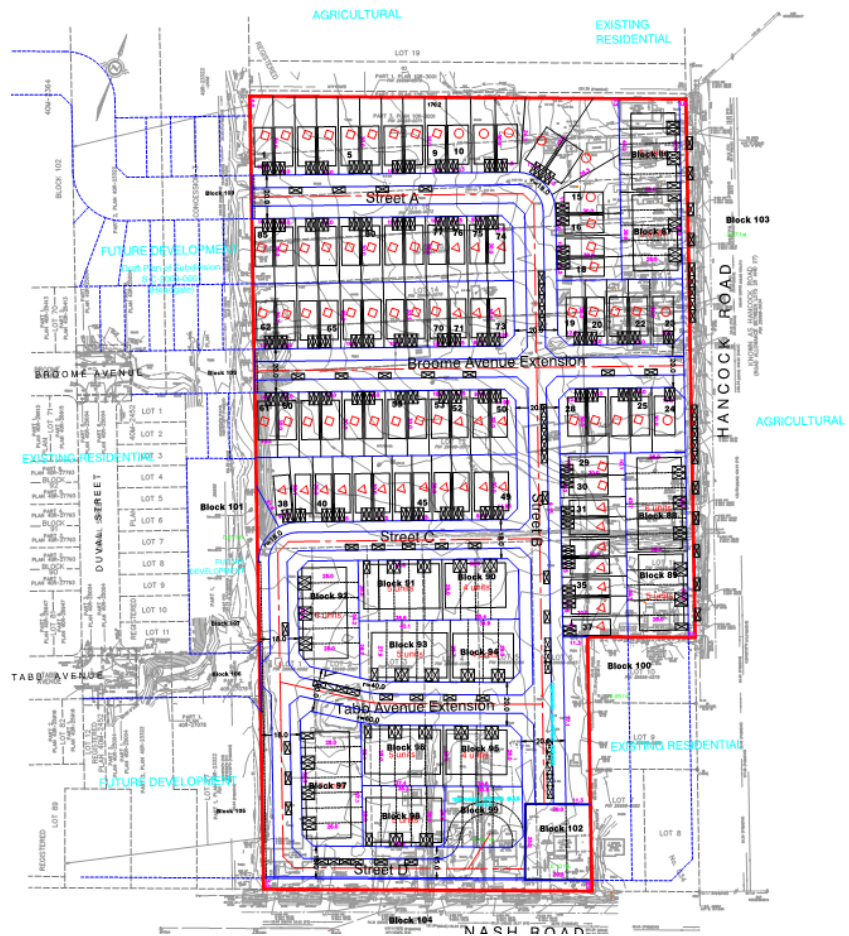


# TROLLEYBUS DEVELOPMENT

## 1828-1840 NASH ROAD AND 3090-3158 HANCOCK ROAD

JUNE 27, 2019





1828-1840 NASH ROAD AND  
3090-3158 HANCOCK ROAD

TIS ADDENDUM AND  
RESPONSE TO COMMENTS

TROLLEYBUS DEVELOPMENT

PROJECT NO.: 17M-02249-00  
DATE: JUNE 27, 2019

WSP  
100 COMMERCE VALLEY DRIVE WEST  
THORNHILL, ON, CANADA L3T 0A1

[WSP.COM](http://WSP.COM)

June 27, 2019

TROLLEYBUS DEVELOPMENT

Greg Gilbert, RPP, M.PL  
Director, Planning & Design  
4950 Yonge Street, Suite 900  
Toronto, ON. M2N 6K1

Dear Mr. Gilbert

**Subject: 1828-1840 Nash Road and 3090-3158 Hancock Road, Response to City's Comments**

WSP submitted a Transportation Impact Study (TIS) dated April 30, 2018 in support of the residential development at 1828-1840 Nash Road and 3090-3158 Hancock Road in the Municipality of Clarington. Since then, comments have been received from the Municipality of Clarington and Durham Region. In addition, a revised site plan has been prepared by the project team. We trust that this TIS Addendum addresses the review agency comments and incorporates the updated site plan.

