

**Subject: Westgate Mall Redevelopment Phase 1 – Site Plan Update Letter**

This letter has been prepared in correspondence to City comments regarding the “Westgate Mall Redevelopment Phase 1 – Site Plan Update Letter” received in July 2020. Each of the City comments are listed below which are then followed by the respective response:

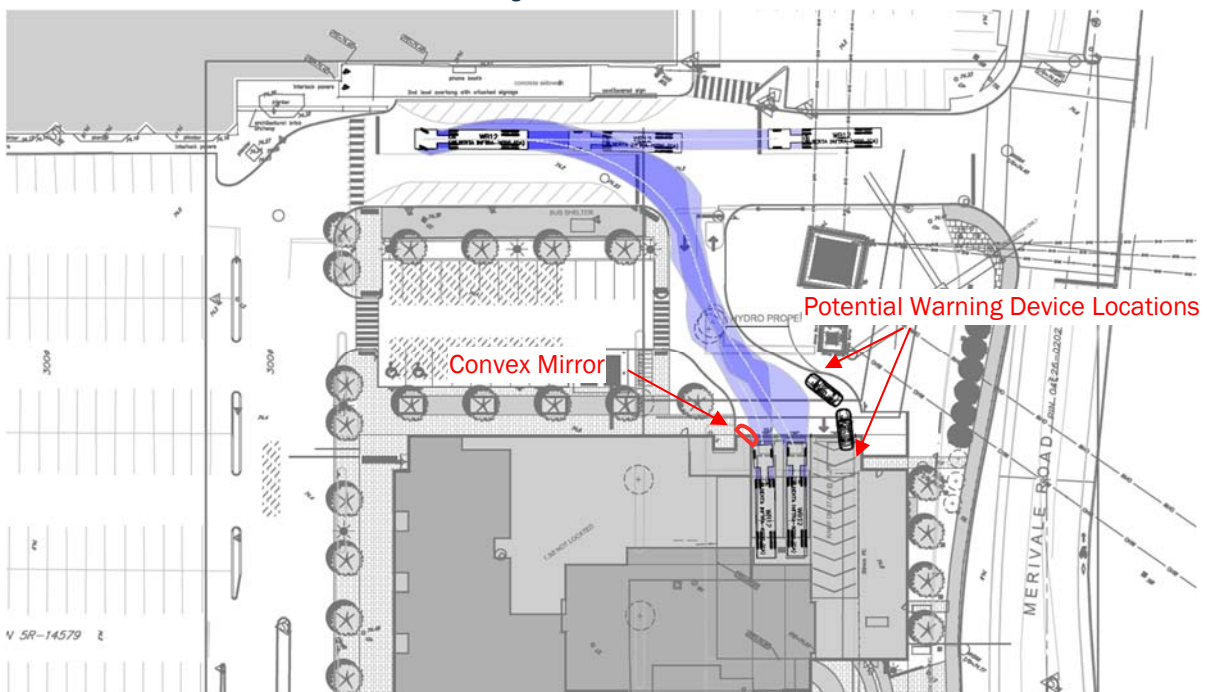
**Comment #1:**

Provide a warning device for vehicles leaving the underground parking to alert them to trucks backing into the truck bays.

**Response #1:**

A warning device with in view of the parking garage and a large convex mirror mounted at the north west corner of the loading bays are being provided to alert exiting vehicles and to provide increased visibility while reversing into the loading bay. Figure 1, displays the recommended convex mirror location and two potential locations for a warning device to be installed.

