

**OCTOBER 7, 2019**

**PROJECT NO: 1559-4943**

**SENT VIA EMAIL:**

**MQUARCOOPOME@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 plan dated, March 5, 2019.

Comments from R.J. Burnside staff dated May 3, 2019 were received and have been listed below:

1. The revised report continues to compare proposed parking to the requirements in the zoning by-law as a method to confirm there will be no impacts to the surrounding neighborhood. Should the items below be accommodated for we would have no further comments on parking:
  - a. Double car driveways and garages for all the single detached dwellings
  - b. A front yard setback of 11.09m for the townhouses.

The R.J. Burnside comments have been addressed in the report herein.

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 1.12 hectares and is undeveloped and vacant.

The project proposal is for 14 townhouse units and 11 single detached dwelling units. A connection from Scott Street will be made to service the proposed development. Please refer to Figure 1 for the Site Plan Concept prepared by Cube Architects Inc.

## 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, 9<sup>th</sup> Edition, Using Land Use Category 210 "Single-Family Detached Housing" (11 units), and Land Use Category 230 "Residential Condominium/Townhouse" (14 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)	11 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)	14 units	A.M.	$\ln(T)=0.80\ln(X)+0.26$	2 (17%)	9 (83%)	11
		P.M.	$\ln(T)=0.82\ln(X)+0.32$	8 (67%)	4 (33%)	12
<b>Total</b>			<b>Weekday A.M.</b>	<b>8</b>	<b>21</b>	<b>29</b>
			<b>Weekday P.M.</b>	<b>19</b>	<b>9</b>	<b>28</b>

### Pedestrian Connectivity/Emergency Services

Concerns of pedestrian connectivity and emergency services were raised by Town of Grand Valley staff, in relations to the dead-end road. According to section 4.5.15 of the "Town of Blue Mountains Engineering Standard Guide", 2009, the maximum number of residential units that may be constructed within a single access is 85. There are currently 40 houses that are being serviced through a dead-end road (Bielby Street / Scott Street), and 25 residential units proposed. Thus, 65 units are within the Town of Blue Mountains single access development threshold.

An existing development located south of the Water Street/Main Street intersection is serviced with one access over a bridge. This development services approximately 59 residential units and one church. Therefore, the single access roadway is supportable by a transportation perspective. Section 4.5.15 of the Town of Blue Mountains Engineering Standard Guide can be seen in Figure 2.

There are no pedestrian connectivity concerns within the site. A municipally owned pedestrian walkway is available at the southern side of the proposed development which allows pedestrian connectivity to Crozier Street. An aerial photograph of the walkway can be seen in Figure 3.

### 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 28, of the Town of Grand Valley Transportation Master Plan).

As shown in Table 1, the proposed development generates 29 total trips in the a.m. peak hour and 28 trips in the p.m. peak hour. 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 76 parking spaces have been provided (44 single detached, 28 townhouse, 4 visitor) exceeding the Town of Grand Valley parking requirement of 50 by 26 spaces.

Table 2 below illustrates the development proposal's parking supply compared to local developments and the zoning by-law.

**Table 2: Local Development Parking Supplies**

	<b>20 Scott Street Development</b>	<b>Condo at Opposite End of Street</b>	<b>Cachet Condo Block</b>	<b>Zoning By-Law Requirements</b>
Dwellings	25 (11 single detached, 14 townhouses)	16 townhouses	24 townhouses	-
Proposed Parking Spaces	76 spaces (44 single detached, 28 townhouse, 4 visitor)	44 spaces (12 of the 44 are visitor parking spaces)	61 spaces (13 of the 61 are visitor spaces)	-
Ratio	<b>3.04 per unit</b>	2.75 per unit	2.54 per unit	2.0 per unit

As seen in Table 2 above, the proposed 20 Scott Street Development exceeds the number of parking spaces required per the Town of Grand Valley Zoning By-Law by a rate of 1.04 spaces per unit. With the individual uses factored in, this results to rates of 4.00 spaces per unit for single detached homes, 2.00 spaces per unit for townhomes and 0.16 spaces per unit for visitor parking.

