

TECHNICAL MEMORANDUM

To: Rob MacFarlane, Zelinka Priamo Ltd.
Connor Wright, Zelinka Priamo Ltd. **RVA:** 237104

From: Altaf Hussain, P.Eng.
Matthew Di Maria, C.E.T., RSP1, CAPM

Date: August 29, 2025

Subject: 1755 Pickering Parkway Mixed-Use Development – Traffic Impact Study Report
Addendum No. 1

1.0 Introduction

In January 2025, R.V. Anderson Associates Limited (RVA) completed a Traffic Impact Study (TIS) for the proposed mixed-use development to be located at 1755 Pickering Parkway in the City of Pickering, Ontario. The TIS was prepared to support an Official Plan and Zoning By-Law Amendment Application for the development.

Since the completion of the TIS and submission of the application, several comments were received from review agencies regarding the designation and function of internal site roadways, the right-of-way widths of these roadways, and how servicing should ultimately be accommodated for the future site. These comments were in addition to comments received on the completed TIS.

In general, the comments received regarding the proposed site plan and TIS revolved around several key themes as follows:

1. Making the east most access (Street E) with Pickering Parkway a “public roadway” with a 20-metre right-of-way and having the ultimate servicing for the development be accommodated along its alignment.
2. Making the east most access (Street E) with Pickering Parkway the main signalized access to the development rather than the west most access. This would provide

- greater separation between the existing signalized intersection of Pickering Parkway with the Canadian Tire/Smart Centres Access.
3. Completing modifications to the conceptual drawing prepared for the improved right-in-right-out access from Brock Road which would support Phase 1 of the development.

As a result, RVA has prepared the following Addendum to provide information on the subsequent revisions to the overall development concept plan based on review agency comments and how they impact the previously completed TIS.

The remainder of comments pertaining specifically to the TIS report can be addressed as part of future planning applications and traffic study submissions. Responses to these comments have been provided as part of a Circulation Comments Matrix prepared by the development planner Zelinka Priamo Ltd.

2.0 Street E Designation & Signalization

Based on the comments received pertaining to the Street E designation as a public roadway function for accommodating ultimate servicing requirements, and the suggestion for signalization at Pickering Parkway, a revised overall conceptual plan was developed with modifications to the internal site roadways. As can be seen on the revised ultimate site concept presented in **Appendix 1**, the section of Street A on the north side of the public park has now been removed and the previous intersection of Street D with Street A has been converted to a cul-de-sac. With the modification to Street D, a new east-west access has also been provided connecting Street D with the new Street E public roadway.

Under this modification, the intention would now be to make the Street E access with Pickering Parkway the main access to the development and implement traffic signal control at this location rather than Street D as previously recommended in the January 2025 TIS. Implementing traffic signal control at this location would help improve the spacing between the existing traffic signal at the Canadian Tire/Smart Centre's Access and help meet spacing requirements suggested within the Transportation Association of Canada's (TAC) Geometric Design Guidelines. With the implementation of traffic signal control at Street E, the Street D access with Pickering Parkway would operate as unsignalized intersection similar to existing conditions. However, with the implementation of future phases of development, access restrictions in the form of right-in-right-out only movements or restrictions to specific left turn movements may be required.

It should be noted that the modification of the internal roadway layout and signalization of Street E with Pickering Parkway would be to support future phases of the development which are not anticipated to be built in the immediate future. These modifications have no

impact to the site generated traffic assignment or analysis for Phase 1 of the development as presented in the January 2025 TIS report. As future traffic study addendums are required to support future phases of development, analysis can be provided to identify impacts, if any, at that time.

3.0 Brock Road Right-In-Right-Out Access Conceptual Plan

As mentioned under Section 1, there were several comments provided by review agencies regarding the conceptual design drawing for modifications to the right-in-right-out access with Brock Road. These comments centered around the theme that a right turn auxiliary lane could not be designed to appropriate standards including minimum taper lengths and could not support safe and efficient movement of heavy vehicles.

Based on the comments received a revised conceptual plan was prepared and is provided in **Appendix 2**. As presented in the plan, both entering and exiting movements for a WB-20 tractor trailer have been accommodated without removing the channelized island. The island has been left in place to provide shorter pedestrian crossing distances across the access. The ability to accommodate heavy vehicles at this access will reduce strain on the Brock Road and Pickering Parkway intersection which already experiences heavy volumes and delay.

Regarding the right turn auxiliary lane design, the concept plan maintains the 15-metre taper length as previously provided rather than incorporating suggested taper lengths from the TAC manual. The intention of this design is to function like a direct taper allowing right-turning vehicles to completely exit the roadway sooner on approach to the intersection and prevent any undesirable deceleration within the through lane along Brock Road which would be apparent with a longer taper. Mitigating drivers from slowing down until completely out of the through lane will minimize delays to through traffic and possibly reduce the potential for rear-end collisions or sideswipe collisions as vehicles attempt to maneuver quickly around slowing vehicles and encroach onto adjacent through lanes.

In addition, the shorter direct taper helps maximize the auxiliary lane length and separate through vehicles from right turning vehicles well in advance of the access helping facilitate improved free flow movement into the site. This is seen as an added benefit as with the free-flow nature of the right turn into the site there is no storage length requirement.

To better utilize the benefits of the auxiliary lane, it is recommended that appropriate signage be implemented along Brock Road to guide right-turning vehicles as to the use of this lane.

4.0 Additional Comments on Traffic Impact Study

As mentioned previously, responses to all other comments pertaining to the completed January 2025 Traffic Impact Study have been provided in a Comment Response Matrix prepared by the planning team.

5.0 Conclusion

The revised conceptual plan for the ultimate build-out of the development addresses the key concerns regarding the designation of Street E to accommodate ultimate servicing of the development and the signalization of its intersection with Pickering Parkway to provide more spacing between the Canadian Tire/Smart Centre's Access signal as opposed to the signalization of Street D.

The discontinuation of Street A along the north side of the public park and its connection to Street D will have minimal impact on internal travel patterns of site generated traffic. Additionally, the assignment of site traffic volumes to study area intersections outside the site will remain consistent with what was presented in the completed January 2025 report. It is anticipated that the signalized operational performance of Street E and Pickering Parkway would produce similar serviceable results as those presented for Street D and Pickering Parkway in the January 2025 report.

It is also RVA's understanding that the overall number of residential units for the development has been reduced from 5,250 to 5,077 as part of the revised plan and a portion of commercial gross floor area will now accommodate office uses. Based on this information, it is anticipated that overall site traffic generated by the development would now be less than what was presented in the January 2025 report and the analysis presented in that report can be considered a conservative or worst-case scenario.

APPENDIX 1

Revised Ultimate Conceptual Site Plan





#	DATE	DESCRIPTION	BY
---	------	-------------	----



PROJECT
**PICKERING DESIGN CENTRE
MASTER PLAN**
1775 PICKERING PARKWAY
PICKERING, ON.

DRAWING

SITE PLAN / ROOF PLAN OPTION 1

PROJECT NO. 06.037RZ		DRAWING NO. SPA006.1	REV.
PROJECT DATE 2025-07-30			
DRAWN BY VVA			
CHECKED BY RF			
SCALE 1 : 1100			

APPENDIX 2

Revised Brock Road Access Conceptual Plan



