

APRIL 27, 2018

PROJECT NO: 1559-4943

SENT VIA EMAIL:

JJSASSO@WESTONCONSULTING.COM

Hrycyna Law Group
200-1081 Bloor Street West
Toronto, ON M6H 1M5

Attention: Daniel Hrycyna

**RE: TRAFFIC OPINION LETTER
20 SCOTT STREET
TOWN OF GRAND VALLEY**

Dear Daniel,

Pursuant to your request for transportation analysis regarding the proposed residential development at 20 Scott Street, in the Town of Grand Valley. This traffic letter has been composed to acknowledge the proposed development per the latest site dated, March 28th, 2018.

This letter reviews the following main aspects of the development from a transportation perspective:

- The peak trip generation for the site;
- The number of trips projected to access the road network
- Determine whether or not site generated traffic will affect operations of the gravel pit

Site Description and Background

The subject property (20 Scott Street) is located on the east side of the Crozier Street and Webb Street intersection. The subject lands are bounded by residential developments to the north and south, Crozier Street to the west and residential/green field to the east. **Figure 1** contains a key map of the site location. The site is approximately 0.043 hectares and is undeveloped and vacant.

The project proposal is for 12 townhouse units divided into two blocks and 12 single detached dwelling units. A connection from Scott Street will be made to service the proposed development. Refer to **Figure 1** for the Site Plan Concept prepared by Orchard Design Studio Inc., dated December 22, 2017.

Existing Conditions

Scott Street is an east-west roadway with a two lane cross section and an assumed speed limit of 50km/h per municipal regulation. No pedestrian facilities are located on either side of the roadway.

Amaranth Street is an east-west roadway with a two lane cross section and a posted speed limit of 40 km/ hour. There are pedestrian sidewalks that run along both the north and south sides of Amaranth Street East.

Bielby Street is a north-south roadway with a two lane cross sections and an assumed speed limit of 50km/h per municipal regulation. Pedestrian sidewalks run along both the eastern and western sides of the roadway.

The intersection of Amaranth Street at Bielby Street is stop controlled in the southbound direction. Amaranth Street and Bielby Street both have one shared through/left/right turn lane at the intersection.

Site Generated Traffic

Site generated traffic for the proposed development was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, Using Land Use Category 210 "Single-Family Detached Housing" (12 units), and Land Use Category 230 "Residential Condominium/Townhouse" (12 Units).

The ITE Trip Generation Manual method was selected to generate site trips for the proposed development. The a.m. and p.m. peak hours were selected as the most appropriate timeframes to represent peak site operations. The site generated trips are tabulated in **Table 1**.

Table 1: ITE Trip Generation

Use	Unit Yield	Peak Hour	Fitted Curve Equation	Number of Trips		
				Inbound	Outbound	Total
Single-Family Detached Housing (210)	12 Units	A.M.	$T=0.70(X)+9.74$	6 (31%)	12 (69%)	18
		P.M.	$\ln(T)=0.90\ln(X)+0.51$	11 (66%)	5 (34%)	16
Residential Condominium/Townhouse (230)	12 Units	A.M.	$\ln(T)=0.80\ln(X)+0.26$	2 (17%)	7 (83%)	9
		P.M.	$\ln(T)=0.82\ln(X)+0.32$	7 (67%)	4 (33%)	11
Total			Weekday A.M	8	19	27
			Weekday P.M.	18	9	27

Development Impacts

According to the Town of Grand Valley Transportation Master Plan, prepared by R.J Burnside, dated March 2017, all intersections under existing conditions operate at a Level of Service B during the weekday a.m. and p.m. peak hours with a maximum volume-to-capacity ratio of 0.19 at the intersection of Amaranth Street at Main Street. The existing operations of the roadway allows for additional capacity along Amaranth Street during the weekday a.m. and p.m. peak hours as there is a total of 23 trips in the a.m. peak hour and 43 trips during the p.m. peak hour travelling eastbound, and 28 trips in the a.m. peak hour and 29 trips in the p.m. peak hour travelling westbound along Amaranth Street past Bielby Street (existing traffic volumes can be found in figure 10, page 27, of the Town of Grand Valley Transportation Master Plan).

As shown in **Table 1**, the proposed development generates 27 total trips in the a.m. and p.m. peak hours. The trip generation forecasts for the proposed development are low and not typically associated with traffic operational issues to the boundary road network.

Site generated traffic is expected to travel eastbound along Amaranth Street, but due to the low number of trips the proposed development is anticipated to have minimal impact on the gravel pit located on Amaranth East Luther Townline.

Parking

A parking study was requested by Town of Grand Valley staff. The Town of Grand Valley Zoning By-Law requires two parking spaces per residential dwelling unit. As shown on the attached site plan, a total of 50 parking spaces have been provided (20 driveway, 20 garage, 10 visitor) exceeding the Town of Grand Valley parking requirement of 40 by 10 spaces.

Conclusion

The information contained within this letter has concluded that the development proposal is supportable from a transportation perspective. No operational or safety concerns are anticipated from this proposed development.

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

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Aaron Wignall
Project Manager, Transportation
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