The implementation of double car driveways and garages have been provided for the single detached dwellings and can be seen per figure 1 attached. The front yard setback of 11.09 metres for the townhouses was not accommodated because of setback requirements from Crozier Street. Ample parking has been provided on site as shown in table 2 above.

As there is an abundance of available parking, it is recommended that on-street parking is to be prohibited placing by RB-51 signs along both sides of the development roadway. Prohibiting parking along the development roadway will allow emergency vehicles, snow removal vehicles to operate without the issue of limited accessibility. The neighbouring streets are not anticipated to be affected by the Scott Street development in regards to parking due to the number of available parking spaces provided on site. The locations of the no-parking signs can be seen in Figure 4 attached.

## 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,

**C.F. CROZIER & ASSOCIATES INC.**



R. Aaron Wignall  
Associate, Transportation  
/sy

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**LEGEND**

	NO PARKING SIGN
	Rb-51 LR

1	ISSUED FOR SECOND SUBMISSION	2019/10/07
0	ISSUED FOR FIRST SUBMISSION	2019/MAR/18
No.	ISSUE / REVISION	YYYY/MM/DD

**SITE PLAN NOTES:**  
 DESIGN ELEMENTS ARE BASED ON SITE PLAN BY CUBE ARCHITECTS INC.  
 DRAWING No.: A001 (2019/AUG/20)  
 PROJECT No.: 1834

**DRAWING NOTES:**  
 THIS DRAWING IS THE EXCLUSIVE PROPERTY OF C.F. CROZIER & ASSOCIATES INC. AND THE REPRODUCTION OF ANY PART OF IT WITHOUT PRIOR WRITTEN CONSENT OF THIS OFFICE IS STRICTLY PROHIBITED.  
 THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LEVELS, AND DATUMS ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO THIS OFFICE PRIOR TO CONSTRUCTION.  
 THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT. DO NOT SCALE THIS DRAWING.  
 ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

Project: **20 SCOTT STREET**

Drawing: **PROPOSED SITE PLAN**



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Drawn	A.K.	Design	S.Y.	Project No.	<b>1559-4943</b>
Check	Check	S.Y.	Scale	NTS	Dwg: <b>FIG 01</b>

The centre line length of the primary leg of a P-loop shall not exceed 180 m. Centre line lengths shall be measured between centre line intersections of connecting roadways.

All single entry looped local roadways in excess of the above limitations shall be provided with a secondary access restricted to emergency use connecting the internal loop to another municipal roadway or lane.

Islands may be approved inside P-Loops provided that the island is constructed with an acceptable hard surfacing or landscaped to the satisfaction of the Town.

#### 4.5.15 Single Access Developments

The maximum number of residential units or equivalent commercial or industrial properties that may be constructed with a single access is 85.

With a secondary access for emergency conditions, the maximum number of residential units or equivalent commercial or industrial properties that may be constructed with a single access is 150.

#### 4.5.16 Secondary Access Design Criteria

Where secondary accesses are required to single entrance developments for emergency conditions, they shall be:

- 3.5 m wide centred within a minimum 6.0 m right of way provided there are no obstructions or curves
- the traveled surface shall be asphalt, concrete, paving stone or turf stone or approved alternate
- capable of supporting firefighting equipment
- designed with adequate radii, width, horizontal and vertical alignments as that required for fire routes under the Ontario Building Code.
- provided with a removable gate or barrier pre-approved by the Town.