Yours sincerely,

WSP



Peter Yu, P.Eng.  
Project Manager  
Planning and Advisory, Transportation

WSP ref.: 17M-02249-00



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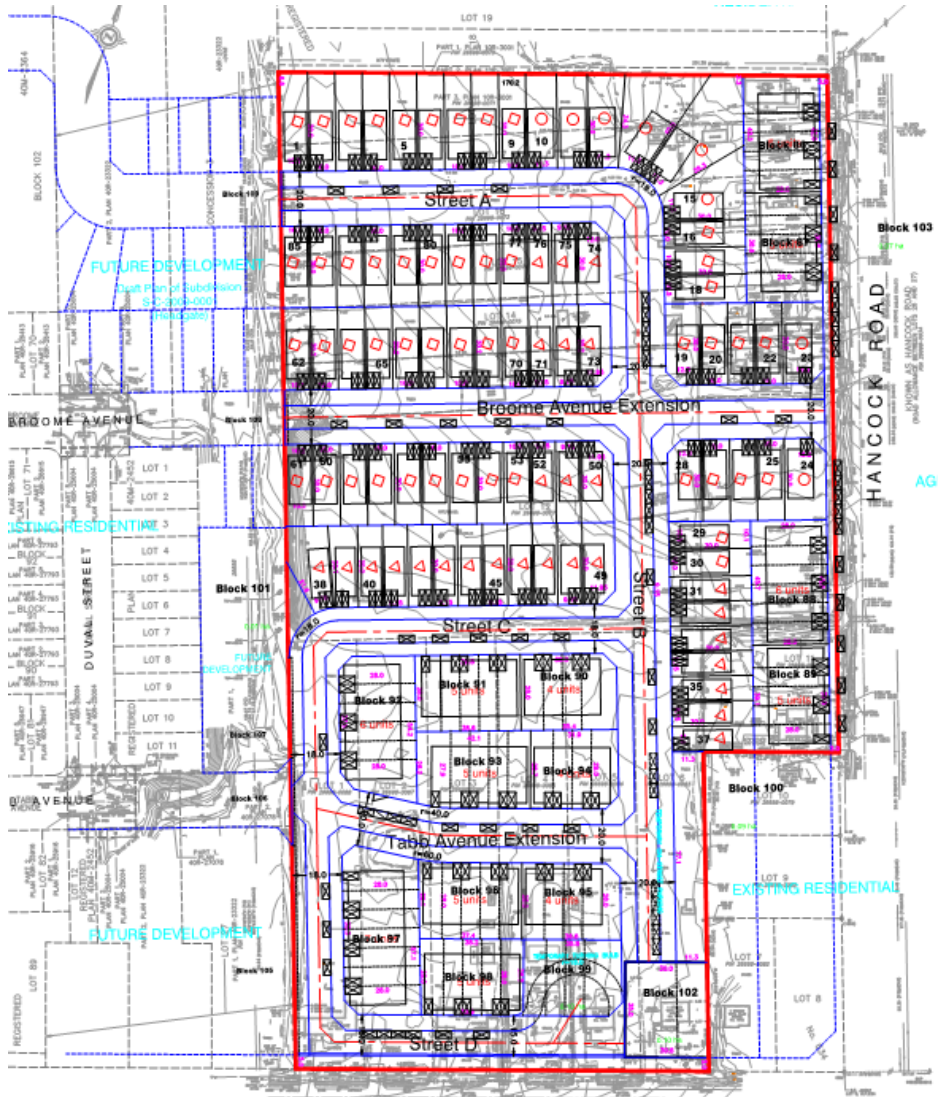
## *ATTACHMENTS*

- A CITY'S COMMENTS
- B REVISED SITE PLAN

# 1 BACKGROUND

The project team has developed an updated site plan for 1828-1840 Nash Road and 3090-3158 Hancock Road as shown below in **Figure 1. Table 1** summarizes the sites statistics of this updated site plan relative to the April 2018 TIS submission.

