

## **APPENDIX A**

### **Terms of Reference**

## Sarada Pulugurta

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**From:** Scattolon, Walter <Walter.Scattolon@halton.ca>  
**Sent:** Monday, March 17, 2025 3:28 PM  
**To:** Michael Dowdall; Sarada Pulugurta  
**Cc:** Morteza Khashaypoor; Jeff Jelsma; Ivan Drewnitski; John McMulkin; Partridge, Shelley; Krusto, Matt; Larkin, Ann  
**Subject:** RE: Russell Farm subdivision development  
**Attachments:** 15108-Fiedgate-Georgetown\_TOR\_20250220 revised.docx

Hello Michael and Sarada,

Thank you for providing an updated Terms of Reference. (Attached)

The Region of Halton now provides [confirmation of acceptance](#) of your revised Terms of Reference.

We look forward to reviewing the TIS report, and will deal with any discrepancies during the TIS Report review phase, in due course.

Thank you,

**Walter Scattolon – Halton Region – Development Services**

**Walter Scattolon, BAsC (Eng.), PMP**

**Project Manager I – Transportation Development Review**

Development Services

Public Works

**Halton Region**

905-825-6000, ext. 2687 | 1-866-442-5866



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**From:** Morteza Khashaypoor <mhashaypoor@haltonhills.ca>  
**Sent:** Thursday, March 13, 2025 2:53 PM  
**To:** Michael Dowdall <michael.dowdall@tylin.com>; Sarada Pulugurta <sarada.pulugurta@tylin.com>  
**Cc:** Jeff Jelsma <JeffJ@haltonhills.ca>; Ivan Drewnitski <idrewnitski@haltonhills.ca>; John McMulkin <jmcmulkin@haltonhills.ca>; Scattolon, Walter <Walter.Scattolon@halton.ca>  
**Subject:** RE: Russell Farm subdivision development

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Good afternoon, Michael,

Thanks for sending the revised ToR - it is confirmed. I just wanted to reiterate that the Town's comments #2 and #9, as well as all comments regarding subdivision review, must to be incorporated into your study. Your report and drawings should reflect these comments.

Thanks,  
Morteza



**Morteza Khashaypoor, M.Eng.**  
**Transportation Planning Technologist**  
905-873-2600 ext. 2041  
Email: [mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)  
[haltonhills.ca](http://haltonhills.ca)

---

**From:** Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>  
**Sent:** Thursday, February 20, 2025 4:45 PM  
**To:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>; Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>  
**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>  
**Subject:** RE: Russell Farm subdivision development

**[EXTERNAL EMAIL]**

Morteza/Walter,

Further to our scope of work discussions, please find attached a revised Terms of Reference for the Russell Farm residential subdivision development for your review and general acceptance.

Regards,

Michael Dowdall

DIRECTOR, TRAFFIC  
M +1 437.993.2662

**TYLin**

---

**From:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>  
**Sent:** Thursday, January 16, 2025 9:34 AM  
**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>  
**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall

## MEMORANDUM

**DATE:** February 28, 2025

**TO:** Ivan Drewnitski , Town of Halton Hills  
Scattolon, Walter, Region of Halton  
Krusto, Matt, Region of Halton

**C:** Carlo Stefanutti, Fieldgate Developments

**FROM:** Michael Dowdall, TYLin

**SUBJECT:** Fieldgate Southeast Georgetown – Russell Farms Terms of Reference  
Draft Plan of Subdivision and Zoning By-Law Amendment Applications.

### Introduction

TYLin has been retained to complete a Traffic Impact Study (TIS) for the proposed Russell Farm subdivision development located in the Town of Halton Hills, within the Region of Halton ("Halton Region," "the Region").

The subject site is located at the north-east corner of intersection of 10<sup>th</sup> Line and 10<sup>th</sup> Side Road in southeast Georgetown in the Town of Halton Hills, Ontario. The Russell Farm development covers approximately 51.86 acres which will include low and medium density residential lots, a mixed-use block, stormwater management pond, parks and parkettes, green belt lands, local roads, and the proposed Norval West Bypass. It is TYLin's understanding that subject site will be developed under two scenarios, one being the ultimate scenario where the Norval Bypass and associated 10 Side Road realignment is constructed and an interim scenario where the proposed development located west of Norval bypass proceeds in advance of Norval Bypass and associated 10 Side Road realignment.

Based on the information provided, Halton Region is in the final stages of completing an Environmental Assessment (EA) for the Norval Bypass that is planned to bisect, and therefore have significant implications on the development of the subject site. TYLin will also refer to Town of Halton Hills Secondary Plan for the subject lands prepared by LEA Associates (September 2024) for this study. The draft subdivision plan is attached for reference (**Attachment 1**).

To properly scope this project, we ask that the review agencies (Town of Halton Hills and Halton Region) provide comments on the following terms of reference and provide the requested information noted below.