Figure 1: Device locations



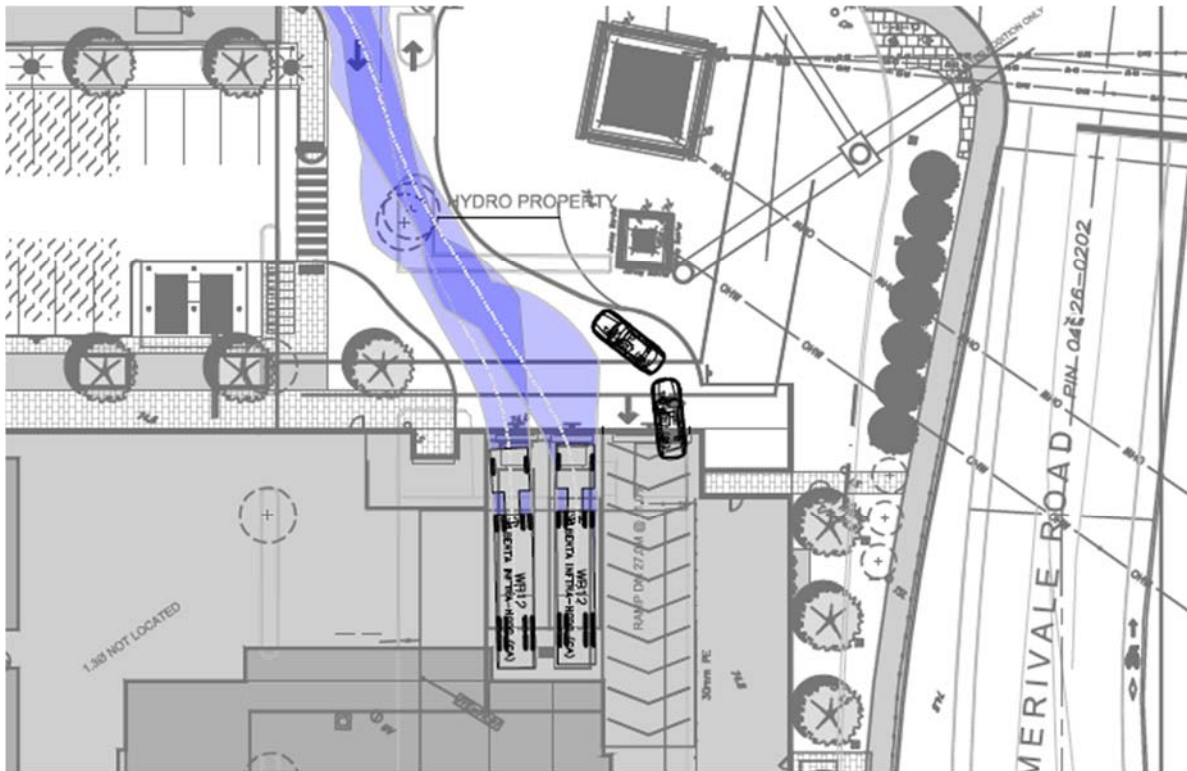
**Comment #2:**

In the event that a vehicle comes out of the underground parking while a truck is backing into the loading bay, provide space for vehicles to wait.

**Response #2:**

As shown in Figure 2, there is enough space for two departing vehicles to wait on top of the ramp (where one vehicle will be straddling the top of the ramp and the garage door) during periods where trucks reverse into the loading bays. Furthermore, it should be noted that trucks reversing into the loading bays are anticipated to be infrequent, likely occur during off peak periods and will take only a short period of time to complete their maneuvers.

Figure 2: Queued Passenger Vehicles at Garage Access



**Comment #3:**

Consider using the aisle between the new parking spaces for trucks to back up to the loading bays.

**Response #3:**

*Noted. The drive aisle between parking spaces as suggested is not recommended due to the following reasons:*

- *The storm water storage tanks reside under the drive aisle and being exposed to trucks larger than HSU (emergency) trucks will likely increase wear to facility.*
- *Difficult maneuvering for large trucks to access drive aisle and to reverse into the loading bay.*

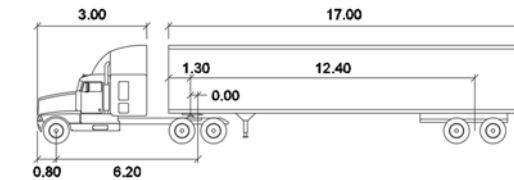
**Comment #4:**

Ensure that trucks parked in the loading bay do not restrict cars from exiting the parking garage.

**Response #4:**

While a WB20 is parked within the west most loading bay, passenger vehicles retain access to the underground parking even with the reduced drive aisle width as shown in Figure 4. WB-20 sized vehicles with the proposed access configuration will likely have difficulties maneuvering into the east loading bay and since the length of a WB 20 (~22.7m) may confine the drive aisle into the garage, it is recommended that signs be posted above the east loading bay to restrict truck size to shorter vehicles such as the WB 15 (~16.7m) or smaller.

