

FEBRUARY 8, 2017

PROJECT NO: 1251-4397

SENT VIA: HAND DELIVERED

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

Attention: Brian Worsley, P.Eng., MICE, PMP

**RE: TRAFFIC OPINION LETTER
GEORGIAN GLEN SUBDIVISION
TOWN OF THE BLUE MOUNTAINS, COUNTY OF GREY**

Dear Brian,

This Traffic Opinion Letter has been undertaken pursuant to the need for a transportation analysis regarding the proposed residential development known as "Georgian Glen" in the Town of The Blue Mountains, County of Grey. The 12.3 ha (30 acre) property is legally described as Part of Lot 28, Concession 7, Town of The Blue Mountains, County of Grey. This letter examines the trip generation associated with the proposed Draft Plan as compared with the previously approved Draft Plan.

1.0 Background

The subject land is triangular in shape and is bounded by privately held lands to the west, the Georgian Trail and Woodland Park Road to the northeast and County Road 40 to the southeast.

Crozier & Associates (CFCA) previously assisted the Sorichetti Development Group Inc. to complete the detailed engineering design for the proposed Subdivision, and is the Engineer of Record for the Development.

The original Plan of Subdivision was prepared by Malone Given Parsons (2004) and features 44 single family lots and 16 town house units. The development was Draft Approved in 2005, and a Pre-Servicing Agreement was executed in 2007. Servicing of 37 units ("Phase 1"; all of Street A and a portion of Street B) was completed in 2008 by Arnott Construction, including installation of sanitary sewers, storm sewers, watermains, electrical distribution system including street lights, a stormwater management pond, base asphalt and curb. A Subdivision Agreement was never executed, and the site and infrastructure have sat dormant, leading to the apse of Draft Plan Approval for the subdivision.

A new Draft Plan for the subdivision was prepared by Innovative Planning Subdivision in December 2016 and features 54 single residential lots.



An Environmental Assessment (EA), initiated by the Town of The Blue Mountains in partnership with the Ontario Ministry of Transportation, and County of Grey was finalized, and a notice of completion was issued on February 3, 2017 for the area of Highway 26 and Grey County Road 40. Based on the conclusions drawn within the EA, short and long term improvements were suggested in order to meet the projected increase in traffic volumes and to address congestion and safety concerns for the area.

After evaluation and consideration of stakeholder comments, several short and long term improvements were selected as the preferred alternatives, by the EA Consultant. The short-term improvements include:

- The closure or realignment of intersections surrounding the Georgian Glen development including Woodland Park Road intersecting with Grey Road 40 and Highway 26;
- An eastbound right-turn lane on Highway 26 at Grey Road 40; and,
- A new road connection between Woodland Park Road and the Georgian Glen Subdivision.

The long-term improvements include:

- The addition of a signalized control at the intersection of Highway 26, Grey Road 40 and Lakewood Drive; and,
- The addition of a northbound right-turn lane at the intersection of Highway 26, Grey Road 40 and Lakewood Drive.

At this time, the Town of The Blue Mountains is requesting comments from the public on the Environmental Assessment Project File Report and the suggested improvements.

2.0 Boundary Road Network

Highway 26 is an east-west Provincial Highway under the jurisdiction of the Ontario Ministry of Transportation (MTO) with a posted speed limit of 80 km/h. The roadway consists of one approximate 3.5 metre travel lane per direction with a painted centerline and an approximate 3.0 metre wide granular shoulder on either side of the roadway.

County Road 40 is a north-south two-way roadway, with two approximate 3.5 meter travel lanes and a paved shoulder on both sides of the roadway. County Road 40 is under the jurisdiction of Grey County and is classified as an arterial road, with a posted speed limit of 60 km/hr.

The intersection of Highway 26 and County Road 40 is a two-way stop-controlled intersection. The north approach (Lakewood Drive) consists of a shared left/through/right-turn lane. The west approach (Highway 26) consists of a left-turn lane with approximately 80 metres of effective storage, a through lane and a right-turn taper with approximately 20 metres of effective storage. The east approach (Highway 26) consists of a left-turn lane with approximately 200 metres of effective storage, a through lane and a right-turn taper with approximately 35 metres of effective storage. The south approach (County Road 40) has a shared left/through/right-turn lane. The north- and southbound movements are stop controlled and the east- and westbound movements are free flowing.

3.0 Development Proposal

The main entrance to the development is via Street 'A' at the existing Side Road 40 and Indian Circle intersection. All internal roads will be of public tenure. The proposed development will consist of 54 single-detached residential units, with a dedicated driveway accessing the public streets for each lot. Refer to the attached Draft Plan for development details.

4.0 Trip Generation

The trip generation of the proposed development was compared with the trip generation of the previously approved development in order to quantify the difference between the two development proposals.

The trip generation for the original 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" and Land Use Category 230 "Residential Condominium/Townhouse".

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. The trip generation rate for residential townhouses is 0.44 and 0.52 trips per dwelling unit for weekday a.m. and p.m. peak hours respectively.

As summarized in Table 1, the original development resulted in a total of 40 and 53 trips during the weekday a.m. and p.m. peak hours.

**Table 1:
Pre-approved Development Trip Generation**

Use	Roadway Peak Hour	Number of Trips		
		Inbound	Outbound	Total
Cat. 210: Single-Family Detached Housing (44 Units)	Weekday A.M.	8	25	33
	Weekday P.M.	28	16	44
Cat. 230: Residential Condominium/Townhouse (16 Units)	Weekday A.M.	1	6	7
	Weekday P.M.	6	3	8
Total	Weekday A.M.	9	31	40
	Weekday P.M.	34	19	53

The trip generation of the proposed new draft plan was forecasted using the rates provided in the ITE Trip Generation Manual, 8th Edition, under Land Use Category 210 "Single-Family Detached Housing". As summarized in Table 2, the proposed development is anticipated to result in a total of 40 and 54 trips during the weekday a.m. and p.m. peak hours.

**Table 2:
Proposed Development Trip Generation**

Use	Roadway Peak Hour	Number of Trips		
		Inbound	Outbound	Total
Cat. 210: Single-Family Detached Housing (54 Units)	Weekday A.M.	10	30	40
	Weekday P.M.	34	20	54

The trips generated by the proposed new draft plan represent no change during the weekday a.m. peak hour, and a one trip increase in the weekday p.m. peak hour.

Additionally, if a material proportion of the future occupants are of a seasonal or part-time nature, consistent with the area demographics, then the trip generation will be less than forecasted above.

6.0 Conclusions

The proposed 54 single-detached residential development represents no change in the number of trips generated during the weekday a.m. peak hour, and a one trip increase in p.m. peak hour as compared to the previously approved 56-unit residential townhouse and single-detached development. This minimal change in the number of trips is expected to have a negligible impact on the boundary road network, and the basis for the original development approval.

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

Yours truly,

C.F. CROZIER & ASSOCIATES INC.



Kevin A. Morris, P.Eng.
Partner
AF/mf/ch

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