## Terms of Reference

### Traffic Impact Study

- The Study Area is proposed to include the following intersections:
  - 10 Side Road at 10<sup>th</sup> Line (existing)
  - 10 Side Road at Winston Churchill Boulevard/Adamson Street South (existing)
  - 10<sup>th</sup> Line at Danby Road (existing)
  - 10<sup>th</sup> Line at Argyll Road/Street E (future)
  - Street A at Street B (future)
  - Street B at 10 Side Road (future)
  - Street T at proposed Norval West Bypass (future -2031)
  - *It is TYLin's understanding that as a part of EA study for Norval Bypass, Region would be conducting analysis of the two roundabout intersections -i) proposed Norval West Bypass at Guelph Street intersection and ii) Norval West Bypass at Adamson Street/10 Side Road. As discussed, and agreed to with Region staff TYLin will be providing traffic volumes figures indicating the projected traffic volume at these two proposed roundabouts. TYLin will defer analysis of the roundabouts to the EA study.*
  - *TYLin requests provision of northbound and southbound through movement future traffic volumes along proposed Norval West Bypass to analyze proposed Street T at Norval West Bypass intersection.*
  - *TYLin requests that the agencies provide most recent traffic counts data at existing study intersections. If the counts are unavailable, then TYLin will conduct traffic turning movement count data at the above-mentioned existing study area intersections during the weekday AM (7-9) and weekday PM (4-6) peak periods.*
  - *TYLin also requests that the agencies confirm growth rates and/or provide a set of Annual Average Daily Traffic (AADT) data at existing study intersections from which a growth rate can be derived.*
- Based on the traffic counts, TYLin will prepare an existing/baseline model of traffic operations of the study area intersection using Synchro and ARCADY for the critical weekday a.m. and p.m. peak periods.
- The scenarios considered for analysis will be existing conditions, ultimate scenario where subdivision is expected to be fully build-out (i.e., horizon year 2031) and interim scenario where development located west of Norval bypass is expected to be build-out (i.e., horizon year 2029 - five years from existing conditions). *As discussed with Region and Town staff, future full build-out condition (5 and 10 years from the anticipated build-out of the subdivision) will not be analyzed to be consistent with Secondary Plan.*
  - *The ultimate horizon year i.e., 2031 selected for this analysis aligns with the Secondary Plan study for the subject lands prepared by LEA Associates. TYLin requests confirmation of selected horizon years.*
- As per the Secondary Plan study, forecasted 2031 directional PM peak hour volumes were provided by Halton Region through Town of Halton Hills staff.
  - *TYLin requests to provide the latest AM and PM peak hour traffic volumes or background growth rates which will be used to derive future background volumes using the existing/baseline 2024 traffic volumes.*

- *As requested by the Region staff, TYLin will undertake analysis without the fifth leg of the Winston Churchill Boulevard/10 Side Road/Norval West Bypass roundabout if the forecast traffic volumes at the proposed roundabout are provided by the Region. If unavailable, then TYLin will only analyze the scenario with fifth leg of the Winston Churchill Boulevard/10 Side Road/Norval West Bypass roundabout.*
- Future background traffic volumes will also include the traffic projected to be generated by all applicable background developments within the study area.
  - *TYLin requests the reviewing agencies confirm and provide traffic studies for any nearby and relevant background developments in the immediate vicinity of the subject site.*
- Using the future background traffic volumes, TYLin will complete a review of the projected traffic operations and queuing using Synchro/ARCADY with consideration for any applicable roadway improvement.
  - *TYLin requests the reviewing agencies provide information related to future road improvements (especially Norval Bypass and Winston Churchill EA work) to be included in the study within the vicinity of the subject site.*
- The weekday morning and afternoon peak hour traffic to be generated by the proposed development will be estimated using the data published in the Institute of Transportation Engineers, Trip Generation. *As per the request from Town staff, TYLin will include person trips in the trip generation analysis.*
- The directional distribution of traffic approaching and departing the site will be based on data from the Transportation Tomorrow Survey (TTS).
- TYLin will prepare future conditions traffic operations models to assess the traffic impacts of the proposed development after introducing the estimated site generated traffic into the future background traffic model.
- *TYLin will prepare Multi-modal level of service analysis (MMLOS) based on Ontario Traffic Council (OTC guidelines) for all all-transportation modes (pedestrians, cyclists, transit users, and vehicles).*
- Based on the results of the traffic analyses, improvements to the study area roadway system and traffic controls will be recommended, as necessary, to accommodate projected future traffic volumes (be they triggered by background or site related trips).
- *Review all way stop control/signal feasibility and provide recommendation to install AWSC at applied for the following intersections based on OTM Book 5 traffic volume guidelines and sighlines:*
  - *Street 'A' and Street 'B' / 'C'.*
  - *Street 'A' and Tenth Line*
  - *Street 'B' and 10 side Road*
  - *Street 'B' and Street 'P' / 'R'*
  - *Street 'E' / Argyll Road and Tenth Line*
  - *Street 'T' and Norval West Bypass*
  - *Street 'E' and Street 'C/D*
- Provide a Travel Demand Management (TDM) plan for the proposed development. This will form a chapter within the traffic study.

## Subdivision Review

- TYLin will complete a conceptual design review of the proposed municipal roadway through the subject lands to confirm that it meets all applicable traffic design standards (including proposed ROW width, curb radius, intersection spacing, intersection angle etc.).

- TYLin will review the internal roadway/intersection configurations and alignments, and their compliance with relevant Town/Region design standards. This will include a review of the general layout, daylight triangles, traffic controls, geometric reviews of corner radii and intersection alignment and on-street parking areas (including preparation of an on-street parking plan), and a reasonable (not protracted) iterative process with the study team members to ensure compliance of the final plan with agency requirements.
- TYLin will assess sightlines at the key internal intersections to ensure compliance with the criteria based on appropriate Town/Region and/or Transportation of Canada (TAC) Guidelines.
- TYLin will investigate the location of the proposed arterial/collector access points in respect to corner clearances with the adjacent intersections as per TAC guidelines. Advise on the most appropriate internal intersection traffic controls at key collector-to-collector and/or collector-to-local road intersections.
- TYLin will provide a vehicle swept pathway analysis at any critical roadway curves and/or key circulation areas to ensure emergency service, loading, and waste and snow removal vehicles can navigate the internal roadways and curves/bend nodes. The circulation analysis will utilize vehicle tracking software (AutoTURN) and we will notify the client/study team of any issues as it affects site driveways, parking aisles, or internal road circulation.
- TYLin will prepare a comprehensive Active Transportation Plan illustrating the pedestrian system throughout the subdivision, including connections to external active transportation linkages (sidewalks) and transit facilities. Provide opinions and recommendations on features and compliance with the walkability targets presented in the Town's Secondary Plan traffic study within the development blocks and along the new municipal roadways.

