



Technical Memorandum

To: Tanya Chowieri – KTS Date: 2025-08-08

Cc:

From: John Kingsley, Andrew Harte – CGH Project Number: 2020-64

Re: 770-774 Bronson Avenue, 557 Cambridge Street – TIA Addendum

Introduction

The proponent of the 770-774 Bronson Avenue, 557 Cambridge Street development is proposing an adjustment in land use from the previous Site Plan Application, removing the 71 student living units and replacing these with 133 apartment units. Consequently, changes to the proposed underground parking are also proposed to support this reallocation of building space, namely the addition of a third underground parking level in the Phase 1 of development area (within the 770-774 Bronson Avenue parcels). The September 2023 concept included a total of 207 apartment units, 71 student units, and 4,742 sq ft of ground floor commercial space along with 133 vehicle parking spaces and 221 bicycle parking spaces. The August 2025 concept includes 340 apartment units and 4,742 sq ft of ground floor commercial space along with 162 vehicle parking spaces and 271 bicycle parking spaces. No changes to the site surface transportation elements are proposed as part of this change in use and the addition of parking.

CGH prepared a Transportation Impact Assessment (TIA) in support of the prior site plan concept for the original development applications. The approved TIA for the site was prepared in September of 2023. In support of the change of programming of the building space and parking quantities, this TIA addendum memo has been prepared to evaluate any changes to the conclusions of the September 2023 TIA for the new concept. Based on the scope of these changes, the TIA conclusions relating to trip generation, traffic analysis, and transit ridership and the conclusions relating to parking will be evaluated herein.

Attachment 1 provides the September 2023 site plan, and Attachment 2 provides the August 2025 ground floor plan, which, aside from the difference in plan type, are noted to be functionally identical.

Trip Generation Comparison

Table 1 summarizes the forecasted total trip generation by mode and peak hour from the September 2023 TIA and for the August 2025 concept. Attachment 3 provides the trip generation by mode, peak hour, and land use for the September 2023 concept from the TIA, and a detailed trip generation for the proposed August 2025 concept.

Table 1: Trip Generation by Mode – Comparison

Travel Mode		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
September 2023	Auto Driver	10	23	33	22	17	39
	Auto Passenger	3	5	8	8	7	15
	Transit	13	30	43	24	21	44
	Cycling	3	4	7	7	6	13
	Walking	18	37	55	49	42	91
	Internal Capture	-1	-1	-2	-2	-4	-6
	Pass-by	-1	-1	-2	-3	-3	-6
	Total	47	99	146	110	93	203
August 2025	Auto Driver	12	25	37	20	16	35
	Auto Passenger	2	6	8	7	6	12
	Transit	14	30	44	19	15	34
	Cycling	2	6	8	6	5	10
	Walking	20	41	60	45	37	83
	Internal Capture	-1	-1	-2	-2	-4	-6
	Pass-by	-1	-1	-2	-3	-3	-6
	Total	50	108	157	97	79	174

The replacement of student units with apartment units is forecast to result in an increase of nine AM peak hour two-way person trips and a reduction of 29 PM peak hour two-way person trips. Of these, an increase of four AM peak hour two-way auto trips and a reduction of four PM peak hour two-way auto trips, and an increase of one AM peak hour transit trip and a reduction of ten PM peak hour two-way transit trips are forecast.

The change in auto trips and transit trips is considered negligible, and therefore the conclusions of the September 2023 TIA relating to traffic analysis and transit ridership increases remain valid for the change in proposed site concept.

Parking Review

As previously noted, based on the change in land use, a change in the site parking provision is proposed. An additional level of underground parking is proposed within the Phase 1 area, repeating the layout of the level above, functionally identical to the approved concept with minor adjustments to bicycle parking locations.

Based on the Zoning By-Law, required site parking rates are calculated based on zoning exception 2003. No off-street parking is required for the commercial uses based on the proposed GFA. Table 2 summarizes the site parking provision for the two concepts, reporting compliance with zoning rates.

Table 2: Site Parking Comparison

Concept	Component	Units/GFA	Resident Veh. Spaces	Visitor Veh. Spaces	Bicycle Spaces
September 2023	Residential	207	108 (>0.4 per unit after the first 12 units/bldg)	25 (>0.09 per unit after the first 12 units/bldg)	221 (>0.75 per unit/bldg.)
	Student	71			
August 2025	Residential	340	134 (>0.4 per unit after the first 12 units/bldg)	28 (<0.09 per unit after the first 12 units/bldg)	271 (>0.75 per unit/bldg.)

