

**September 12, 2019****476166**

Orleans Heights Development  
Madison Centre  
4950 Yonge Street  
Toronto ON  
M2N 6K1

Attention: Ornella Richichi  
Chief Development Officer

**Subject: 3030 St. Joseph Boulevard  
Residential/Commercial Development Proposal  
Response to City Questions on Transportation Brief**

Following review of the Transportation Brief for the above-noted development proposal, the City provided three (3) transportation-related comments that they wanted addressed. Their comments follow and our responses are provided in italics.

Comment 1: What is the traffic impact of increasing the number of residential units by 21 from 144 up to 165.

*Response 1: Based on the vehicle trip generation formulae in the September 18, 2017 Transportation Brief, this increase in units will add 5 to 6 more veh/h two-way total. Given this small amount of increase and that the site driveway is right-in/right-out only, the traffic from the additional 21 units will have negligible impact on the operation of the site driveway connection and at adjacent intersections.*

*(Note, we have subsequently been advised the City is not concerned with this additional amount of traffic.)*

Comment 2: Can the existing raised median in St. Joseph Boulevard be extended west past the proposed site driveway to physically restrict in the right-in/right-out only movements.

*Response 2: The existing raised median in St. Joseph Boulevard ends approximately 15m to the east of the proposed site driveway(see Attachement). The median then extends west past the subject location as a painted median which tapers down from east to west. At the location of the proposed site driveway the curb to curb cross-section of St. Joseph Boulevard is approximately 19m, comprised of a 1.5m painted median and four traffic lanes ranging in width from 3.5m to 3.65m. To extend the raised median west past the proposed site driveway, the raised median width should ideally be 1.5m wide with a 0.25m offset from the adjacent lanes. Given the existing cross-section, it appears that there is sufficient curb-to-curb width to accommodate the raised median extension. It would be accomplished by narrowing up the traffic lanes slightly, and possibly reducing the median extension width slightly. Narrowing the lane width can be accomplished by redoing the line painting. The raised median could be extended approximately 2 or 3m past the property line without adversely impacting access to the adjacent site to the west. As the proposed site-driveway is located approximately 6.0m east of the property line. The proposed raised median extension would extend approximately 8m to 9m west beyond the site driveway.*

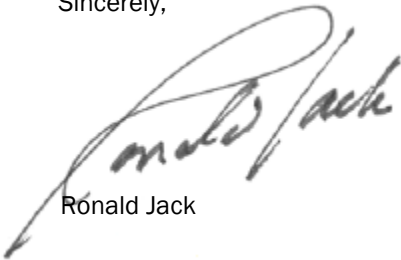
*It should be noted that a raised median extension would be a project cost.*

Comment 3: Appropriate measures need to be identified to address the conditions in the garage where two vehicles cannot pass at the same time.

*Response 3: We are advised that the garage's circulation system has been redesigned and that all aisle widths now meet By-Law requirements for two-way traffic flow.*

Based on the foregoing, we continue to recommend the proposed Site Plan be approved from a transportation perspective. Any question, please call.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Jack", written in a cursive style.

Ronald Jack

Attachment



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