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18 August 2020 Project: 190678

Alvaro Di Blasio Di Blasio Corporation 6620 Rothschild Trail Mississauga ON L5W 0A6

Dear Mr. Di Blasio:

### RE: CITY COMMENT RESPONSE – RESIDENTIAL REDEVELOPMENT – 6620 ROTHSCHILD TRAIL, CITY OF HAMILTON

In December 2018, Paradigm prepared a *Transportation Impact Study, Loading and Functional Design Assessment and TDM Options Report* for the above-noted site. Subsequently, the applicant received comments from the City of Mississauga dated 18 June 2020. This letter has been prepared to provide a response to those comments.

**Comment 34 -** Indicate on the site plan drawing the travel route of the service vehicles and fire truck. Show all turning radii, travel widths, sufficient back-out space, overhead clearances, internal and/or external storage requirements, etc. Contact Peel Region for waste collection requirements and the required standards. Indicate the travel route of the garbage truck including turning radii and loading maneuvering and conform to Peel Region's standards. Demonstrate the loading maneuvering on the site plan. Ensure that the proposed loading spaces do not interfere with vehicular travel routes or parking spaces.

An access and circulation review was conducted on the site plan to assess the ability of the following design vehicles to enter, navigate and exit the site:

- Heavy single unit truck / garbage truck (TAC<sup>1</sup>HSU); and
- Pumper fire truck (NCHRP Report 659);

The assessment was produced with AutoTURN swept path analysis software. As designed, the HSU and pumper fire truck can enter, navigate and exit the site and loading bay without any conflicts.

<sup>&</sup>lt;sup>1</sup> Transportation Association of Canada. Geometric Design Guide for Canadian Roads. 2017.

**Drawing 1** through **Drawing 3** (attached) illustrate the results of the AutoTURN swept path analyses.

**Comment 71 -** This department is in receipt of a Transportation Impact Study (dated December 2018), prepared by Paradigm Transportation Solutions Lmt. Please see the comment below:

1. Please correct the Figure numbers for section 4.3 and 4.5

By way of this letter, the text for **Section 4.3 Future Total Background Traffic** is amended to read:

*Figure 4.4* illustrates the 2023 forecast total background (general growth + background development) traffic forecasts for the AM and PM peak hours.

By way of this letter, the text for Section 4.5 Future Total Traffic is amended to read:

A five -year horizon (Year 2023) beyond the date of the study has been assessed. The total future traffic volumes are estimated to consist of the site generated traffic and the background traffic volumes.

Figure 4.5 details the forecast Total Traffic Volumes.

**Comment 73 -** To improve safety and avoid drivers confusion the internal traffic circle should be one-way roadway. In addition, the appropriate signage based on OTM should be proposed for the area.

Paradigm prepared an onsite signage and pavement marking plan to ensure proper traffic flow into and through the proposed roundabout. The plan was prepared using the signs, symbols and installation guidance provided in:

- ▶ Ontario Traffic Manual (OTM) Book 5 Regulatory Signs (March 2000);
- OTM Book 6 Warning Signs (July 2001);
- OTM Book 11 Pavement, Hazard and Delineation Markings (March 2000); and
- Manual of Uniform Traffic Control devices.

Drawing 4 (attached) illustrates the signage and pavement marking plan prepared for the site.



Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



**Jill Juhlke** C.E.T. Senior Project Manager









# SWEPT PATH ANALYSIS - FIRE TRUCK 6620 ROTHSCHILD TRAIL MISSISSAUGA, ON

ULY 2020	SCALE: 1:300	DRAWING NO .:			
: SH	CHECK: JJ	DWG 3			



### SIGNAGE NOTES

REGULATORY SIGNS SHALL NORMALLY BE LOCATED IN ACCORDANCE WITH SECTION 12 (SIGN POSITION) OF BOOK 1B. HOWEVER. SPECIFIC OR ADDITIONAL REQUIREMENTS FOR CERTAIN REGULATORY SIGNS MAY PRE-EMPT OR REVISE DIRECTIONS OR SPECIFICATIONS PRESCRIBED UNDER THE GENERAL STANDARDS IN BOOK 1B. SUCH DEVIATIONS OR EXCEPTIONS FROM THE BOOK 1B LOCATION PRINCIPLES ARE NOTED IN THIS BOOK UNDER THE HEADING "LOCATION CRITERIA" FOR THE RESPECTIVE SIGNS TO WHICH THEY APPLY. IF FOR A GIVEN SIGN. EXCEPTIONS ARE NOT NOTED UNDER THIS HEADING. THE BOOK **1B LOCATION PRINCIPLES APPLY.** 

# **PAVEMENT MARKING NOTES**

PROVINCIAL LEGISLATION PROVIDES THAT MARKINGS MAY BE PLACED BY THE ROAD AUTHORITY HAVING JURISDICTION FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC (SECTION 182 OF THE HIGHWAY TRAFFIC ACT (R.S.O. 1990)).

