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2023-06-01
Project: (210781)

Yaniv Geler
Lev Developments Inc.
700 Lawrence Avenue West
Toronto, ON

**RE: 1 ROSETTA STREET, TOWN OF HALTON HILLS, ON
TRANSPORTATION IMPACT & PARKING STUDY COMMENT RESPONSE**

In May 2022, Paradigm Transportation Solutions Limited (Paradigm) prepared a Transportation Impact Study for the proposed residential development located at 1 Rosetta Street in the Town of Halton Hills (Halton Region).

Table 1 summarizes the Town of Halton Hills transportation planning comments and summarizes the updates/changes to the TIS as part of the second submission.

TABLE 1: TOWN OF HALTON HILLS COMMENT – SUMMARY OF CHANGES

#	Comment	Response
1a	Please update the text in Site Description, as the development consists of one eight storey and two interconnected twelve storey residential buildings.	Site description is updated.
1b	Please note that the Caroline Street driveway is west of Rosetta Street not River Drive.	Updated.
2	In the analysis of the base year conditions, the consultant had found that the westbound approach is experiencing a critical movement, as identified through the Halton Region’s TIS Guidelines. A specific concern with the calibration that was undertaken is that there are apparent errors or inconsistencies in the initial analysis of some study area intersections, and these errors affect the results of the analysis and undermine the validity of the calibration adjustments. The errors and inconsistencies include the use of a peak hour factor (PHF) by individual intersection approach rather than one for the whole intersection, potential errors in inputting signal timings , and omitting existing conditions that are present in the field. The Town also requires that consultants conduct field observations, which can be helpful	Updated PHF and signal timings. Site visits were conducted on 2022-04-03 and 2023-04-07.

#	Comment	Response
	to understand and explain the results of their initial analyses and could provide the basis for calibration adjustments if any are necessary. This is a requirement of the Region's Traffic Impact Study Guidelines.	
3	Regarding the appended Synchro reports, Synchro – Lanes, Volumes Timing Report must also be provided for signalized intersections.	Appendix material updated to include Lanes, Volumes Timing Report.
4	Figure 3.1 (Site Concept Plan) is illegible . Note that study reports and submissions to the Town should conform to the AODA standards.	Site plan updated.
5	Furthermore, it appears that Figure 3.1: Site Concept Plan does not match the latest Drawing Package that was included as part of the submission. Please update the figure to match the latest Site Plan.	Site plan updated.
6	It is noted that that the peak hour trip generation estimates are based on the 11th Edition of Institution of Transportation Engineers (ITE) Trip Generation Manual. Table 5-1 provides peak hour trip generation estimates for the proposed development. Although the difference in the resultant weekday peak hour trips is not significant, the calculated trip ends used to determine the trip generation estimates are inaccurate. Table 3.1: Site Trip Generation shall be revised to reflect correct trip generation estimates; the consultant shall use the greater result of either the fitted curve or average rate.	Updated trip generation to be higher of the rate/equation in Table 3.1.
7	Please provide rationale for the trips entering/exiting off Caroline Street ; based on the site plan layout, all visitor parking is situated on the ground floor. With the configuration of the garage access all trips are destined to come out/in from Rosetta Street due to the close proximity of the underground garage parking.	Added additional rational for driveway in Section 3.4.
8	Section 3.5 – Site Circulation: a. Update all AutoTURN to include the safety enhancements at the site access and Rosetta Street. b. Illustrate a garbage truck making a full exit off of Caroline down to Rosetta to River. c. AT4 – Please try to illustrate the southeast loading spot, with the HSU utilizing the hammerhead not the live roundabout lane. d. Swept Path Analysis must be illustrated for the underground parking.	Site circulation updated.



#	Comment	Response
9	<p>Section 3.6 – Traffic Signage</p> <p>a. A note should be incorporated with reference made to the Ontario Traffic Manual (OTM) for the type, design, location, and installation of signs and pavement markings.</p> <p>b. A traffic signage and pavement marking legend should be included to show a visual blown-up spec of all signs and pavement markings.</p> <p>c. An Ra-1 stop sign must be shown for the access off Caroline Street.</p> <p>d. Signage for PUDO bays is recommended.</p> <p>e. Provide a convex mirror at the following highlighted locations below:</p> <p>f. A significant emphasis must be placed on pedestrian circulation and safety. Traffic calming features such as raised crossings/intersections and textured crosswalks should be explored and incorporated into the design. Crosswalks shall be additionally provided at the red marked-up areas below:</p>	<p>Traffic signage updated.</p>
10	<p>There are significant safety concerns with the expected high pedestrian volumes internally within the road network (mix of garbage pick up, loading vehicles, visitors, and tenants). At Site Plan stage, the TIS must be updated to include a site plan review to identify the potential of safety or operational internal issues associated with the following: vehicle-pedestrian conflicts, heavy truck movement conflicts, and on-site active transportation. Significant consideration of speed humps, raised crossings/intersections, textured crosswalks, etc. should be explored and incorporated into the design due to the POP.</p>	<p>Section 3.1 outlines the site layout as well as the access and pedestrian measures included.</p>
11	<p>Due to the expected development application to be filed in 2023 within the study area, please update the background traffic to include the following development:</p> <p>a. 130 Mountainview Road North – The proposal contemplates the construction of four 16-storey apartment buildings and two blocks of townhouse units, all to be accessed via a shared internal road. The development would contain a total of 1092 units. Main access will be off River Drive.</p>	<p>A sensitivity test has been added in Section 4.2.5 for the 130 Mountainview Road development.</p>



