

JUNE 27, 2016

REFER TO FILE: 1117-4153

Town of The Blue Mountains,
32 Mill Street
Thornbury, Ontario N0H 2P0

**Attention: Brian Worsley, P.Eng., MICE, PMP
Denise Whaley, MSc., MCIP, RPP**

**RE: TRAFFIC OPINION LETTER
BLOCK 46 PEAKS MEADOWS SUBDIVISION
TOWN OF THE BLUE MOUNTAINS, COUNTY OF GREY**

Dear Brian and Denise,

This letter is in regards to Block 46 of the residential subdivision development known as "Peaks Meadows" in The Town of The Blue Mountains, County of Grey. The development occupies part of lots 25 and 26 in the 6th concession. A traffic operations assessment was conducted to qualitatively determine the effects of the proposed development on traffic operations on the boundary road network, and to determine whether entering or egressing vehicles can do so in a safe manner. This assessment consisted of sight distance measurements from the proposed site access. A Site Location Plan has been attached mapping the subject location.

1.0 Existing Conditions

The subject property is currently designated as Recreation Resort Area per the Country of Grey Official Plan, Secondary Residential Exception 19 (SEC-R-19) per the Town of The Blue Mountains Official Plan, and Residential Sixth Density Exception (R6-172-h) per the Township of Collingwood Zoning By-law.

It is understood that lots are currently being sold in the developed portion of the subdivision, north of the subject lands; and that Peppermill Construction Limited is seeking a Zoning By-law amendment (ZBA) and Draft Plan Approval (DPA) for Block 46 of Plan 16M – 20 for a reduction in density to allow for 12 single individual residential lots. It is noted that the subject block (Block 46) was previously approved for the development of 65 townhouse units. Refer to the attached correspondence indicating such.

The subject lands are bounded by Camperdown Road to the west, Dorothy Drive to the North and undeveloped lands to the east and south.

2.0 Boundary Road Network

Camperdown Road is a north-south two-lane, two-way roadway, with an urban cross-section north of Dorothy Drive and a rural cross-section south of Dorothy Drive. Camperdown Road is under the jurisdiction of the Town of The Blue Mountains and is classified as a Local Road, with a posted speed limit of 50 km/h.



Concrete sidewalks (1.5 m wide) are situated along the west side of Camperdown Road, north of Dorothy Drive. Camperdown Road terminates approximately 100 metres south of Dorothy Drive.

Dorothy Drive is an east-west two-lane, two-way roadway serving the Peaks Meadows Subdivision. Upon being assumed by the Town, Dorothy Drive will be classified as a local roadway. There is no posted speed limit at the current stage of development, and thus, a speed limit of 50 km/h is assumed per Town standard. Sidewalks do not currently exist along Dorothy Drive, but will be constructed in the future following full buildout of the proposed development.

The intersection of Camperdown Road and Dorothy Drive/ George McRae Road is a four-legged two-way stop controlled intersection. The east approach (Dorothy Drive) and west approach (George McRae Road) each consist of a shared left/through/right-turn lane. The north and south approaches (Camperdown Road) are free flowing and consist of a shared left/through/right-turn lane.

3.0 Development Proposal

The proposed development will consist of 12 single-detached residential units situated on a 2.56 hectare (6.33 acre) block (Block 46) of the Peaks Meadows Subdivision. Each single-detached unit proposes a dedicated driveway fronting Dorothy Drive. Refer to the attached Draft Plan for development details.

4.0 Trip Generation

The reduction in density proposed in the application will result in a reduction in the number of trips as compared to the previous proposition of 65 townhouse units. As such, the net difference between the previously approved townhouse units and the proposed 12 single-detached residential units was determined.

The trip generation of the proposed development was forecasted using the rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, under Land Use Category 210 "Single-Family Detached Housing". These trips were compared to the trip generation of the pre-approved development consisting of 65 townhouse units, which was forecasted using rates under Land Use Category 230 "Residential Condominium/Townhouse". This comparison illustrates the reduction in generated trips between the pre-approved townhouse units and the proposed single-detached units.

Per the ITE trip generation manual, the trip generation rate for single-detached units are 0.75 and 1.01 trips per dwelling unit for weekday a.m. and p.m. peak hours, respectively, whereas the trip generation rate for residential condominium units are 0.44 and 0.52 trips per dwelling unit for weekday a.m. and p.m. peak hours, respectively. The forecasted trip comparison is tabulated in Table 1 below.