**Figure 1 - 1828-1840 Nash Road and 3090-3158 Hancock Road Updated Site Plan**



**Table 1 - Site Statistics Summary**

Submission	Date	Uses	Total
TIS Update	April 2018	44 Townhouse units	150 units
		106 Single detached units	
Current submission	June 2019	66 Townhouse units	151 units
		85 Single detached units	

## 2 TRANSPORTATION COMMENTS RESPONSE

### TRAFFIC AND ON-STREET PARKING

- 1 **Comment 2.12.** *The Transportation Impact Study must be revised to be compatible with the (future) revised draft plan.*

**Response:** Noted, this TIS Addendum and Response Letter addresses this comment. As noted in Table 1, the overall unit count is very similar between the current submission and the April 2018 submission. The auto trip generation for the current site plan, which is based on the same methodology as the April 2018 TIS, is presented in Table 2.

**Table 2 - Trip Generation**

ITE LAND USE CODE (MAGNITUDE)	WEEKDAY A.M. PEAK HOUR		WEEKDAY P.M. PEAK HOUR	
	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips
230 Townhouses units (66)	5	24	23	11
210 Single Detached units (85)	16	48	54	32
<b>Sub Total</b>	21	72	77	43
<b>NET TOTAL</b>	<b>93</b>		<b>120</b>	

The proposed development is forecast to generate 93 trips during the a.m. peak hour, and 120 trips during the p.m. peak hour. Relative to the April 2018 TIS, this is a reduction of 6 and 9 trips during the a.m. and p.m. peak hours, respectively. **Therefore, from a traffic impact perspective, the auto trips generated by the site can continue to be accommodated by the boundary road network, as demonstrated in the April 2018 TIS.**

- 2 **Comment 2.13.** *The On-Street Parking Plan is not satisfactory as submitted. The Plan must be revised to illustrate driveways and on-street vehicles with a length of 5.5 metres. All vehicles/parking locations that are depicted on the Plan must be in conformity with current municipal parking regulations.*

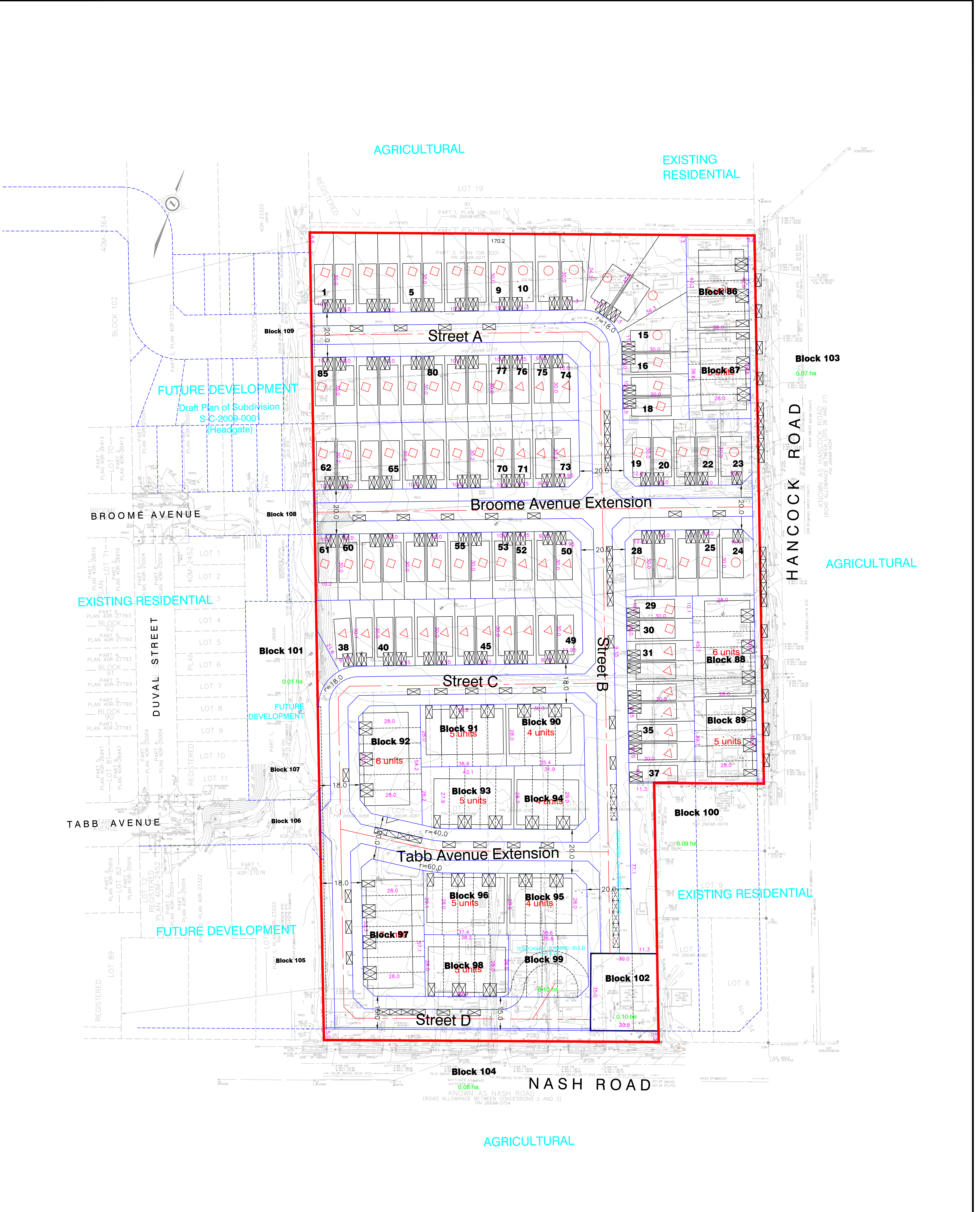
**Response:** Noted, an On-street Parking Plan has been updated with parking spaces with lengths of 5.5 m as shown in **Figure 2**. The parking spaces are adequate in that they do not block the individual driveways, and are setback adequately from the intersections.

