

## **TOWN OF OAKVILLE RESPONSES FOR DISCUSSION PURPOSES ONLY**

Further to the additional inquiries received by the Town, please be advised that the responses are as follows:

### **Altus Group – Memo dated – February 26<sup>th</sup>, 2018**

#### **Outstanding Questions and Issues:**

Questions and Issues #1 to #10 were addressed in the document [Town of Oakville responses - February 6, 2018](#) posted on the Town website.

#### **New Issues Arising from Addendum Report:**

##### **#11 Reduction of BTE for Projects 64, 65 and 67**

Please refer to Table 5: Cost Allocation to Growth and Existing Development in the 2012 Development Charge Background Study Transportation Technical Report for further details. The Town continues to apply the same BTE to these categories of project as they continue to be reasonable and appropriate.

##### **#12 Transit – Mode Share for North Oakville, and #13 Transit Mode Share Increase but Ridership Not Changed**

After the traffic model was run, inconsistencies were noted in the way that the trips from Oakville to the rest of Halton (and vice versa) and the trips from Oakville to outside of Halton (and vice versa) were distributed. This inconsistency was caught and the model was updated and re-run. The updated model produced the transit ridership numbers that were used in the first version of the DC study, and then were carried forward in the addendum. That is why the ridership numbers have not changed. However, the updated trip distribution was not initially shared with Dillon and therefore their calculations were based on the correct ridership but the old trip distribution. The updated trip distribution was provided to Dillon for their use in the addendum, and is reflected in those calculations.