school days St Mark starts at 8:30 am and Sawmill Valley School starts at 8:45 am
- (2) 7 to 8 school buses deliver students to St Mark and make a U-turn through drop-off lane within 10 min period
- (3) 4 to 5 school buses deliver students to Sawmill Valley in similar time frame
- (4) During same time parents are dropping off students from their cars
- (5) School crossing guard is also escorting students and parents across Sawmill Valley Drive between the two schools

## Key Messages:

1. With 4099 Redevelopment assume additional ~250-300 cars will travel south during morning rush and pass by two elementary schools.
2. One impatient driver headed to work or UTM can put these children in grave danger.



# 1.6 Pictures of Potential Hazard Areas on Sawmill Valley Near Schools







# 2.1 Additional Vehicles and Parking Needs Resulting from 4099 Proposal

Condominium Units					
	1B	2B	2B + Den	3B	Total
Building A	130	39	16	12	197
Building B	86	37	16	3	142
Building C	56	16	5	3	80
Building D	57	17	15	6	95
Building E	55	10	5	7	77
Subtotal	384	119	57	31	591
Townhome Units					
Subtotal		112			112
Total	384	231	57	31	703
Share	55%	33%	8%	4%	100%

## Assumptions:

- (1) Nearest grocery shopping 1-2 km  
⇒ all units have at least 1 car
- (2) All units are capped at 2 cars/unit

## Car Spaces Desired by Buyers:

(1) 25% of 1B occupied by couples with 2 cars ⇒	480
(2) 60% of 2B buyers have 2 cars ⇒	370
(3) 75% of 2B+Den buyers have 2 cars ⇒	100
(4) All 3B buyers have 2 cars ⇒	62
<b>(5) Total additional vehicles from above ⇒</b>	<b>1011</b>
(6) Parking spaces for residents to be built	773
<b>Overflow parking spaces desired by buyers</b>	<b>238</b>
(7) Parking spaces required by city per 2016 Census	818
<b>Overflow parking spaces projected by city</b>	<b>45</b>
(6b) Parking spaces with guests and retail to be built	914
(7b) Parking spaces required by city per 2016 Census	964
<b>Overflow spaces projected with retail and guests</b>	<b>50</b>

## Key Messages:

1. Proposal from redeveloper projected to provide inadequate underground parking for the residents and underground/surface parking for retail and guests.
2. Therefore overflow parking on neighboring streets would be needed for ~50 cars and perhaps for considerably more.
3. If proposal is accepted parking for overflow on City streets would require additional 15-hour limits on these residential streets currently subject to a 3-hour limit.



## 2.2 Parking Overflow Impacts from 4099 Proposal





## 3.1 Summary / Recommendations



### Recommendation:

Based on the following projected issues the **4099 Opposition recommends that City Council reject the 4099 Redevelopment Proposal** outright without any compromise.

### Projected Issues:

#### A. Traffic Issues:

1. Up to 750-900 cars will exit 4099 (all 3 exits unsignalled with no stop signs) each working day along the same exit routes that the current community also uses, i.e. along Folkway to Erin Mills Parkway, North and South, and along Sawmill Valley to Burnhamthorpe. The increased traffic will cause major congestion with the following impacts:
  - a. 4099 Folkway exiting cars must drive across traffic and queued south-turning cars, to get to 403.
  - b. The queueing to get to EMP could back up to block the Folkway /Sawmill Valley intersection.
  - c. 4099 Sawmill Valley exiting cars increasing traffic could cause major danger to school children.
2. When returning using the same re-entry routes as the current residents will again cause major congestion with the following impacts:
  - a. The left turn lane on Erin Mills Parkway southbound will see major queuing at Folkway. This left turn lane may no longer be long enough, resulting in blockage of the “passing” lane on EMP.
  - b. After turning cars will either enter through the Folkway gate or continue on still double queued to the SMV intersection. There are currently no queuing lanes for this traffic.

#### B. Overflow Parking issues

1. The planned parking for 4099 currently has a shortfall of 50 cars according to a 2016 Census. Updated estimates of the shortfall could be considerably more. Overflow parking on city streets will be needed.
  - a. The overflow would first overrun the 15-hour parking limit on the stretch of SMV along the current plaza.
  - b. Neighboring streets would then presumably accept the overflow as needed
  - c. Additional 15-hour parking limits would need to be granted for these streets, which currently have 3-hour parking.