## Documentation

- TYLin will prepare a Traffic Impact Study documenting the above analyses conducted and our findings and conclusions for submission to the review agencies by the applicant.

## **Summary of Requested Information**

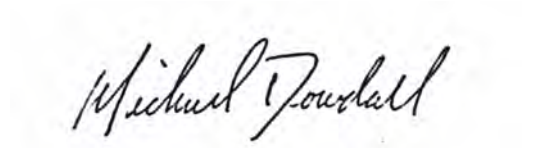
- TYLin requests the Town/Region please provide the following:
  - Confirmation on the above terms of reference
  - Confirmation on the selection of study intersections
  - Confirmation/provision of Turning Movement Count (TMC) volume data for the existing study intersection.
  - Provision of latest AM and PM peak hour future background traffic volumes or growth rates and/or a set of Annual Average Daily Traffic (AADT) data.
  - Confirmation on the selected horizon years based on the Secondary Plan study.
  - Confirmation of background developments to be included in the analysis.
  - Information related to future road improvements in the vicinity of the subject site especially Norval Bypass and Winston Churchill EA work.
  - Information on the roundabout analysis for the i) proposed Norval West Bypass at Guelph Street intersection and ii) Norval West Bypass at Adamson Street/10 Side Road.

Thank you in advance for your attention to this matter. We look forward to your comments on the preceding scope of work and the requested information.

Should you have any questions, please do not hesitate to contact myself.

Yours truly,

TYLin

A handwritten signature in black ink, reading "Michael Dowdall". The signature is written in a cursive style with a large, stylized 'M' and 'D'.

Michael Dowdall, C.E.T., MITE.  
Director, Traffic | [michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)



## Sarada Pulugurta

---

**From:** Scattolon, Walter <Walter.Scattolon@halton.ca>  
**Sent:** Friday, February 21, 2025 3:09 PM  
**To:** Sarada Pulugurta  
**Cc:** Jeff Jelsma; Ivan Drewnitski; Jonathan Law; Partridge, Shelley; Michael Dowdall; Morteza Khashaypoor; John McMulkin  
**Subject:** RE: Russell Farm subdivision development

Hello Sarada,

I needed to do some research before responding to your question about SIDRA, below:

*“...confirm which roundabout analysis methodology in SIDRA is acceptable to the Region – HCM 6 or HCM2010?”*

The short answer to your question is:

Neither HCM methodology will be ideal/acceptable.

Your analysis should use the SIDRA Standard model, with an Environmental Factor of 1.1.

Longer Answer:

SIDRA, which originated in Australia, as well as ARCADY and RODEL, which originate from the UK, have the ability to analyze roundabouts using their **built-in model** or they can utilize the **US Highway Capacity Manual (HCM) model**.

In both cases, **these program’s built-in (Standard) models are preferred** because they **come from robust roundabout data-collection exercises**.

The HCM roundabout model, on the other hand, comes from a **limited data set** of roundabouts in the USA. (Over time it will likely get better but right now it tends to have a wide margin for error.)

I hope this provides some reassurance of why using the SIDRA Standard Model with Env. Factor of 1.1 would be preferred.

Thanks,

Walter

---

**From:** Sarada Pulugurta <sarada.pulugurta@tylin.com>  
**Sent:** Thursday, February 20, 2025 4:45 PM  
**To:** Scattolon, Walter <Walter.Scattolon@halton.ca>  
**Cc:** Jeff Jelsma <JeffJ@haltonhills.ca>; Ivan Drewnitski <idrewnitski@haltonhills.ca>; Jonathan Law <jonathan.law@tylin.com>; Partridge, Shelley <Shelley.Partridge@halton.ca>; Michael Dowdall <michael.dowdall@tylin.com>; Morteza Khashaypoor <mhashaypoor@haltonhills.ca>; John McMulkin

<jmcmulkin@haltonhills.ca>

**Subject:** RE: Russell Farm subdivision development

Hi Walter,

Can you please confirm which roundabout analysis methodology in SIDRA is acceptable to the Region – HCM 6 or HCM2010?

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYlin**

---

**From:** Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>

**Sent:** Friday, February 7, 2025 3:01 PM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Subject:** RE: Russell Farm subdivision development

Sarada,

Please use the most recent (higher) values, that were included in John McMulkin's email, as these were provided most recently (2025) and directly from the same department Jessica Passingham works in, but are MORE RECENT than the lower values (from 2023) that you are comparing too.

As such, please use the higher values:

NB volumes on Norval Bypass: 1350

SB volumes on Norval Bypass : 900

Trusting this is clear,

Thanks for double-checking.

Walter

---

**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Sent:** Friday, February 7, 2025 1:17 PM

**To:** Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Subject:** RE: Russell Farm subdivision development

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Hi Walter/John,

We have observed that northbound and southbound traffic volumes for the Norval Bypass provided in John McMulkin's email (attached) does not match the traffic volumes provided by Jessica Passingham (attached for reference).