Based on the updated statistics shown in Table 1, the resulting By-law requirements are summarized in **Table 3**.

**Table 3 – Parking Requirements**

Land Use	Minimum Parking Rate	Units/ GFA	Parking Standard
<b>Linked Townhouse and stacked townhouse</b>	2 outdoor parking space per dwelling plus 0.25 visitor space per dwelling	66 units	132 residential spaces plus 17 visitor spaces
<b>Single Detached Dwelling</b>	2 outdoor parking space per dwelling	85 units	170 spaces
<b>Total</b>		<b>151 units</b>	<b>319 spaces</b>





S-C-2018-0003, ZBA2018-0014

# ON-STREET PARKING PLAN

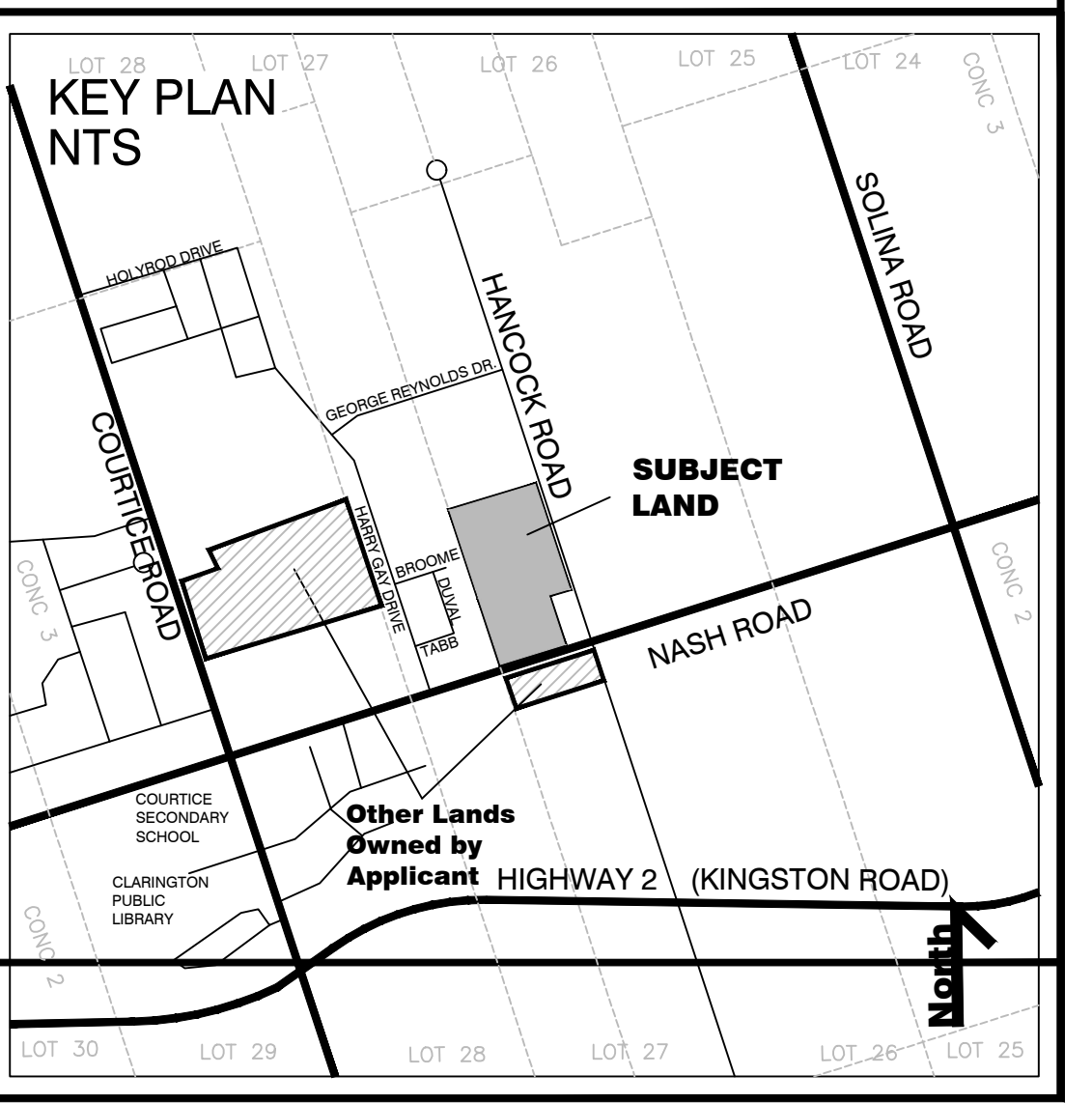
MUNICIPALITY OF CLARINGTON  
REGIONAL MUNICIPALITY OF DURHAM

**June 18, 2019**

**SCHEDULE OF LAND USE**

LAND USE	Lot/Block Number	Units	Area (ha)	Area (ac)
◁ 9.15m Wide Detached Res.	1-Car Garage + 2 In Driveway 31-52, 71-76	28		
◊ 10.0m Wide Detached Res.	1-Car Garage + 2 In Driveway 1-9, 16-22, 25-30, 53-70, 77-85	49	2.80	6.9
○ 11.3m Wide Detached Res.	2-Car Garage + 2 In Driveway 10-15, 23, 24	8		
7.0m Wide Townhouses	1-Car Garage + 1 In Driveway Blocks 86 to 98	66	1.50	3.6
Future Development	Blocks 99 to 101	0.20	0.5	
Existing Residential	Block 102	0.10	0.2	
Road Widening	Blocks 103 & 104	0.15	0.4	
0.3m Reserve	Blocks 105 to 109	<0.01	<0.1	
Roads		2.03	4.9	
On-Street Parking Spaces	55 spots			
<b>Total</b>		<b>151</b>	<b>6.78</b>	<b>16.5</b>

Scale 1 : 750 NOTE: In accordance with Clarington Engineering Services Department C-202 (18m Road Allowance) and C-204 (20m Road Allowance)





The proposed car parking supply is summarized in **Table 4**. The 9.15m and 10m wide single detached units feature 2 spaces in the garage and 1 space in the driveway. The 11.3m wide single detached feature 2 spaces in the garage and 2 spaces in the driveway. The 7m wide townhouses feature 1 space in the driveway and 1 space in the garage. The residential, visitor and overall parking supplies more than satisfies the requirements noted in Table 3.

