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CCTA File 115091

**Zsolt Katzirz**  
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**Re: Conn Commercial Development, Township of Southgate  
Response to MTO Comments**

Dear Zsolt:

We have received your comments to Scott Taylor of Grey County dated January 25, 2016 with respect to the OPA for the Misty Meadows development at the corner of Highway 89 and Grey Road 14, in the Township of Southgate. We have reviewed the comments and offer the following for MTO consideration

### **Initial Site Access Location & Operations**

As detailed in the *Conn Commercial Development, Township of Southgate Traffic Review* (C.C. Tatham & Associates, June 30, 2015), the existing site access to Grey Road 14 (which has approximately 30 metres of frontage) is to be reconfigured in accordance with CSAS-18 to include a 9.0 metre width and 10.0 metre radii. With respect to separation from the highway, the proposed separation is 60 metres (measured centre of access to edge of Highway 89) or 25 metres from start of access radius to start of highway radius (which reflect a 9.0m access width, 10m access radius and 20m distance/radius at the highway). It is noted that CSAS-18 requires a minimum separation of 35 metres (measured centre of access to edge of the highway) and thus the proposed location complies in this regard.

The initial site access location is illustrated in Figure 1, in context of the existing conditions and proposed development. With respect to the siting of the building on the site, the following are noted:

- the local conservation authority has established a regulated area, within which development is not permitted;

- there is an existing water well in the NW corner of the site;
- the placement of the septic system is dictated by the conservation regulated area and the requirement to provide a suitable offset from the water well;
- the placement of the building is in turn based on maintaining the required setbacks from property line and the septic system, and also in consideration of the well location and the regulated area,
- the building needs a loading dock for tractor-trailers, with a desire to have it on the east side to minimize on-site circulation and conflict between trucks and cars; and
- the site access needs to be located to ensure appropriate manoeuvrability on site without interfering with the loading dock.

The noted traffic review also investigated the expected traffic operations at the site access and at the intersection of Grey Road 14 with Highway 89. In considering the 95<sup>th</sup> percentile traffic queues for the 2015 PM and Saturday peak hour operations, the following are noted:

- NB queue at the site access is projected at less than 1 metre; and
- SB queue at Highway 89 is projected at 3.3 to 4.8 metres.

Given the above, it can be concluded that queue operations at the access will not interfere with highway operations and vice versa. The proposed access spacing is therefore considered appropriate in context of the traffic operations.

### **MTO Requirements**

As per your letter of January 25, 2016 and our subsequent discussion, it is understood that recently introduced highway access policies supersede the *Commercial Site Access Standards*. The corresponding requirement is 85 metres desirable and 45 metres minimum, measured from the start of the access radius to the start of the highway radius. These requirements are illustrated in Figure 2.

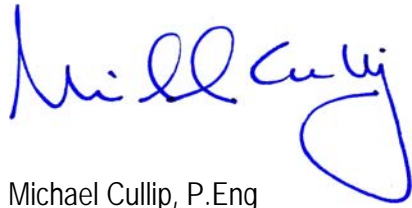
As noted, shifting the access to provide a minimum 45 metre separation is not feasible in context of the building and loading dock location (which is based on the previously noted site constraints and requirements).

### **Revised Site Access Location**

In consideration of MTO's requirement, we have explored one further site access location as illustrated in Figure 3. This location provides 70 metres separation to the highway (measured centre of access to edge of Highway 89) or 35 metres from start of access radius to start of highway radius. This will require some minor modifications to the parking area and would require tractor-trailers to turn-around on site to exit to Grey Road 14. However, we believe this access arrangement is feasible and can be adopted.

In consideration of the intent of MTO's access policy and the site constraints, we believe the revised access location will not result in any impacts to the operations of the highway system, and thus should be considered appropriate. This will also represent a significant improvement over the existing access configuration (which includes a 30 metre access to Grey Road 14 in addition to a further direct access to Highway 89).

Yours truly,  
C.C. Tatham & Associates Ltd.



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