



May 6<sup>th</sup>, 2020

JDE Project 19112

**LCDG Development Group Inc.**  
909 Davenport Road, 2nd Floor  
Toronto, ON M6G 2B7

**RE: Traffic Impact Study Addendum  
Loon Call Meaford, Municipality of Meaford**

This letter was prepared by **JD Northcote Engineering Inc.** [JD Engineering] for the account of the **LCDG Development Group Inc.** [The Developer].

### 1.0 BACKGROUND

JD Engineering prepared a traffic impact study for the proposed Loon Call Meaford Subdivision, located north of Highway 26, west of Algonquin Drive in the Municipality of Meaford [Municipality], County of Grey [County] (dated January 2020) [TIS]. The TIS was based on the development plan proposed at the time the study was completed. This letter is intended as an update to the TIS, to assess the impact of minor revisions to the development proposal.

### 2.0 SITE PLAN

The revised Site Plan is provided in the **Appendix**.

The previous development plan was proposed to include the following:

|                        |                  |
|------------------------|------------------|
| Single family detached | 113 units        |
| <u>Townhouse</u>       | <u>112 units</u> |
| TOTAL                  | 225 units        |

The revised development plan will include the following:

|                        |                  |
|------------------------|------------------|
| Single family detached | 31 units         |
| <u>Townhouse</u>       | <u>218 units</u> |
| TOTAL                  | 249 units        |

### 3.0 IMPACT OF THE REVISED TRAFFIC GENERATION

The estimated trip generation of the proposed development is shown below in **Table 1**. The fitted curve equation for the peak hour of adjacent street traffic has been used in our calculation for the AM and PM peak hour in ITE land use 210 and 220. The previous traffic generation values have also been included in **Table 1** for comparative purposes.



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**Table 1 – Estimated Traffic Generation of Proposed Development**

| Land Use  | Size             | AM Peak Hour |            |            | PM Peak Hour |            |            |
|---|------------------|--------------|------------|------------|--------------|------------|------------|
|   |                  | IN           | OUT        | TOTAL      | IN           | OUT        | TOTAL      |
| <b>Previous Development Plan</b>                    |                  |              |            |            |              |            |            |
| Single-Family Detached Housing<br>ITE Land Use: 210 | 113 units        | 22           | 64         | 86         | 72           | 43         | 115        |
| Multifamily Housing (Low-Rise)<br>ITE Land Use: 220 | 112 units        | 12           | 42         | 54         | 42           | 24         | 66         |
| <b>Previous Development Plan Total</b>              | <b>225 units</b> | <b>34</b>    | <b>106</b> | <b>140</b> | <b>114</b>   | <b>67</b>  | <b>181</b> |
| <b>Revised Development Plan</b>                     |                  |              |            |            |              |            |            |
| Single-Family Detached Housing<br>ITE Land Use: 210 | 31 units         | 7            | 20         | 27         | 21           | 13         | 34         |
| Multifamily Housing (Low-Rise)<br>ITE Land Use: 220 | 218 units        | 23           | 78         | 101        | 75           | 44         | 119        |
| <b>Revised Development Plan Total</b>               | <b>249 units</b> | <b>30</b>    | <b>98</b>  | <b>128</b> | <b>96</b>    | <b>57</b>  | <b>153</b> |
| <b>Net Increase Between Development Plans</b>       |                  |              |            |            |              |            |            |
|   |                  | <b>-4</b>    | <b>-8</b>  | <b>-12</b> | <b>-18</b>   | <b>-10</b> | <b>-28</b> |

As illustrated above, the revised development plan includes 24 more units than the previous development plan; however, as a result of the change in the breakdown of unit types, the revised development plan is anticipated to generate slightly less traffic than the previous development plan. Consequently, there is no change to the recommendations and conclusions presented in the TIS, as a result of the revised development plan.

#### 4.0 CONCLUSION

This chapter summarizes the conclusions and recommendations from the study.

- 1) The revised development plan includes 24 more units than the previous development plan; however, as a result of the change in the breakdown of unit types, the revised development plan is anticipated to generate slightly less traffic than the previous development plan.
- 2) There is no change to the recommendations and conclusions presented in the TIS, as a result of the revised development plan.

We trust you will find this submission acceptable. Should you have any questions or concerns or require any additional information in this regard, please contact our office.