**Table 4 – Parking Proposed**

Category	Magnitude	Provided Spaces
<b>9.15m wide Detached units</b>	28 units	84 spaces
<b>10.0m wide Detached units</b>	49 units	147 spaces
<b>11.3m wide Detached units</b>	8 units	32 spaces
<b>7.0m wide Townhouses</b>	66 units	132 spaces
<b>On-street Visitor Parking</b>	151 units	55 spaces
<b>Total</b>	<b>151 units</b>	<b>450 spaces</b>

- 3 Comment 2.14.** *The applicant will be responsible for building a pedestrian connection from Hancock Road to existing terminus approximately 40 metres east of Harry Gay Drive. This includes lands external to the applicant.*

**Response:** Noted, the applicant will be responsible for building the pedestrian connection noted above on the lands belonging to the subject site. The project team understands that the lands west of the subject site will be proceeding with their own development application and therefore be responsible for the section of pedestrian connection on their property.

## DRIVEWAY LOCATIONS

- 4 Comment 2.21.** *The applicant must submit a plan drawing indicating the proposed entrance and driveway location for all corner lots. The proposed entrances must conform to all current zoning requirements. Any future dwellings constructed on corner lots within the subject draft plan must have entrances, driveways and garages that are compatible with the required plan. Kinked driveways will not be permitted. The final plan is subject to the approval of the Director of Engineering Services prior to the approval of this draft plan.*

**Response:** This is acknowledged and the driveway locations and entrances are shown in the parking plan in Figure 2. The figure shows that virtually all of the driveways/parking entrances for the corner lots front onto tangential sections of the road. The only exception are the the two units (13 & 14) that are at the elbow of the road. However, there are no on-street parking proposed in these vicinities which will allow for adequate inbound and outbound movements.

## WASTE MANAGEMENT

- 5 Comment 1.** *The submitted draft plan qualifies for municipal waste collection service. Temporary cul-de-sacs are required at two locations: Street A to access lots 1-20 and 95-106; and to receive laneway waste collection to Blocks 113- 115 and lots 39-48. Service would be denied to these homes until a temporary cul-de-sac is provided.*

**Response:** The need for cul-de-sacs have been reviewed based on the updated site plan, as well as context provided by the project team. WSP understands that a development west of the subject site (near Street 'A') will proceed in parallel with the Trolleybus development. Therefore, there will not be a need for an interim cul-de-sac at the terminus of Street A within the limits of the subject site. The only location within the subject site that requires an interim cul-de-sac is at the terminus of Street 'B'. WSP understands that there will be plans to explore the purchase of the property required to extend Street 'B' to connect to Street 'E' in the future. The cul-



de-sac has been shown in the updated site plan and is designed with a radius of 18 m, which is consistent with the existing cul-de-sacs in the surrounding area.

- 6 **Comment 2.** *As per the Guidelines for Municipal Waste Collection service on Private Property found in Schedule "P" of the Regional Waste By:law 46-2011, roads must be 6.5 min width and 13 m turn radii provided. If a road dead ends a t-turn or cul-de-sac must be provided to enable the waste vehicle to move in a forward motion without reversing as per municipal waste collection guidelines. Clear access along the route must remain clear and "no parking" signs should be erected on the private road to ensure access.*

**Response:** These comments are acknowledged. The required 6.5m road width and 13m truck turning radius can be adequately accommodated within the 15m to 20m right-of-ways of the internal road network. No on-street parking will be allowed within the interim cul-de-sac at the terminus of Street 'D'.