Table 1
Site Trip Generation Comparison

Use	Roadway Peak Hour	Number of Trips		
		Inbound	Outbound	Total
Cat. 210: Single-Family Detached Housing (12 Units)	Weekday A.M.	2	7	9
	Weekday P.M.	8	4	12
Cat. 230: Residential Condominium/Townhouse (65 Units)	Weekday A.M.	5	24	29
	Weekday P.M.	23	11	34
Net Reduction in Generated Trips	Weekday A.M.	(3)	(17)	(20)
	Weekday P.M.	(15)	(7)	(22)

As indicated in Table 1, the proposed single detached unit development is anticipated to generate a total of nine and 12 trips during the weekday a.m. and p.m. peak hours, respectively. These trips are small in number and are not typically associated with traffic operations issues. Moreover, the trips generated by the proposed development represent a reduction of 20 and 22 trips during the weekday a.m. and p.m. peak hours, respectively, as compared to the previously approved 65 townhouse unit draft plan. Thus, no traffic operational issues are anticipated to occur as a result of realizing the 12 single detached unit development.

While the subject development proposes a reduction in unit density, an increase in driveway density on Dorothy Drive is proposed. A single driveway entrance to Dorothy Drive is proposed for each of the 12 single-detached units. The proposed development will therefore result in a combined 24 driveways along Dorothy Drive. The resultant driveway density is not typically associated with traffic operational issues, particularly on residential roadways, and can thus be supported. Moreover, the proposed access density is consistent with approved developments on the surrounding lands.

5.0 Sight Distance Assessment

No sight distance issues at the unsignalized Dorothy Drive and Camperdown Road intersection are anticipated, as the roadway has been approved and is in existence. Sight distance onto Dorothy Drive from the driveway accesses will therefore be the primary concern of this assessment.

The horizontal alignment of Dorothy Drive is such that the proposed driveways will have sufficient sight distance east and west to support the safe egress of vehicles from each driveway. Dorothy Drive is also relatively flat, so vertical curvature does not affect driver line of sight. Moreover, any street-side landscaping features are not anticipated to present sight distance issues for vehicles maneuvering to and from driveway accesses along Dorothy Drive. The proposed 12 single-detached unit development can therefore be supported from a sight distance perspective.

6.0 Conclusions

The proposed development is forecasted to generate too few trips to materially affect existing traffic operations at the site; thus, trips generated by the development are not anticipated to cause traffic operational issues on the boundary road network. Moreover, the proposed 12 single detached unit development represents an approximate reduction of 20 trips during the weekday a.m. and p.m. peak hours as compared to the previously approved 65-unit townhouse development.

The proposed development will not create a safety hazard due to vehicle ingress or egress to and from Dorothy Drive onto Camperdown Road. The available sight distance along Dorothy Drive is sufficient to allow the safe movement of vehicles to and from each driveway access. Moreover, the increased number of driveways along Dorothy Drive can be supported from a safety perspective and the proposed driveway density is consistent with approved developments on the surrounding lands.

The analysis undertaken herein was prepared using the most recent Draft plan. Any minor changes to the Draft Plan will not materially affect the conclusions contained within this report.

The establishment of the 12 single-detached unit residential development can be supported from a traffic safety and traffic operations perspective with the existing geometry of the roadway. No safety concerns are identifiable with this development proposal.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Yours truly,

C.F. CROZIER & ASSOCIATES INC.



Kevin A. Morris, P.Eng.
Partner
/jm

C.F. CROZIER & ASSOCIATES INC.

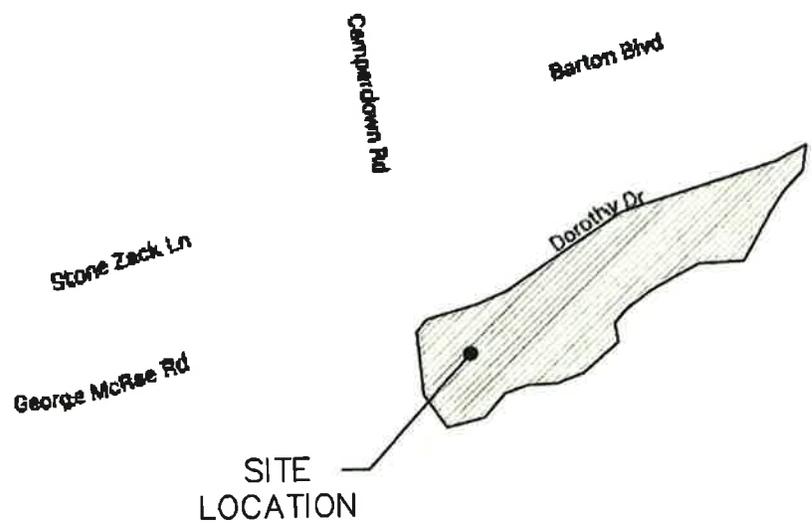


Michael A. Linton, MASc.
E.I.T

Attachments

J:\1100\1117-Peppermill Construction\4153-Peppermill Peaks Meadows\Letters\2016.06.27 Block 46 TOL Revised.doc