For scenario with Winston Churchill Bypass :

**From Jessica's presentation:**

NB volumes on Norval Bypass is :613

SB volumes on Norval Bypass is 800

**From John's email:**

NB volumes on Norval Bypass: 1350

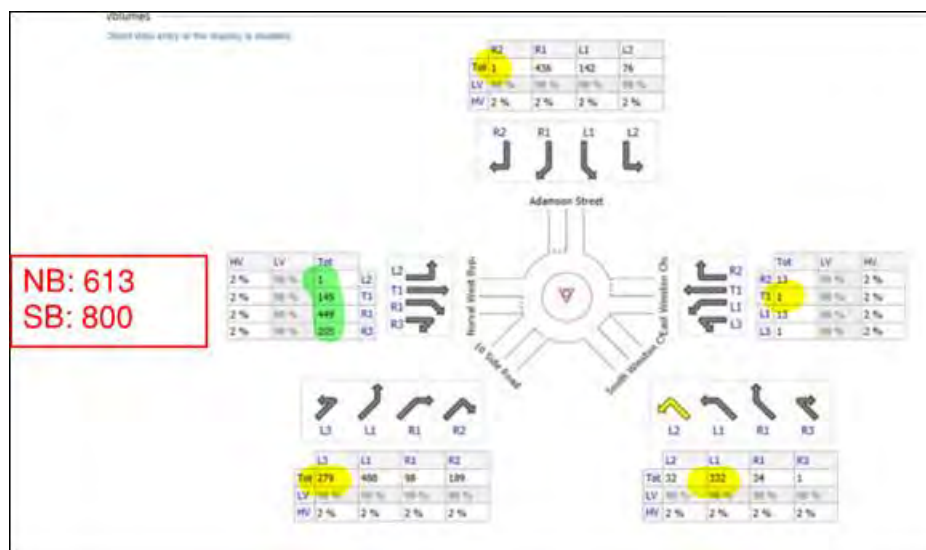
SB volumes on Norval Bypass : 900

Difference

NB volumes on Norval Bypass:  $1350 - 613 = 737$

SB volumes on Norval Bypass :  $900 - 800 = 100$

Please advice which volumes to be used at the roundabout for our analysis.



(Source: traffic volumes from the presentation shared by Jessica Passingham)

- TYLin requests provision of northbound and southbound through movement future traffic volumes along proposed Norval West Bypass to a
- The following future (2031) traffic volumes for the Norval West Bypass should be used:
  - Without a Winston Churchill Bypass
    - NB on the Norval West Bypass: 1,100
    - SB on the Norval West Bypass: 800
  - With a Winston Churchill Bypass
    - NB on the Norval West Bypass: 1,350
    - SB on the Norval West Bypass: 900

(Source: traffic Volumes from John's email)

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

---

**From:** Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>

**Sent:** Thursday, January 30, 2025 3:19 PM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>

**Subject:** RE: Russell Farm subdivision development

Hello Sarada,

Regarding your 2<sup>nd</sup> paragraph **below**, if you will be providing the traffic volume figures indicating the projected traffic volumes at the North and South roundabouts (at Norval West Bypass), it would be expected that the northbound and southbound through volumes would be depicted in the figures for clarity.

As already mentioned to you, I am working on getting the Norval West By-pass *traffic volumes at the south roundabout for the scenario without the Winston Churchill Bypass*. We have put the request in to the MCEA Consultant for that specific information. When available, the volume data will be passed along to you.

Thank you,

Walter Scattolon – Halton Region

**Walter Scattolon, BAsC (Eng.), PMP**

**Project Manager I – Transportation Development Review**

Development Services

Public Works

**Halton Region**

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**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Sent:** Wednesday, January 29, 2025 12:13 PM

**To:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>

**Subject:** RE: Russell Farm subdivision development

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Hi Morteza,

Thank you for providing the requested data.

I noted that is no site traffic volume figures in the TIS addendum provided. Could you please provide site traffic volume figure.

Also, just to be clear as agreed during the meeting yesterday, we will not be analyzing both north and south proposed roundabouts and defer to EA study for analysis. We will only be providing the traffic volume figures indicating the projected traffic volumes at these two roundabouts. Our opinion is for the north roundabout since we will be adding only northbound and southbound through volumes so we may not require including it in the traffic volume figures but can do so if required. Please confirm.

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

---

**From:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>


**Sent:** Tuesday, January 28, 2025 6:24 PM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>

**Subject:** RE: Russell Farm subdivision development

Hi Sarada,

Please find the requested TMC/ATR data to obtain the growth rate and the TIS report regarding background development via the following link:  [Data Request](#). Hopefully, you can derive a growth rate, and then we can discuss it later to confirm.

Regarding the two questions you raised, the Region will respond to you as the subject network falls within the Region's jurisdiction, but personally, I prefer to include the north roundabout in the analysis.

Best regards,



**Morteza Khashaypoor, M.Eng.**  
**Transportation Planning Technologist**  
 905-873-2600 ext. 2041  
 Email: [mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)  
[haltonhills.ca](http://haltonhills.ca)

**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>  
**Sent:** Tuesday, January 28, 2025 5:36 PM  
**To:** Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>  
**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcumkin@haltonhills.ca](mailto:jmcumkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>  
**Subject:** RE: Russell Farm subdivision development

[EXTERNAL EMAIL]