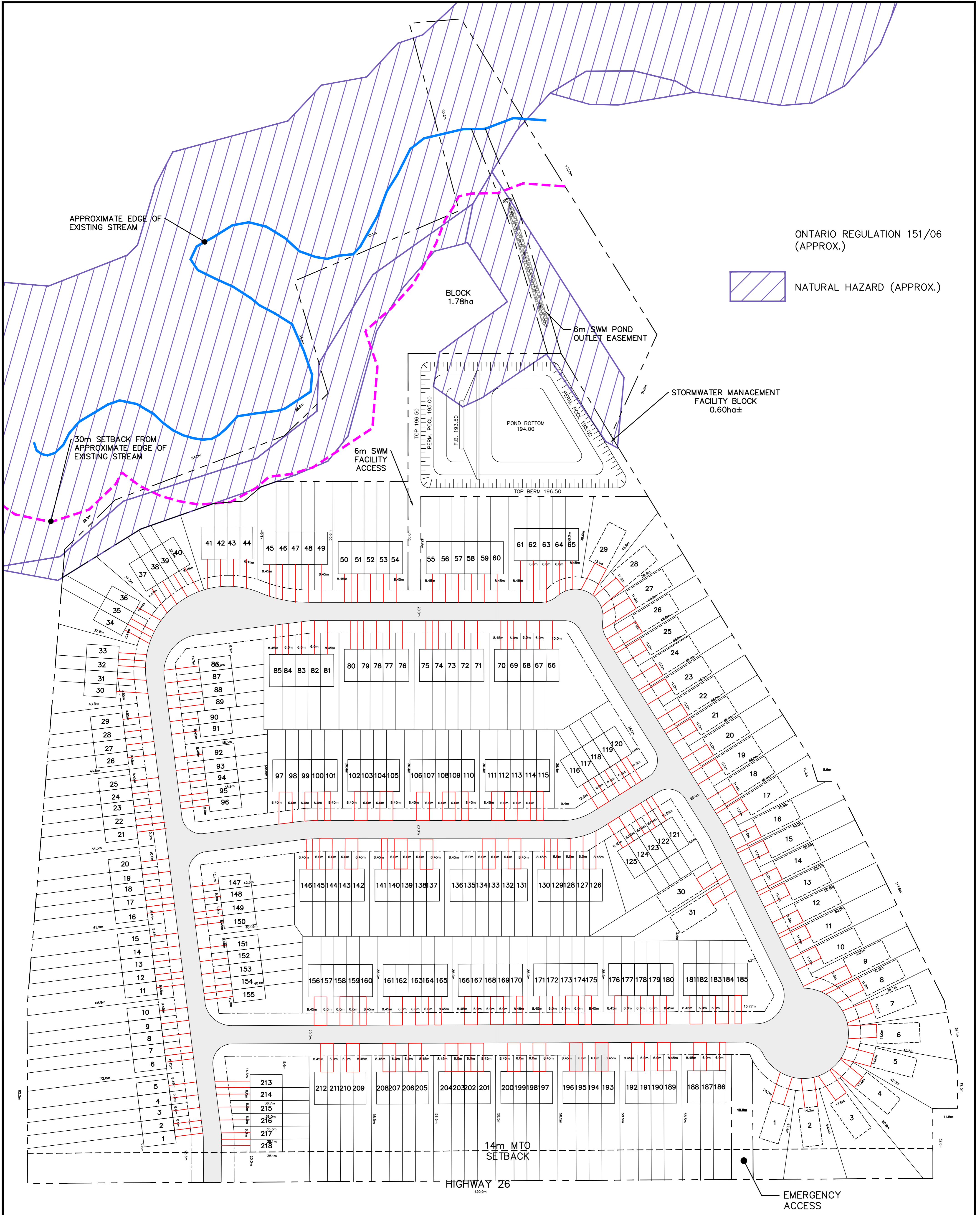
Yours truly,  
**JD Northcote Engineering Inc.**



John Northcote, P.Eng.  
President

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. JD Engineering accept no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this project.

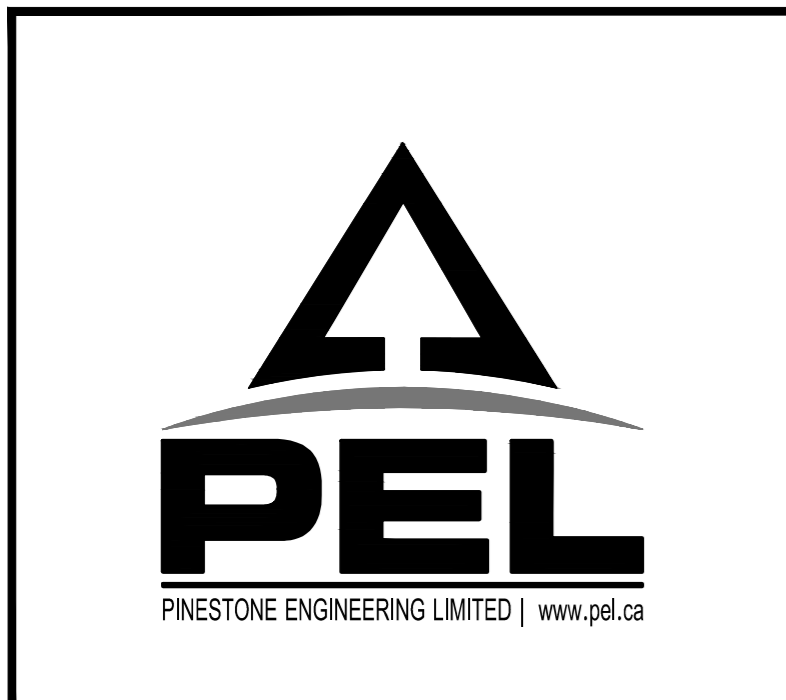
## Appendix



ONTARIO REGULATION 151/06 (APPROX.)

 NATURAL HAZARD (APPROX.)

- NOTES**
- LEGAL INFORMATION FROM REGISTERED PLANS 16R-5037 AND 16R-10513
  - AERIAL PHOTO INFORMATION FROM COUNTY OF GREY-BRUCE GIS. LOCATION AND SCALE OF PHOTO IS APPROXIMATE. YEAR OF IMAGE IS 2015.



CLIENT/PROJECT

**LOON CALL  
MEAFORD PROPERTY - M-1**

DRAWING TITLE

**LOT CONCEPT SKETCH**

|                   |            |            |
|-------------------|------------|------------|
| PROJECT NO.       | DESIGN BY: | T.H.       |
| <b>19-11471-M</b> | DRAWN BY:  | G.N.       |
| DRAWING NO.       | CHECKED    | T.H.       |
| <b>SP-1</b>       | DATE:      | APRIL 2020 |
|                   | SCALE:     | 1:1000     |

SEAL

NORTH ARROW