J:\1100\1117-Peppermill Construction\4153-Peppermill Peaks Meadows\CAD\CIVIL\1SHEET\4153-001.dwg, FIG. 1, 6/24/2016 4:49:08 PM, cwilson



Legend	
	= SUBJECT LANDS

Project	BLOCK 46, PEAKS MEADOWS SUBDIVISION TOWN OF THE BLUE MOUNTAINS	
Drawing	SITE LOCATION	

CROZIER & ASSOCIATES
Consulting Engineers

THE HARBOUREDGE BUILDING,
40 HURON STREET, SUITE 301
COLLINGWOOD, ON L9Y 4R3
705 446-3510 F
www.crozier.ca
info@crozier.ca

Drawn By	C.W.	Design By	C.W.	Project	1117-4153	
Scale	N.T.S.	Date	JUNE 17, 2016	Check By	K.M.	
					Drawing	FIG. 1

Michael Linton

From: Kaitlin Wilmshurst
Sent: Thursday, June 23, 2016 9:15 AM
To: Michael Linton
Subject: FW: Bloc k 46 Plan16M-20 (adjacent to Peaks Meadows)

From: Denise Whaley [<mailto:dwhaley@thebluemountains.ca>]
Sent: Friday, December 04, 2015 4:45 PM
To: Ian MacLeod <IanM@MuzzoGroup.com>
Subject: Bloc k 46 Plan16M-20 (adjacent to Peaks Meadows)

This email is a follow up summary to our pre-consultation meeting on Block 46 of Plan 16M-20 (Camperdown). This subdivision was also known as "Peaks Meadows".

Thank you for meeting with Brian Worsley, Manager of Development Engineering for the Town and I to discuss your proposal for Block 46 of Plan 16M-20 (Dorothy Drive). You proposed a change in the development permissions on Block 46 from what is currently approved - 65 Townhomes to approximately 12 single detached residential lots.

Current Official Plan Designation:

County of Grey – Recreation Resort Area
Town of The Blue Mountains – Secondary Residential Exception 19 (SEC-R-19)

Township of Collingwood Zoning By-law: Residential Sixth Density Exception (R6-172-h) with holding provision (attached).

It is my understanding from Shawn Postma is that he also met with you last year in this regard and that one of the initial concerns with the proposal was back-tracking on approved density numbers. We note that the majority of the subdivision is at a very low density – it appears to be approximately 5 units per hectare (uph).

Goal of Efficient Housing Development in our Community

We have been working towards a variety of housing types in our municipally serviced areas, which would include singles, semis, townes and even low rise apartments or stacked townhouses. In addition to working towards sustainable and efficient development patterns for the long term, we are also trying to accommodate a variety of price points and needs in the housing market.

Market Changes – Poor Performance in Camperdown

As we discussed, we've had a significant slowdown of development in Camperdown. Peaks Meadows subdivision which was approved almost 10 years ago has only had development of approximately 25% of the lots (not counting Block 46). One question you should address in any request to change the development approvals for the property, is justification for creating "more of the same" and the need for this in the area with so many available estate lots that are selling slowly.

Density Analysis

What is approved for Block 46 would equal approximately 28 units per hectare (uph) if the entire lot was developable (had no hazard lands). Full build-out of the entire subdivision would have been an overall of about 10 uph (110 units/ approximately 11 hectares). This is generally our minimum target for density in the recreational area. The larger estate lots you have proposed, would bring the subdivision down to about 5 uph. If a new subdivision was proposed at 5 uph, staff would not likely support it. Not only is it inefficient land use, we have found the price point for the houses less in demand than in previous years.

We understand however, that you were not involved in the earlier stage of the project. The other estate lots in Peaks Meadows were approved and started developing and nothing was able to happen with the medium density block of Block 46 because there was no servicing capacity for that block. The servicing issue has now been addressed and we understand capacity is available for full development of the area subdivisions currently approved.