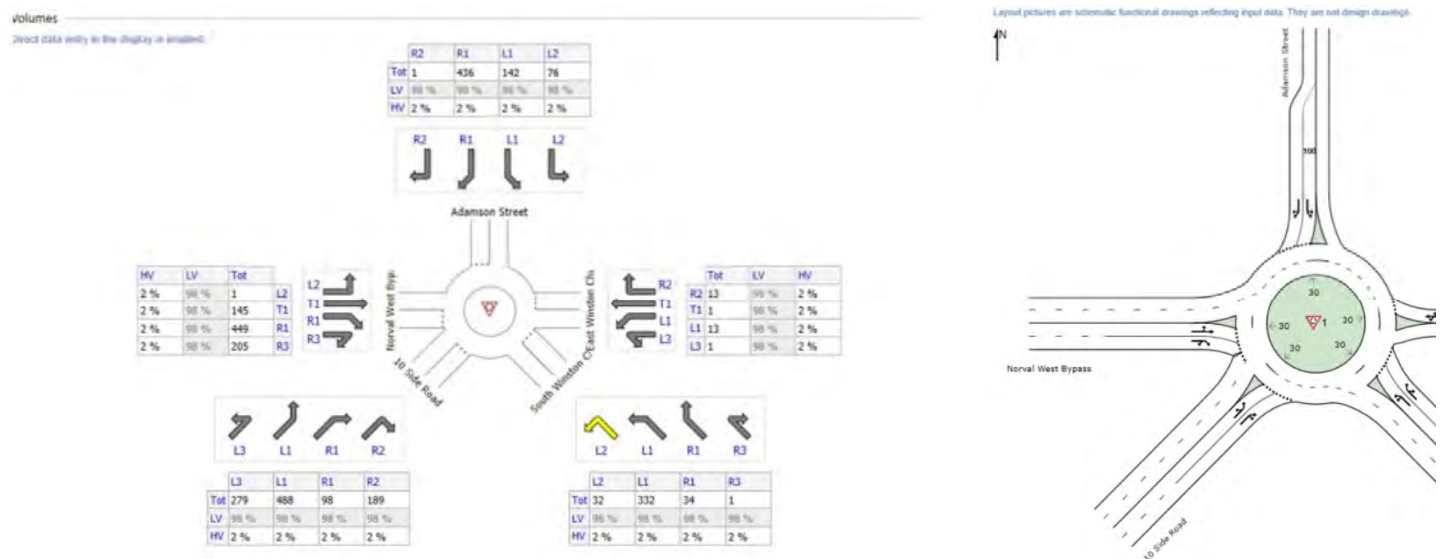
Hi Walter/Morteza,

Thank you for clarifying our comments during the call today.

Further to our discussion, we have the following traffic volumes available for the scenario with Winston Churchill Bypass obtained from page 6 of the Norval West Bypass MCEA presentation dated August 10, 2023 (attached for reference). Could you please provide traffic volumes at the roundabout for the scenario without the Winston Churchill Bypass?

Also, we believe that proposed north roundabout at Guelph Street is not required to be included in our analysis as we would expect our site traffic to enter or leave via north leg of the roundabout only. We would not be adding any site traffic southbound on Guelph Street. Please confirm if you agree with this.

-



Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Sent:** Monday, January 27, 2025 11:32 AM

**To:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>

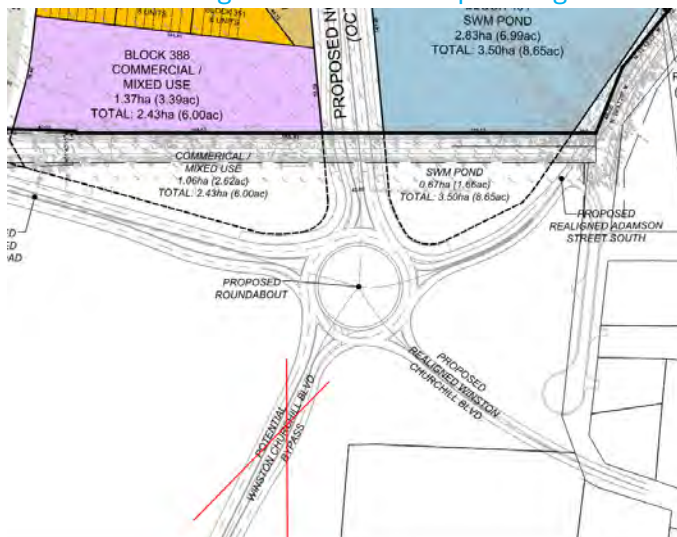
**Subject:** RE: Russell Farm subdivision development

Hi all,

Please find below list of comments and questions for discussion highlighted in blue.

### Halton Region

- 1) Regional staff also request an analysis with and without the fifth leg of the Winston Churchill Boulevard/10 Side Road/Norval West Bypass roundabout (i.e. with and without the Winston Churchill Bypass) – **TYLin understanding is that we will not be analyzing this roundabout as it has been considered in the Norval West By-Pass MCEA study so please explain the purpose of analyzing two scenarios i.e., with and without the Winston Churchill Bypass. Also, please confirm if scenario without the Winston Churchill Bypass means removal of the leg crossed in red as per image below:-**



- 2) The following future (2031) traffic volumes for the Norval West Bypass should be used:
  - i. Without a Winston Churchill Bypass
    1. NB on the Norval West Bypass: 1,100
    2. SB on the Norval West Bypass: 800
  - ii. With a Winston Churchill Bypass
    1. NB on the Norval West Bypass: 1,350
    2. SB on the Norval West Bypass: 900

**Please confirm if the volumes provided above are for AM or PM peak? Assuming these volumes are for PM peak then can we flip these volumes to obtain AM peak volumes?**



*TYLin also requests that the agencies confirm growth rates and/or provide a set of Annual Average Daily Traffic (AADT) data at existing study intersections from which a growth rate can be derived.*

- b. Overall growth rate is 1%

*Given the 2031 traffic volume forecasts has been provided for both with and without Winston Churchill Bypass scenario, please confirm if 1% growth rate is applicable for Regional Roads within study area to derive 2036 (5 years post build-out) and 2041 (10 years post build-out) scenarios.*

- 3) Assuming the selected horizon years are consistent with the Secondary Plan study, this will be acceptable. (i.e. 2029 for interim build-out west of the Norval By-Pass, and 2031 for the ultimate (full) build-out to align with Secondary Plan study.) Additionally, horizons following the future full build-out condition (at 5 and 10 years beyond the anticipated build-out of the subdivision) would be preferred.

*To remain consistent with Secondary Plan study, please confirm if we can analyze only 2029 and 2031 horizon years.*

- 4) Additional Regional intersections that would be relevant in the broader area are:  
10 Side Road at Ninth Line/Mountainview Road (as captured in the *Southeast Georgetown Secondary Plan* transportation study)  
Please consider adding the Regional intersection to the Study scope, else provide a rationale why this would not be required.

