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May 10, 2021

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Town of The Blue Mountains
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Re: Applewood Development, Town of The Blue Mountains
Requirement for a Traffic Impact Study

Dear Trevor:

We are writing in response to the Town's requirement for a traffic impact study in support of the Applewood Development Site Plan Approval Application submitted by Manorwood Homes in April of 2021.

2013 TRAFFIC IMPACT STUDY

A Traffic Impact Study was prepared in July 2013 for the previous development application. At that time, the development consisted of 45 townhouse units with an internal road system providing access to Elgin Street and King Street (through the Community Health Centre). The traffic study estimated the site would generate 20 trips during the AM peak hour and 24 trips during the PM peak hour. Site traffic was oriented 40% from the east/to the west and 60% from the west/to the east, which resulted in 2 to 10 peak hour turning movements at the King Street access and 1 to 10 turning movements at the Elgin Street access (which translates to similar movements at the Elgin Street/King Street intersection). These increases in traffic volumes are considered minimal. The traffic study concluded that the subject area intersections will provide good levels of service under the 2018 and 2023 future horizons and that the development traffic will not materially affect the boundary road system. No road system improvements (eg. turn lanes or traffic signals) were deemed necessary.

In December 2013, Tatham Engineering (then C.C. Tatham & Associates) completed a peer review of the above noted report on behalf of the Town. While a number of comments were identified, we acknowledged that the development will not generate a significant volume of traffic and hence will not have significant impacts on the adjacent road system. In this regard, a revised traffic study to address the peer review comments was not considered necessary.

With respect to the overall site access scheme, the peer review noted that a single access would be sufficient and that access via the Community Health Centre was not considered necessary (nor desired).

2021 DEVELOPMENT APPLICATION

As per the current development application, 42 townhouse units are proposed (reduced from 45), with a single access to Elgin Street, in a similar location as per the 2013 plan. The access to King Street via the Community Health Centre has been converted to an emergency access only. In this regard, all site traffic will utilize the Elgin Street access and travel to/from King Street.

Utilizing the most current ITE Trip Generation Manual (10th edition), the 42 townhouse units are projected to generate 22 trips during the AM peak hour and 27 trips during the PM peak hour. The assignment of the site trips to the road system is provided in the attached Figure 1, employing the same distribution as per the 2013 traffic study. As noted, the site is projected to generate 2 to 10 trips per movement during the peak hours, which remains nominal.

CONCLUSION

The current development plan is comparable with the 2013 plan with respect to unit count (42 vs 45) and traffic volumes to be generated.. While the previous study was based on 2013 traffic volumes, it provided projections through to the 2023 horizon, under which the key intersections will provide acceptable operations and will have significant reserve capacity. In this regard, no appreciable impacts to the road system are expected under the current plan and thus a further traffic study is not considered necessary.

We trust this satisfies the Town's request. However, should you require further information please do not hesitate to contact us.

Yours truly,

Tatham Engineering Limited



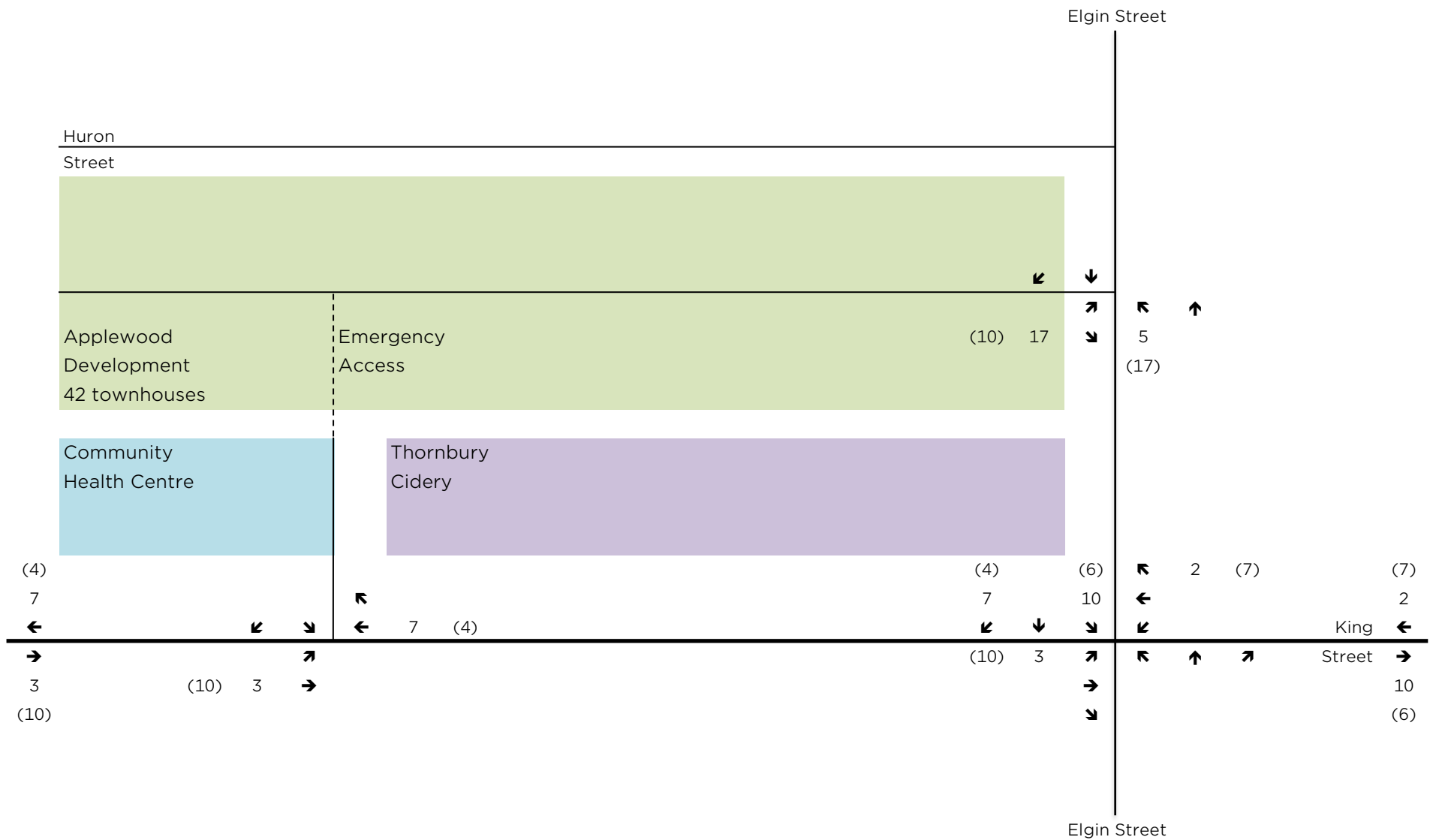
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APPLEWOOD DEVELOPMENT
Figure 1: Site Traffic