However, poor performance of the sales of lots means that the medium density block has not moved forward. We understand that things may have changed in terms of marketability and saleable product. However in order to consider an alternative development pattern, we would need to see some market justification for why the medium density block cannot proceed. You should note that although townhomes are approved now, 65 units are not required – this is the maximum.

Other Considerations

As we talked about at the meeting, changing from the townhomes to single would require new approvals which all planning and environmental considerations on the site. We recommend that you contact Grey Sauble Conservation Authority for more detailed information on the Environmental Hazard area on the property and any other environmental concerns. This will help you in designing potential lotting patterns and may help provide better information to understand what land is actually available for development.

The property is also just outside the area of Development Control of the NEC, but is designated Niagara Escarpment Recreation Area. Consultation with the Niagara Escarpment Commission is also recommended.

I should also note that it is my understanding that Dorothy Drive has not yet been assumed by the Town.

Pre-Application Requirements

Although services are available at the street and there is a road constructed (as noted above), a 12 lot development for single detached houses would require a plan of subdivision application and a zoning by-law amendment. Subdivisions are approved by the County of Grey and therefore pre-consultation with the County is required. A pre-consultation meeting with the County and Town will provide you with further information

about what types of studies or reports would be required for an application. At minimum, you would likely need:

- Planning Justification Report (with analysis on conformity with both the County and Town's Official Plans, and with the Provincial Policy Statement)
- Stormwater Management / Drainage study
- Environmental Impact Study (because of the adjacent ANSI and the Significant Woodlands on the property)

I will let Scott Taylor at the County of Grey know about our discussion and see if he has anything to add.

With more information I would have a better idea of the application requirements and fees.

Application fees for a "mid-scale project" (10 units or less):

Zoning Amendment fee is \$3,330 with \$5,000 security

Draft plan of subdivision / condominium \$8,300 with \$5,000 security

There are additional Engineering fees (depending on the amount of technical review required) but I am not sure I have enough information about the proposal yet to know which are triggered. For certain there is fee associated with a zoning amendment of \$750. Draft plan reviews and technical reviews have additional fees.