*To remain consistent with Secondary Plan study, TYLin will not be analyzing this intersection in the TIS.*

- 5) Review of multi-modal traffic assumptions should follow the approach taken in the Norval West By-Pass MCEA Study, area Secondary Plans, and Town's input on the Terms of Reference.- *Please provide latest Norval West By-Pass MCEA Study if available.*
- 6) *Please confirm the cross section for 10 Side road and Noval by pass. In order for us to prepare Active Transportation Plan, please confirm if the cross section includes both bike lanes and multi-use paths?*

### **Town of Halton Hills**

- 1) Regarding the latest AM and PM peak hour traffic volumes or background growth rates, the Town will provide some historical TMC data (to be determined) in the study area. The consultant should develop background traffic growth projections based on this data and confirm the proposed growth rate with the Town before proceeding to the next step of the analysis.  
*Please provide historical TMC data for AM and PM peak hour to determine growth rate. If this data is not available, then we will proceed with 2% annual background growth rate.*
- 2) The background development that needs to be included in this TIS are listed below:  
Map ID #: 212, 0 10 Side Road, Residential development (46 single detached, 21 townhouse and 21 rear lane townhouse dwellings)  
*Please provide background development traffic impact study report that needs to be included in the TIS - Map ID #: 212, 0 10 Side Road.*
- 3) Based on the information provided above, please include the following intersections as part of the study area:
- a. Northern proposed roundabout at Highway 7/Norval West Bypass
  - b. Southern proposed roundabout at 10 Sideroad/Winston Churchill Blvd



- c. Street 'E' and Street 'C/D'

TYLin will not be analyzing both northern and southern proposed roundabouts as it will be considered in the Norval West By-Pass MCEA Study.

Traffic control requirements will be analyzed at the major internal intersections within the Draft Plan noted above (i.e. side-street stop controlled, all-way stop controlled or traffic signal control) to optimize traffic operations and safety. Please run an all-way stop/signal warrants for the following intersections:

- d. Street 'A' and Street 'B' / 'C'.
- e. Street 'A' and Tenth Line
- f. Street 'B' and 10 side Road
- g. Street 'B' and Street 'P' / 'R'
- h. Street 'E' / Argyll Road and Tenth Line
- i. Street 'T' and Norval West Bypass

Please utilize a 5% "handicap" for the directional split warrant to account for a reasonable margin of error.

As per new OTM Book 5, all way stop control assessment methodology is applicable for existing intersections. Some of the intersections for which all way stop control is requested in the comments are proposed intersections. Is there a methodology available for conducting all way stop control for proposed intersections. Also, could you please let us know the purpose of including following two intersections in the analysis: -

a) Street 'B' and Street 'P' / 'R'

b) Street 'E' and Street 'C/D'

- 4) Considering the inclusion of roundabouts and four-leg intersections in the analysis network within the study area, it is recommended to use VISSIM software for simulation purposes to simulate the entire network cohesively, capturing interactions between different elements. Please confirm if VISSIM software can be utilized, as there may be additional comments relating to the analysis.

TYLIN will not be using VISSIM software for analysis.

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

---

**From:** Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>

**Sent:** Thursday, January 23, 2025 1:43 PM

**To:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>; Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>

**Subject:** RE: Russell Farm subdivision development

Morteza,

Thank you for coordinating. We will circulate a list of agenda topics ASAP.

Regards,

Michael Dowdall

DIRECTOR, TRAFFIC

M +1 437.993.2662

**TYlin**

---

**From:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Sent:** Thursday, January 23, 2025 1:40 PM

**To:** Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>

**Subject:** RE: Russell Farm subdivision development

Hi Michael and Sarada,

I will schedule a joint meeting on Tuesday, January 28, between 2 to 3 PM. I will send the invite shortly. Please send a list of questions/topics in advance so members can prepare and address comments from different departments in the Region and Town.

Thanks,

Morteza



***Morteza Khashaypoor, M.Eng.***

**Transportation Planning Technologist**

905-873-2600 ext. 2041

Email: [mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)  
[haltonhills.ca](http://haltonhills.ca)

---

**From:** Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>

**Sent:** Thursday, January 23, 2025 11:42 AM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>

**Subject:** RE: Russell Farm subdivision development

**[EXTERNAL EMAIL]**

Hi all,

I wanted to confirm Halton Region staff attendance is also requested.

Thank you

Michael Dowdall

DIRECTOR, TRAFFIC

M +1 437.993.2662

**TYLin**

---

**From:** John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>

**Sent:** Thursday, January 23, 2025 11:36 AM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>

**Subject:** RE: Russell Farm subdivision development

Some people who received this message don't often get email from [jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca). [Learn why this is important](#)

Hi Sarada,

Development Review staff does not need to attend this meeting. We will defer to Transportation on this, so I will let Morteza respond with his availability.

John

---

**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Sent:** Thursday, January 23, 2025 11:31 AM

**To:** John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>

**Subject:** RE: Russell Farm subdivision development

**[EXTERNAL EMAIL]**

Hi John/Morteza,

Thank you for providing your comments on the terms of reference.

We would like to have a call to discuss the comments. Please let us know if you are available early next week either Monday or Tuesday between 1:30-3 pm.

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

---

**From:** John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>

**Sent:** Wednesday, January 22, 2025 11:44 AM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>  
**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>  
**Subject:** RE: Russell Farm subdivision development

You don't often get email from [jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca). [Learn why this is important](#)

Here are the emails that should have been attached to the below email.