## TRANSPORTATION & TRANSIT

- 7 **Comment 1.1.** *The site is in proximity of routes 402 King, 411 South Courtice, and 412 Adelaide, as noted in the TIS accompanying the application (p. 3).*

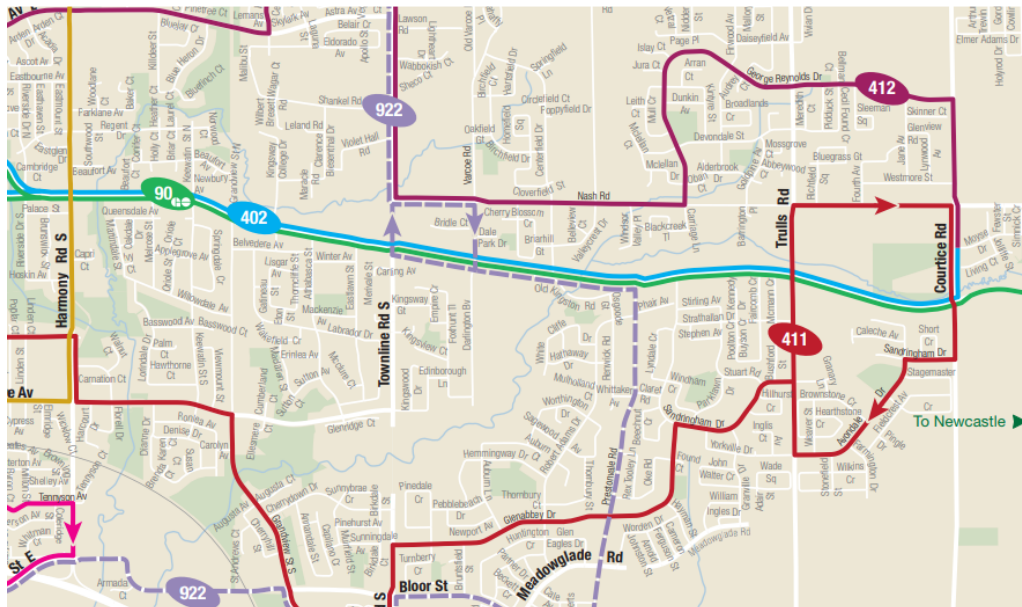
**Response:** Noted.

- 8 **Comment 1.2.** *The nearest transit stop is located at the intersection of Nash Road and Courtice Road. One of the guiding principles of the ORT Five Year Service Strategy is that "transit services should be available within a reasonable walking distance, defined as approximately 400 metres". Based on our preliminary analysis of the site, this principle is not met.*

**Response:** This comment is acknowledged, it is recommended that as developments expand further east along Nash Road in the Municipality that Durham Region Transit review the need for expanding the routes of 411 and 412 so that the future developments east of Courtice Road are served within a 400m catchment area.

- 9 **Comment 1.3.** *In Section 2.2 (p. 3) of the TIS, the opening paragraph notes the services are "within the vicinity of the site", however, the site is not shown on the screen shot of the map insert shown. As our analysis shows that the site is outside the 400 metres to transit access, the Study's reference to "vicinity" is not accurate.*

**Response:** The 2019 Durham Region Transit route map is shown below. The system map does not extend east of what is shown (i.e., the subject site is outside the view to the east). The distance between the subject site and the nearest bus stops at Courtice Road and Nash Road ranges from 650m to 1km.



**10 Comment 2.** *The TIS also incorrectly identifies routes 402,411 and 412 as Pulse High Frequency routes.*

**Response:** Noted, these routes are not Pulse High Frequency routes.

**11 Comment 3.** *No concerns were noted with the proposed development from a Regional Transportation Planning perspective.*

**Response:** Noted.

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## CONCLUSION

Based on the evaluations within this TIS Addendum, it can be concluded that the updated site plan is very similar in terms of traffic trip generation to the December 2018 submission. The updated parking plan shows that all of the visitor and residential spaces are adequate, and the parking supply more than satisfies the By-law requirements. In addition, the need for cul-de-sacs has been reviewed from an interim and ultimate perspective to ensure the garbage truck manoeuvres through the development can be readily accommodated in a forward motion. Only one interim cul-de-sac is required at the terminus of Street 'D'. It is acknowledged that the subject site is currently outside of the 400m target distance from transit services. It is recommended that Durham Region Transit consider expanding the existing bus services further east as the Municipality of Clarington's vacant/under-utilized properties to the eastern boundary are developed.