The site parking provision meets the zoning requirements for minimum vehicle parking for the two towers/phases. No changes to the conclusions relating to parking are resultant from the new concept.

Conclusion

The newly proposed apartment use in place of the previous student housing building space and the associated addition of a parking level within the Phase 1 development area is considered to have negligible transportation impacts above the approved September 2023 concept. Negligible changes in trip generation and parking rates are resultant from the changes, which do not change the conclusions relating to these items in the approved TIA. These and all other conclusions within the September 2023 TIA are considered to remain valid for the August 2025 concept, and the application is recommended to be approved, from a transportation perspective.

Prepared By:



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Reviewed By:



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Attachment 1

September 2023 Site Plan

Attachment 2

August 2025 Ground Floor Plan

Attachment 3

Trip Generation

Table: Trip Generation by Mode – September 2023

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	26%	6	15	21	25%	12	9	21
	Auto Passenger	6%	2	3	5	8%	4	3	7
	Transit	28%	8	18	26	21%	10	8	18
	Cycling	5%	2	3	5	6%	3	2	5
	Walking	35%	10	24	34	40%	21	17	38
	Total	100%	28	63	91	100%	50	39	89
Student Apartments	Auto Driver	21%	2	7	9	20%	9	8	17
	Auto Passenger	6%	1	2	3	8%	3	3	6
	Transit	33%	4	11	15	26%	12	11	22
	Cycling	5%	1	1	2	6%	3	3	6
	Walking	35%	5	11	16	40%	18	16	34
	Total	100%	13	32	45	100%	45	41	86
Strip Retail Plaza (<40k)	Auto Driver	39%	2	1	3	22%	1	0	1
	Auto Passenger	2%	0	0	0	4%	1	1	2
	Transit	16%	1	1	2	12%	2	2	4
	Cycling	3%	0	0	0	4%	1	1	2
	Walking	40%	3	2	5	58%	10	9	19
	Internal Capture	varies	-1	-1	-2	varies	-2	-4	-6
	Pass-by	15%	-1	-1	-2	15%	-3	-3	-6
	Total	100%	6	4	10	100%	15	13	28
Total	Auto Driver	-	10	23	33	-	22	17	39
	Auto Passenger	-	3	5	8	-	8	7	15
	Transit	-	13	30	43	-	24	21	44
	Cycling	-	3	4	7	-	7	6	13
	Walking	-	18	37	55	-	49	42	91
	Total	-	47	99	146	-	110	93	203

Table: Trip Generation Person Trip Rates – August 2025

Land Use	Land Use Code	Peak	Peak Period		Peak Hour	
			Vehicle Trip Rate	Person Trip Rates	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80	-	-
		PM	-	0.90	-	-
Strip Retail Plaza (<40k)	822 (ITE)	AM	-	-	2.36	3.02
		PM	-	-	6.59	8.44

Table: Total Person Trip Generation – August 2025

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit High-Rise	340	84	188	272	177	129	306
Land Use	Bedrooms/GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	4,742 sq.ft	8	6	14	20	20	40

Table: Trip Generation by Mode – August 2025

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	26%	10	24	34	25%	19	15	34
	Auto Passenger	6%	2	6	8	8%	6	5	11
	Transit	28%	13	29	42	21%	17	13	30
	Cycling	5%	2	6	8	6%	5	4	9
	Walking	35%	17	39	55	40%	35	28	63
	Total	100%	44	104	147	100%	82	65	147
Strip Retail Plaza (<40k)	Auto Driver	39%	2	1	3	22%	1	0	1
	Auto Passenger	2%	0	0	0	4%	1	1	2
	Transit	16%	1	1	2	12%	2	2	4
	Cycling	3%	0	0	0	4%	1	1	2
	Walking	40%	3	2	5	58%	10	9	19
	<i>Internal Capture</i>	<i>varies</i>	-1	-1	-2	<i>varies</i>	-2	-4	-6
	<i>Pass-by</i>	15%	-1	-1	-2	15%	-3	-3	-6
	Total	100%	6	4	10	100%	15	13	28
Total	Auto Driver	-	12	25	37	-	20	16	35
	Auto Passenger	-	2	6	8	-	7	6	12
	Transit	-	14	30	44	-	19	15	34
	Cycling	-	2	6	8	-	6	5	10
	Walking	-	20	41	60	-	45	37	83
	<i>Internal Capture</i>	-	-1	-1	-2	-	-2	-4	-6
	<i>Pass-by</i>	-	-1	-1	-2	-	-3	-3	-6
	Total	-	50	108	157	-	97	79	174