John

---

**From:** John McMulkin  
**Sent:** Wednesday, January 22, 2025 11:39 AM  
**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>; Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>  
**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>; Partridge, Shelley <[Shelley.Partridge@halton.ca](mailto:Shelley.Partridge@halton.ca)>  
**Subject:** RE: Russell Farm subdivision development

Good morning Sarada,

Please see below Halton Region comments and the attached emails referenced in the below comments regarding the TIS Terms of Reference for your review:

Regarding the TIS Terms of Reference prepared 2 December 2024 by TYLin for Draft Plan of Subdivision and Zoning By-Law Amendment applications for *Fieldgate Southeast Georgetown – Russell Farms, Halton Hills*, the Region has the following comments for consideration by the Town of Halton Hills.

TYLin is advised to organize a virtual meeting to discuss all Terms of Reference comments received from Region and Town before initiating the TIS analysis and report work. This will ensure any clarifications of comments and/or proposed/required revisions to the Terms of Reference can be vetted efficiently.

Comments from a Regional perspective are provided from both:

- Transportation & Mobility Planning, and
- Transportation Development Review.

## Transportation & Mobility Planning Comments:

Please find below input from Transportation and Mobility Planning with respect to three *requests/comments* from the Terms of Reference:

- *It is TYLin's understanding that as a part of EA study for Norval Bypass, Region would be conducting analysis of the two roundabout intersections -i) proposed Norval West Bypass at Guelph Street intersection and ii) Norval West Bypass at Adamson Street/10 Side Road. TYLin defers to the Region staff for the provision of information regarding these two-roundabout analysis.*

- Information regarding the proposed roundabout identified through the Norval West Bypass MCEA was provided to TYLin on August 16, 2023 (see [attached](#)), followed by additional information for 10 Side Road on August 23, 2023 (also [attached](#))
- Given the Terms of Reference does not propose an assessment of the intersection of Norval West Bypass and Guelph Street, it is unclear why the information regarding the roundabout analysis is being requested.
- *TYLin requests provision of northbound and southbound through movement future traffic volumes along proposed Norval West Bypass to analyze proposed Street T at Norval West Bypass intersection*
  - The following future (2031) traffic volumes for the Norval West Bypass should be used:
    - Without a Winston Churchill Bypass
      - NB on the Norval West Bypass: 1,100
      - SB on the Norval West Bypass: 800
    - With a Winston Churchill Bypass
      - NB on the Norval West Bypass: 1,350
      - SB on the Norval West Bypass: 900
- *TYLin also requests that the agencies confirm growth rates and/or provide a set of Annual Average Daily Traffic (AADT) data at existing study intersections from which a growth rate can be derived.*
  - Overall growth rate is 1%

Regional staff also request an analysis with and without the fifth leg of the Winston Churchill Boulevard/10 Side Road/Norval West Bypass roundabout (i.e. with and without the Winston Churchill Bypass).

(See [Attached](#) Emails from Jessica Passingham to M.Dowdall)

## Transportation Development Review comments:

### **Specific Notes:**

- Growth Rate for Regional Roads:
  - An overall growth rate of 1% has been recommended by Transportation & Mobility Planning (see *above*).
- Growth rates for the Local Roads must be confirmed with the Town.
- Please compare the results of the Trip Generation forecast to ITE trip rates.
- The Trip Generation forecast will need to be supported by detailed information in the appendices.
- The use of 2016 Transportation Tomorrow Survey (TTS) data is preferred/acceptable.
- Review of multi-modal traffic assumptions should follow the approach taken in the Norval West Bypass MCEA Study, area Secondary Plans, and Town's input on the Terms of Reference.

### **Southeast Georgetown Secondary Plan:**

- The TIS for this development application must consider and/or build on the transportation analysis completed as part of the Southeast Georgetown Secondary Plan.

**Horizon Years:**

- Assuming the selected horizon years are consistent with the Secondary Plan study, this will be acceptable.
- (i.e. 2029 for interim build-out west of the Norval By-Pass, and 2031 for the ultimate (full) build-out to align with Secondary Plan study.)
- Additionally, horizons following the future full build-out condition (at 5 and 10 years beyond the anticipated build-out of the subdivision) would be preferred.

**Scenarios:**

Transportation & Mobility Planning has requested (see *above*) that transportation analysis be conducted with scenarios that are:

- With the Winston Churchill Bypass (southwest leg of roundabout), and
- Without the Winston Churchill Bypass.

Please add these scenarios to the analysis scope.

**Study Area:**

The intersections proposed to be analyzed as part of the scope of study were reviewed.

These are confirmed acceptable for the Regional intersections:

**(3 on 10 Side Road, and 1 on Future Norval By-pass).**

- 10 Side Road at 10th Line (existing)
- 10 Side Road at Winston Churchill Boulevard/Adamson Street South (existing)
- Street B at 10 Side Road (future)
- Street T at proposed Norval West Bypass (future -2031)

However, the Local intersections must be approved by the Town:

**(2 on 10<sup>th</sup> Line, 1 on internal roadways).**

- Tenth Line at Danby Road (existing)
- Tenth Line at Argyll Road/Street E (future)
- Street A at Street B (future)



**Additional Regional intersections** that would be relevant in the broader area are:

- 10 Side Road at Ninth Line/Mountainview Road (as captured in the *Southeast Georgetown Secondary Plan* transportation study)

Please consider adding the Regional intersection to the Study scope, else provide a rationale why this would not be required.

**Capital Roadway Improvements Timing:** (subject to change, and to an approved funding plan)

- Winston Churchill Blvd (Regional Road 19)
  - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass - Start of Construction: 2029 - (PR-2738)
- 10 Side Road (Regional Road 10)
  - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard - Start of Construction: 2031

Please note that the actual *In-Service dates* may be up to 2 or 3 years beyond the *Start of Construction* dates.

### Background Developments:

Please refer to the Town of Halton Hills for the Background development listing to use.

Obtain any available Transportation reports *directly* from the Town.

### Simulation Software:

In general, please ensure compatibility with the tools used in the MCEA Study for the Norval By-Pass, and follow any preferences the Town may also have for software.