#	Comment	Response
12	For the full development, the consultant has identified a parking supply of 707 spaces (1.10 spaces per unit), which would be 413 or approximately 37% less than the requirements under the Town's Zoning By-law. The consultant has undertaken a comprehensive assessment of parking requirements to support such a reduction. Further to the parking supply, the subject site has locational challenges for non-auto travel modes for day-to-day living, such as relatively being car dependent (as rated through walkscore.com, a well-known resource used by Transportation Professionals GTA wide), with long walking distances to groceries, shopping, errands, schools and entertainment and no local transit service available. Therefore, if the proposed on-site parking supply is insufficient, there is a potential risk of spillover parking onto the local road network and the Metrolinx parking lot.	Noted.
13	TTS reflects distribution patterns for where surveyors (residents) will be travelling to/from work. School buses mode share wouldn't be used by residents to support a need to not require a vehicle; as such, the AT and transit-oriented combined trips account for approximately 6% for Halton Hills and 8% for Kitchener Line .	School bus removed from AT and included under "Other".
14	Section 6.4 reviews traffic zones surrounding GO Transit stations along the Kitchener Line; this assumption is not reflective of Halton Hills as Kitchener, Guelph and Brampton have a well-established transit system, which supports non-auto travel modes within their respective municipality to travel for groceries, shopping, etc. As such, this methodology is not justifiable to the Town and does not effectively demonstrate that this supports the proposed parking supply.	Additional justification for use of Kitchener line data provided in Section 6.5.
15	It's understood that the Parking Justification section utilizes other municipalities. It is important to understand that these municipalities surveyed all have operating municipal transit systems that would effectively support providing lower parking demand. Subsequently, this is inapplicable within the Town of Halton Hills, as there is no established municipal transit system available presently. Therefore, surveys of comparable local conditions should always be considered as the best practice to estimate parking demand and account for local factors. Please provide reasoning and justification as to how these rates compare to a municipality such as the Town of Halton Hills with no local transit operating. Detailed abstracts should be provided to illustrate the surrounding network as it relates to the active transportation network, surrounding study area amenities, transit system, etc. for each proxy site.	Table 6.9 added to provide a detailed look at the surrounding networks for the various proxy sites utilized for parking data.



#	Comment	Response
16	Reviewing a well-known transportation manual such as the Institute of Transportation Engineers (ITE) is strongly encouraged and supported by the Town for both trip generation and parking generation. However, it is important to understand that the sites surveyed within ITE Parking Generation are well established urban/suburban areas (majority in the United States) with some having a remarkable multi-modal transportation network (cycling, walking, transit, LRT, etc.) that would evidently not require a vehicle as everything from work and shopping to visiting a doctor can be done through the municipal services provided.	Noted. ITE data is utilized and the variation in networks for the sites contained within the data is acknowledged in text.
17	Provide rationale (understanding from COVID limitation for new data) for using such outdated surveys from February 2015; new tenants with different travel modes may be present at these apartments and the parking demand could drastically be different.	Newer parking data has been added in the parking surveys.
18	Based on the information provided above, Transportation staff cannot support a parking ratio of 1.1 and the proposed information provided in the Parking Justification Study.	Noted.
19	There are safety concerns with a reverse curve movement due to the proximity of the access to Rosetta Street/River Drive intersection; please include a safety mitigation measure to help detour this.	Safety concern addressed through raised median as reviewed with Town.
20	Bicycle parking supply shall be provided in the project statistics in drawing A101.	Refer to updated site plan.
21	Pedestrians tend to always take the shortest and quickest routes and the designs should reflect that. Convenient and safe connections from the building entrances to the municipal active transportation network are to be made. Conflict points should be limited as much as possible and the pedestrian routes should be as direct / convenient as possible.	Noted.
22	Confirm clear throat lengths at both site accesses.	Clear throat lengths noted in Section 3.1.
23	The Owner shall make a cash contribution prior to the lifting of the Holding Provision which shall be allocated and expended by the Town as the Owner's portion for the costs of intersection improvements at Mountainview Road North and River Drive associated with the estimated increased traffic generated from the proposed development. The amount of such cash contribution is to include but not be limited to installing left turn/right turn lanes and	Acknowledged. Cash contributions to be determined if approval is granted.



#	Comment	Response
	modifications to the existing traffic control signals. Please update the Draft Zoning By-law Amendment accordingly as part of the 2nd Submission.	
24	Further discussions need to be held for the Saint Michaels Street extension to John Street and the closure of Saint Michaels Street from Caroline Street to River Drive.	Section 4.2.5 outlines the sensitivity test for the Saint Michaels extension.
25	Please submit a revised Transportation Impact Study with the aforementioned changes in both PDF and hardcopy format.	Noted.
26	Please send all electronic Synchro files with any resulting aforementioned changes. Synchro files will need review to ensure the analysis is properly modeled to the Town's standard.	Noted.

We trust that this information and the updated TIS is responsive to the comments raised. If you have any questions, please do not hesitate to contact us if we can be of further assistance.

Yours truly,

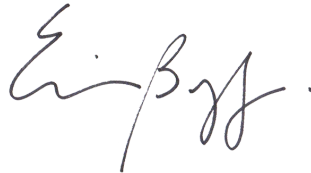
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