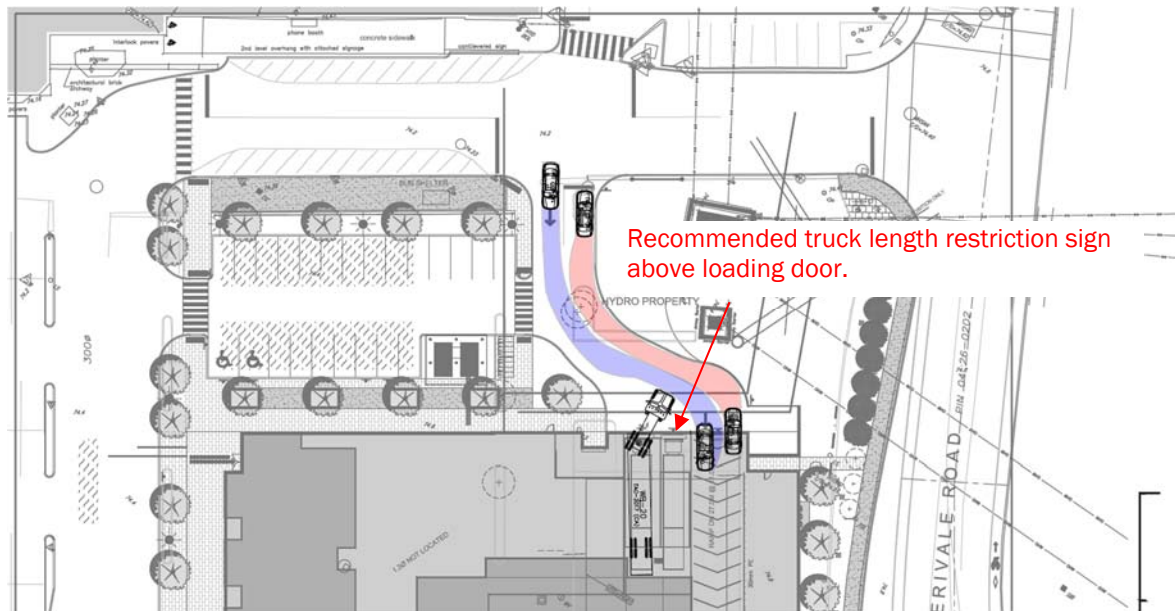
Figure 3: WB 20 Vehicle Profile



WB-20

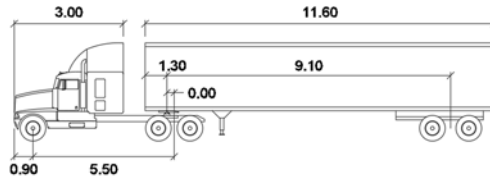
meters			
Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

Figure 4: Garage Access While WB-20 is Parked



While a WB 15 (or smaller truck) is parked within the loading bay, passenger vehicles retain access to the underground parking as shown in Figure 6.

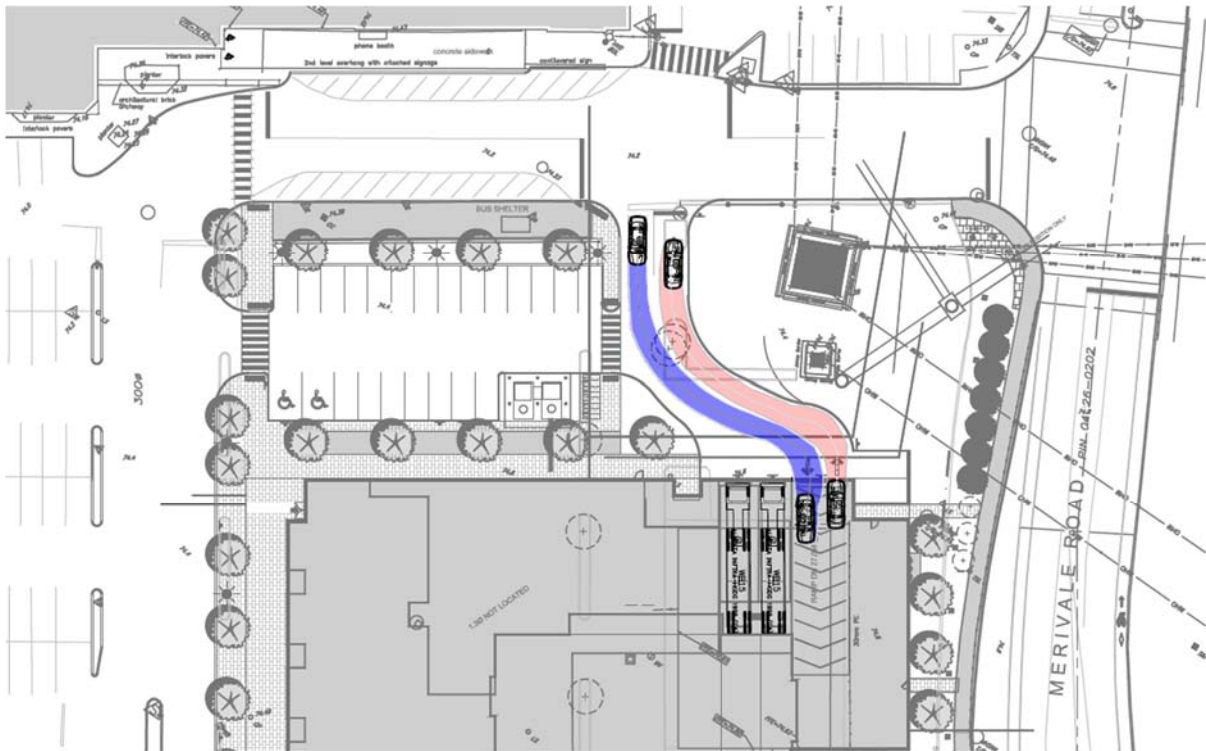
Figure 5: WB 15 Vehicle Profile



WB15

	Tractor Width	Trailer Width	Tractor Track	Trailer Track	Lock to Lock Time	Steering Angle	Articulating Angle
	: 2.60	: 2.60	: 2.60	: 2.60	: 6.0	: 26.0	: 70.0

Figure 6: Garage Access While WB-15 is Parked



**Comment #5:** Consider a pedestrian connection on the south side of the Merivale Road access to connect across the Hydro lands to the Merivale Road intersection.

**Response #5:**

*Noted. The suggested pedestrian connection passes through Hydro lands and is not permitted at this time to be constructed.*