Specifically, for Roundabout analysis, the Region has been advised that the use of *ARCADY* for the analysis of roundabouts is acceptable and is most-preferred (for technical reasons), but if one is already working with the most recent versions of *SIDRA*, the analysis would also be acceptable, while less-preferred.

**General Notes:**

Please ensure that traffic data is obtained for all intersections noted. Data requests for Halton Region information (traffic counts/signal timing) should be completed by contacting [accesshalton@halton.ca](mailto:accesshalton@halton.ca).

Please note, the most up to date TIS Guidelines for Halton Region can be found at the following web link: <https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines>

The TIS Report shall include the following format:

- Site Plan and Map,
- Size & Number of Development Phases (if applicable),
- Existing Conditions (Study Area Intersections, Road Network, Pedestrian Routes, Cycling Routes, Transit Services),
- Existing Traffic Conditions (Site Operating Characteristics, Data Collection/Traffic Counts, Analysis Periods (5 years Ahead),
- Future Background Conditions (Horizon Years, Horizon Year Volumes),
- Background Traffic Demand (with TMC's < 2 years old),
- Background Traffic Demand Forecast (with acceptable growth rates),
- Site Generated Traffic (Transit Modal Split, Trip Generation/Distribution/Assignment),
- Future Total Traffic Demand,
- Capacity Analysis (by Intersection, with LOS, Avg. Delay, V/C ratios),
- Traffic Impacts (Tables – Total Traffic with/without Mitigation),
- Access Considerations – Existing, Proposed, Geometrics (turn lanes, sight lines),
- Recommendations,
- TDM recommendations (Transit, Pedestrian & Cycling Facilities Analysis),
- Conclusions, and
- Appendices with Terms of Reference correspondence from all agencies.

**Shelley Partridge, (she/her/hers), MPI, MCIP, RPP**

Senior Planner – Halton Hills

Development Services

Public Works

Halton Region

905-825-6000, ext. 7180 | 1-866-442-5866

[shelley.partridge@halton.ca](mailto:shelley.partridge@halton.ca)

-----

Sincerely,



**John McMulkin, MCIP, RPP**

Senior Planner – Development Review

905-873-2600 ext. 2339 | c: 365-355-5367

[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)

[haltonhills.ca](http://haltonhills.ca)

---

**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Sent:** Tuesday, January 21, 2025 4:28 PM

**To:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>

**Subject:** RE: Russell Farm subdivision development



[EXTERNAL EMAIL]

Hi Morteza,

Thank you for providing your comments on the terms of reference for the Russell Farm residential subdivision development.

We have a few questions/comments as listed below:-

- 1) Please provide historical TMC data for AM and PM peak hour to determine growth rate. If this data is not available, then we will proceed with 2% annual background growth rate.
- 2) Please provide background development traffic impact study report that needs to be included in the TIS - Map ID #: 212, 0 10 Side Road.
- 3) As per new OTM Book 5, all way stop control assessment methodology is applicable for existing intersections. Some of the intersections for which all way stop control is requested in the comments are proposed intersections. Is there a methodology available for conducting all way stop control for proposed intersections. Also, could you please let us know the purpose of including following two intersections in the analysis:-
  - a) Street 'B' and Street 'P' / 'R'
  - b) Street 'E' and Street 'C/D'

Regards,

Sarada Pulugurta, P.Eng.

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

**TYLin**

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**From:** Morteza Khashaypoor <[mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)>

**Sent:** Thursday, January 16, 2025 9:34 AM

**To:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>

**Cc:** Jeff Jelsma <[JeffJ@haltonhills.ca](mailto:JeffJ@haltonhills.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; John McMulkin <[jmcmulkin@haltonhills.ca](mailto:jmcmulkin@haltonhills.ca)>; Scattolon, Walter <[Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca)>; Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>

**Subject:** RE: Russell Farm subdivision development

Some people who received this message don't often get email from [mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca). [Learn why this is important](#)

Good Morning Sarada,

Regarding the proposed terms of reference for the Russell Farm residential subdivision development, please find attached comments on the scope of work for the study.

Please review the attached document and let me know if you have any concerns or questions. I would be happy to schedule a meeting to discuss this further if needed.

Best regards,  
Morteza



**Morteza Khashaypoor, M.Eng.**  
**Transportation Planning Technologist**  
905-873-2600 ext. 2041  
Email: [mkhashaypoor@haltonhills.ca](mailto:mkhashaypoor@haltonhills.ca)  
[haltonhills.ca](http://haltonhills.ca)

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**From:** Sarada Pulugurta <[sarada.pulugurta@tylin.com](mailto:sarada.pulugurta@tylin.com)>  
**Sent:** Monday, December 2, 2024 4:49 PM  
**To:** [Walter.Scattolon@halton.ca](mailto:Walter.Scattolon@halton.ca); [Matt.Krusto@halton.ca](mailto:Matt.Krusto@halton.ca); Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>  
**Cc:** Michael Dowdall <[michael.dowdall@tylin.com](mailto:michael.dowdall@tylin.com)>; Jonathan Law <[jonathan.law@tylin.com](mailto:jonathan.law@tylin.com)>  
**Subject:** Russell Farm subdivision development

[EXTERNAL EMAIL]

Hello all,

TYLin has been retained to complete a Traffic Impact Study (TIS) for the proposed Russell Farm residential subdivision development located at northeast corner of 10<sup>th</sup> line and 10<sup>th</sup> Side Road in southeast Georgetown the Town of Halton Hills.

Please see attached our proposed terms of reference and scope of work to complete this study.

If you have any questions or comments, please let us know.

Regards,

**Sarada Pulugurta**

TRANSPORTATION PLANNER/TRAFFIC ANALYST

T +1 905.738.5700

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