

# Memorandum

**TO:**

Marco Ramunno, MCIP, RPP  
Director of Planning & Development Services  
Town of Aurora  
100 John West Way, Box 1000  
Aurora, ON, L4G 6J1

**FROM:**

Mark Jamieson  
Michael H. Ha

**PROJECT:**

6860-23  
Highland Gate Community  
Residential Redevelopment

**DATE:**

September 28th, 2015

**SUBJECT: HIGHLAND GATE REDEVELOPMENT  
RESPONSE TO POULOS & CHUNG PEER REVIEW COMMENTS**

## Introduction

This memorandum provides a response to the letter received from Nick Poulos and Norman Chung of Poulos & Chung Limited (herein referred to as P&C), dated September 18th 2015. The subject of the September 18<sup>th</sup> letter was to outline the findings of a Peer Review that P&C completed based on their review of the February 2015 Transportation Study prepared by BA Group (the “BA Study”) for the Highland Gate site. The P&C comments were received by Highland Gate Developments Inc. (HGDI) on September 18<sup>th</sup> 2015.

In general, P&C agree with our findings & recommendations. This memorandum provides a response to the comments raised in the P&C letter which require a clarification or a response.

This memorandum has been structured to follow the numbering system from the P&C letter for the convenience of the reader. For any comments we have responded to, a brief synopsis of the P&C comment, or a copy of the comment, has been provided in ***bold italics***. Our response to the comment has then been provided thereafter.

## Response to Comments

### Introduction

***P&C notes that the February 2015 Transportation Study “does not contain the full methodology expected of a Traffic Impact Study” but is “appropriate for development planning and decision making at this stage of the application process”.***

The February 2015 Transportation Study was undertaken to assess the traffic impacts associated with the proposed development. In this regard the February 2015 Transportation Study report identifies the transportation impacts necessary to evaluate the impacts of the proposed redevelopment.

The full methodology noted in the P&C letter refers to detailed transportation considerations that are typically reviewed and addressed at the detailed engineering stage. Examples of this include the confirmation of locations of on-street parking, and the signage and pavement markings associated with the new public streets. These additional details will be confirmed once a final plan is prepared at the detailed design stage, or in the case of the Block 6 condominium parcel, through the Site Plan application process.

### Section 5.0

***P&C generally concurs with the proposed parking supply approach set out in the February 2015 Transportation Study for the site, namely that each detached unit will have a minimum of 3 parking spaces per household which will be provided both on-street and off-street, and that the overall parking supply will be confirmed in the context of a detailed parking supply plan that will be prepared once the configuration of the internal roadway widths has been confirmed in conjunction with the Town. P&C did note however that this approach should be further clarified and informed by typical standards including:***

- ***off-street parking supply should be a minimum of 2 spaces for any detached, semi, or townhouse unit;***
- ***adjacent on-street parking capacity should be capable of providing between 0.25 and 0.35 parking spaces per household; and***
- ***a select By-law permission to permit on-street parking for residential uses is essentially a request to define an area resulting from bump outs and storm water treatments.***

The above noted additional clarifications proposed in the P&C letter are acceptable and will guide the final development plans. Moreover the majority of the single family units proposed will have at least four off-street parking spaces (a two car garage plus two cars in the driveway). The four off-street spaces plus an on-street parking supply of 0.25 to 0.35 spaces per unit will further augment the parking availability for residents and visitors to the area and ensure that there will not be an overflow parking demand onto existing streets in the Highland Gate area.

\* \* \* \* \*



I trust that the above responses are satisfactory. Should you have any questions however please feel free to contact me.

Copies to:

Lawrence Kuk, Town of Aurora

Jamal Massadeh, Town of Aurora

Nick Poulos, Poulos and Chung

Farrah Ward, Highland Gate Development Inc.