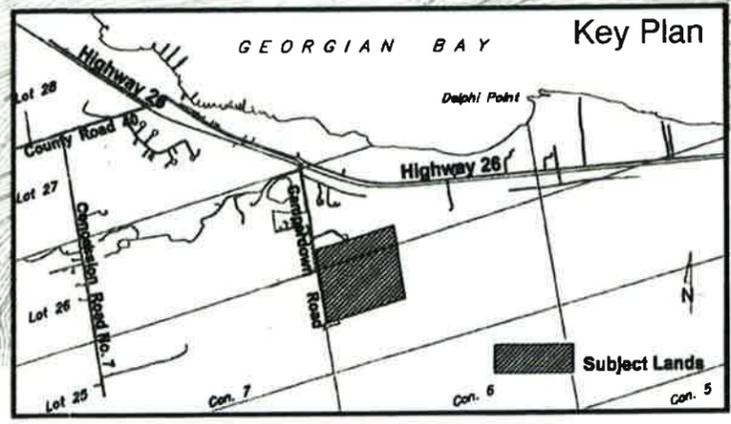
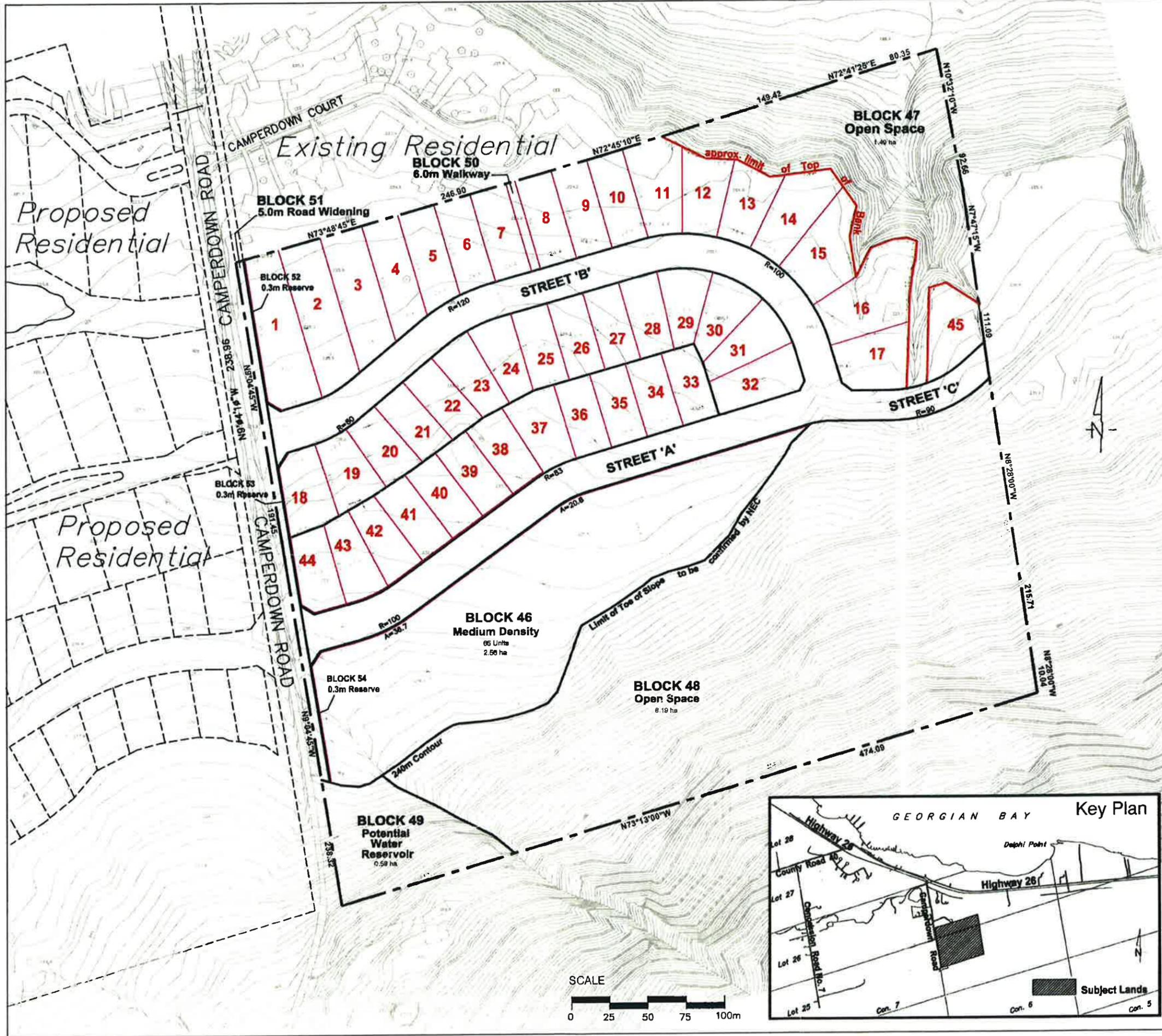
Kind Regards,

Denise Whaley, MSc MCIP RPP
Planner

Town of The Blue Mountains - Planning and Development Services
PO Box 320, 32 Mill Street
THORNBURY, ON N0H 2P0
Phone: 519-599-3131 Extension 262
Toll Free: 1-888-258-6867 (1-888-BLU-MTNS)
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Draft Plan of Subdivision 42T-87017

Part of Lots 25 & 26, Concessions 6
Town of The Blue Mountains
County of Grey

Schedule of Land Use

Lot/Block	Land Use	Units	Area (ha)	Density (uph)
1-45	Single Family min. 24.4 (80ft)	45	7.00	6.6 uph
46	Medium Density	65	2.56	24.1 uph
47-48	Open Space		7.68	
49	Water Reservoir		0.59	
50	Walkway		0.03	
51	Road Widening		0.18	
52-54	0.3m Reserves		0.02	
Streets A-B	Roads		2.16	
Total		110	20.22	

Owner's Authorization

I hereby authorize Malone Given Parsons Ltd. to prepare and submit this Draft Plan of Subdivision to the Town of The Blue Mountains

SEE ORIGINAL SUBMISSION

Date: _____

Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided and their relationship to the adjoining properties are correctly shown on this plan.

SEE ORIGINAL SUBMISSION

Date: _____

Additional Information

- As required under section 51(17) of the Planning Act R.S.O. 1990.
- (a)(b)(e)(f)(g)(i)(l)-As shown on this Plan.
- (c)-As shown on this Draft and Key Plan
- (d)-Land to be used in accordance with the Schedule of Land Use
- (i)-Soil is Clay Loam.
- (h)(k) Municipal services to be provided.

Note: Contours relate to Canadian Geodetic Datum.

Prepared by:



140 Renfrew Drive, Suite 201
Markham, Ontario, L3R 6B3
Tel. (905) 513-0170
Fax. (905) 513-0177

FIG. 2

Date: May 1, 2003
Project No. 02-1234