MARKINGS AND DELINEATION SERVE AN ADVISORY OR WARNING FUNCTION. AND DO NOT HAVE LEGAL FORCE OF THEIR OWN. THEY MAY BE USED TO COMPLEMENT OTHER TRAFFIC CONTROL DEVICES ENFORCEABLE UNDER THE HTA, ITS REGULATIONS, OR A MUNICIPAL BY-LAW, BUT THEIR ENFORCEABILITY DERIVES FROM THE MAIN REGULATORY TRAFFIC CONTROL DEVICE, NOT FROM THE MARKINGS OR DELINEATION. TO AVOID POSSIBLE CONFLICT OR CONFUSION, THE MEANING OF MARKINGS AND DELINEATION SHOULD BE CHECKED AGAINST THE PREVAILING TRAFFIC LAWS AND REGULATIONS BEFORE THEY ARE INSTALLED OR REMOVED.

## SIGNAGE POSITION NOTES

LOCATIONS OF ALL SIGNS ARE SHOWN SCHEMATICALLY ONLY. ACTUAL SIGN LOCATIONS TO BE DETERMINED ON SITE BASED ON OTM BOOK 5 AND BOOK 6, AND ACTUAL CONDITIONS SUCH AS SURFACE FEATURES, STREET FURNITURE, VISIBILITY, ETC. AND AS APPROVED BY THE ROAD AUTHORITY.

SIGNAGE SHOULD CONFORM TO ONTARIO TRAFFIC MANUAL STANDARDS WHERE POSSIBLE.

#### HORIZONTAL MOUNTING OFFSET

THE BASIC GUIDELINES FOR HORIZONTAL MOUNTING OFFSETS ARE AS FOLLOWS: URBAN OR RESIDENTIAL AREAS WITH RAISED CURBS: 30 CM TO 2 M FROM THE CURB LINE.

WHERE RESTRICTED BY PHYSICAL FEATURES SUCH AS CLIFFS, OR STRUCTURE FEATURES SUCH AS BRIDGE SUPPORTS, THE HORIZONTAL OFFSET SHOULD BE AS CLOSE AS POSSIBLE TO THE ABOVE GUIDELINES.

#### VERTICAL MOUNTING OFFSET

THE BASIC GUIDELINES FOR VERTICAL MOUNTING OFFSETS OF GROUND-MOUNTED SIGNS INCLUDE THE FOLLOWING:

- MOUNTED BENEATH PRINCIPAL SIGN.
- SIGN
- TO THE BOTTOM OF THE OVERALL SIGN, INCLUDING TAB IF PRESENT.

HORIZONTAL & VERTICAL ANGLING OF SIGN FACE

GENERALLY, SIGNS MUST BE MOUNTED AT APPROXIMATELY RIGHT ANGLES TO THE DIRECTION OF TRAFFIC, FACING THE TRAFFIC THAT THEY ARE INTENDED TO ADDRESS, EXCEPTIONS TO THIS RULE INCLUDE REGULATORY PARKING CONTROL SIGNS. THESE SIGNS SHOULD BE PLACED AT AN ANGLE OF 30 TO 45 DEGREES TO THE FLOW OF TRAFFIC. AND SHOULD ALWAYS BE VISIBLE TO APPROACHING TRAFFIC.

			APPROVAL:	SIGNAGE AND PAVEMENT MARKING PLAN 6620 ROTHSCHILD TRAIL MISSISSAUGA, ON				
			_		PROJECT NO.: 190678	DATE: JULY 2020	SCALE: 1:300	DRAWING NO.:
NO.	DATE INITIAL	REVISION DETAIL			DRAWN: SH	DESIGN: SH	CHECK: JJ	DWG 4

AREAS WITH NO PEDESTRIANS AND WITHOUT RAISED CURBS: 1.5 M TO 2.5 M FROM OUTER EDGE OF OUTER LANE TO BOTTOM OF PRINCIPAL SIGN, REGARDLESS OF WHETHER THERE IS A TAB SIGN

AREAS WITH NO PEDESTRIANS AND WITH RAISED CURBS: 1.5 M TO 2.5 M FROM CURB LINE TO BOTTOM OF PRINCIPAL SIGN, REGARDLESS OF WHETHER THERE IS A TAB SIGN MOUNTED BENEATH PRINCIPAL

AREAS WITH PEDESTRIANS: 2 M TO 3 M FROM GROUND ELEVATION AT THE BASE OF THE SIGN POST