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31 October 2022
Project: 200403

Vince Molinaro
President
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742 Brock Avenue, Unit 103
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RE: BRANT STREET AND GHENT AVENUE, BURLINGTON, ON
TRANSPORTATION IMPACT ASSESSMENT UPDATE – COVER LETTER

Molinaro Group retained Paradigm Transportation Solutions Limited (Paradigm) to undertake the Transportation Impact Assessment for their Brant Street and Ghent Avenue developments. The initial TIA was submitted in May 2021[1]. Since that submission, the concept plan has been revised which required an update to the TIA.

The latest concept plan includes 847 residential units and approximately 22,000 square feet of ground floor retail. The May 2021 study included 881 residential units and approximately 13,850 square feet of ground floor retail.

The resulting trip generation (ITE Trip Generation Manual, 11th Edition) results in approximately 271, 311, and 244 external vehicle trips during the AM, PM, and Saturday peak hours, respectively. The May 2021 trip generation (10th Edition) analyzed 234, 297, and 314 external vehicle trips during the AM, PM, and Saturday peak hours, respectively.

The October 2022 TIS update includes the following changes since the May 2021 submission:

- Horizon years:
  - Phase 1 – Year 2029 (previously 2027)
  - Phase 2 – Year 2032 (previously 2028)
  - Full Build-Out – Year 2035 (previously 2029)
  - Five-Year Horizon – Year 2040 (previously 2034)
- Inclusion of additional developments in the future background traffic forecasts:

[1] Paradigm Transportation Solution Limited, *Brant Street & Ghent Avenue, Transportation Impact Assessment,* (Burlington: PTSL May 2021).

- 849-855 Brant Street[2] – proposed residential development consisting of approximately 152 mid-rise units; and
- 535-551 Brant Street[3] – proposed mixed use development consisting of approximately 248 high-rise residential units and 1,068 m^2 ground floor commercial.

The updated TIA analysis results in similar operations with the May 2021 study with critical movements noted at the Fairview Street, Prospect Street/Grahams Lane, and Blairholm Avenue intersections under background traffic conditions. The addition of the site generated traffic results in additional critical movements at the Brant Street and Ghent Avenue intersection.

The recommendations of the October 2022 study are:

- At the Brant Street and Fairview Street intersection, it is recommended that recognizing the MTSA objectives, no changes to the existing lane configurations be made. The road authorities monitor the future traffic volumes along the Brant Street and Fairview Street corridors and optimize signal timings to reflect real world changes in traffic volumes.
- The road authorities consider modifying the following turn lanes to provide additional storage necessary to accommodate the forecast queue lengths:
  - Brant Street at Prospect Street – eastbound left-turn lane (65 metres of total storage) – New recommendation based on growth of background traffic volumes.
  - Brant Street at Prospect Street – westbound left-turn lane (45 metres of total storage) – same recommendation as May 2021 study based on growth of background traffic volumes.
  - Brant Street at Ghent Avenue – southbound left-turn lane (50 metres of total storage) – new recommendation based on addition of site generated traffic volumes.
  - Brant Street at Blairholm Avenue – westbound left-turn lane (15 metres of total storage) – new recommendation based on growth of background traffic volumes.

We trust that this response is sufficient at this time. Please feel free to contact me should you have any questions.

[2] Paradigm Transportation Solutions Limited, *849-855 Brant Street, Burlington, Transportation Impact and Parking Study*, (Burlington: PTSL September 2022).
[3] Paradigm Transportation Solutions Limited, *535-551 Brant Street, Burlington, Transportation Impact and Parking Study*, (Burlington PTSL November 2020).

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Scott Catton, C.E.T.
Senior Project Manager, Associate



Stew Elkins, B.E.S.
Vice President and CRO, Principal