



June 18, 2021

Via: Email

Randy Scherzer
Director of Planning
Grey County Planning Department
595 9th Avenue East
Owen Sound, Ontario N4K 3E3

Dear Randy Scherzer:

**Re: Windfall Traffic Impact Study and Roundabout Design
Peer Review
Project No.: 300052620.1000**

Further to your request, this letter provides Burnside's peer review of the following documentation, prepared for the Windfall Development in the Town of the Blue Mountains:

- Windfall Traffic Impact Study; dated May 21, 2021; prepared by Tatham Engineering.
- Letter Response to Peer Review of Windfall Traffic Impact Study; dated May 21, 2021; prepared by Tatham Engineering (Tatham).

1.0 Background and Scope of Review

R.J. Burnside & Associates Limited (Burnside) provided previous peer review comments in a letter dated April 6, 2021, reviewing an earlier version of this Traffic Impact Study (TIS), dated June 19, 2020. We have paraphrased our previous comments in this current review letter and confirmed the status of their resolution.

2.0 Review of Traffic Operations

2.1 Trip Generation

Due to the significant discrepancy in the trip generation rates derived via monitoring the traffic volumes from the site as a proxy measure, as compared to the typical trip generation rates derived from the ITE *Trip Generation Manual*, Burnside had requested that a sensitivity analysis be proved to assess the traffic impacts using the ITE rates, recognizing this to be a worst-case scenario. The revised TIS has provided the requested sensitivity analysis and has confirmed that no additional improvements are required. Therefore, this comment has been adequately addressed.

2.2 Background Traffic Growth

Burnside's recent traffic study work on Grey Road 19 (GR19) and Grey Road 21 (GR21) forecasted growth rates to / from the area to the north of the study area that were higher than those forecasted in the 2020 TIS. The revised TIS has provided a sensitivity analysis, assuming an increase in the assumed background growth rates on these roads, concluding that acceptable traffic operations will remain. Therefore, this comment has been adequately addressed.

2.3 Trip Assignment

Additional details were requested on the adjusted trip assignments that were made for travel from the Windfall Development, the Second Nature Development and the Blue Vista Development, to reflect the impacts of the extension of Crosswinds Boulevard. The Tatham response letter has now provided the additional details. Therefore, this comment has been adequately addressed.

2.4 Recommended Road Improvements

Burnside had requested that the impacts on the intersection of GR19 / Jozo Weider Boulevard / Crosswinds Boulevard be reviewed using the more conservative assumptions in the requested sensitivity analyses. The sensitivity analyses in the revised TIS have confirmed the impacts on this intersection. Therefore, this comment has been adequately addressed.

The 2020 TIS suggests that a 3-way stop (i.e., all-way stop control (AWSC)) be provided at the intersection of the Phase 3 access at Crosswinds Boulevard, to facilitate pedestrian / cyclist crossings. Burnside requested that calculations be provided to confirm whether the warrants for AWSC are in accordance with *Book 5 of the Ontario Traffic Manual*. The Tatham response letter acknowledges that traffic volume warrants for AWSC may not be met at this intersection, however that these controls are recommended to provide for a safe and protected pedestrian crossing at this location. Given the location of a proposed recreational amenity in this area (i.e., The Shed), together with the length and alignment of Crosswinds Boulevard, we would agree with this recommendation. Therefore, this comment has been adequately addressed.

Burnside had requested that further review be completed to confirm the traffic operation requirements along Crosswinds Boulevard, particularly the need for traffic calming, pedestrian / cyclist crossings and minimization of traffic infiltration from the County Roads. The TIS recommends that AWSC be implemented at two intersections along Crosswinds Boulevard, to facilitate pedestrian / cyclist crossing movements, along with pedestrian / cyclist facilities along the length of this corridor. Posted speeds along Crosswinds Boulevard are proposed to be 50 km/h, which is lower than the 60 km/h posted speed on GR19. The Tatham response letter therefore concludes that these measures provide for sufficient traffic calming and minimization of cut-through traffic. Therefore, this comment has been adequately addressed.

3.0 Roundabout Design Parameters

Burnside had identified some parameters that should be further reviewed in the finalization of the roundabout design. The consultant had noted that these items will be reviewed as part of the 100% design submission and that they will not have any significant bearing on the traffic

impact study or traffic operations. Burnside agrees that the parameters associated with the operating speeds are relatively minor and therefore not likely to have a significant impact on the operations. However, we suggest that the entry angle for the west leg be reviewed as part of the 100% design submission to maintain safe operations.

The Tatham response letter noted that their subconsultant (i.e., Phil Weber, a roundabout expert) provided peer review for the roundabout design at the GR19 / GR21 intersection. We suggest that Mr. Weber provide comment on the 100% roundabout design for the Crosswinds Boulevard roundabout, particularly on the items noted in our previous peer review.

4.0 Phasing Considerations

Burnside had recommended that the County consider combining the Windfall roundabout project with the County's project to widen the overall GR19 corridor to 4 travel lanes in this area. The Tatham response letter acknowledges that this would be the most practical approach and that the drawings can be modified to define the appropriate match limits between the two projects. Burnside recommends that the phasing of these projects be confirmed as part of the finalization of the roundabout design and the County's ongoing EA / design work for the widening project in this area.

5.0 Concluding Remarks

This letter has provided Burnside's peer review of the revised *Windfall TIS* and related response letter. The additional information provided has adequately addressed Burnside's comments, confirming that the proposed road network operations can accommodate the additional 50 units (i.e., total 659 units), as proposed in the planning application for the Windfall development.

The roundabout design items noted in Burnside's previous review may be taken into consideration in the finalization of the 100% roundabout design. Burnside also recommends that the finalization of the roundabout design, by the developer's consultant, and the County's designs to widen GR19 to 4 lanes be coordinated.

If there are questions pertaining to this review, please give me a call.

Yours truly,

R.J. Burnside & Associates Limited



Henry Centen, P. Eng.
Senior Transportation Engineer
HBC:ba

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