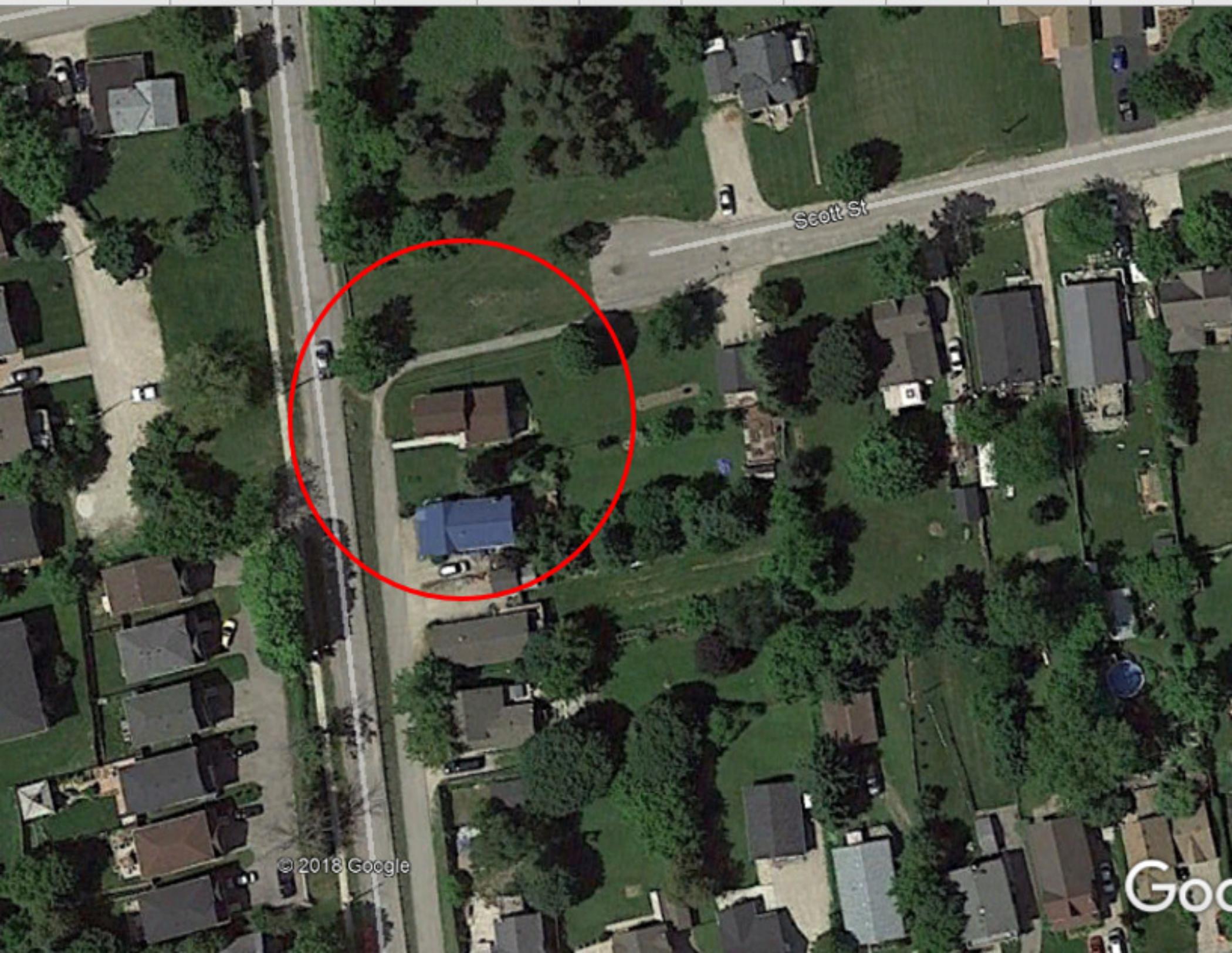
#### 4.5.17 Driveway Entrances

All new residential driveways shall be paved with 65 mm HL3A from curb to the property line on a base of a minimum of 200 mm Granular 'A'.

The minimum clear distance between the edge of driveway and a utility structure or hydrant shall be 1.5 m.

The minimum setback from lot line shall equal the "Exterior Side Yard, Minimum" for the applicable use in conformance with the Zoning By-Law.

Rural driveways shall include an entrance culvert unless the driveway is sited at a ditch highpoint. The maximum length of culvert is 9.0 m.



Scott St