OCTOBER 8TH , 2021

REFER TO FILE: 0109-5854

Town of The Blue Mountains
32 Mill Street, PO Box 310
Thornbury, ON N0H 2P0

Attention: Deanna Vickery, P.Eng.
Development Engineering Reviewer

RE: TYROLEAN LANE LODGES
TRAFFIC OPINION LETTER
TOWN OF THE BLUE MOUNTAINS, GREY COUNTY

Dear Deanna,

This letter has been prepared to support the Draft Plan Application and to address the transportation aspects relating to the development located at 138 Kandahar Lane (Site) in the Town of the Blue Mountains (Town).

This letter reviews the existing operations of the boundary road network and forecasts the expected trip generation of the proposed development. This letter also reviews the proposed development from an access and parking perspective.

Background

138 Kandahar Lane is approximately 3.2 ha and is bounded by Tyrolean Lane to the north, Kandahar Lane to the east, open space and treed areas to the south and open space and a recreational area to the west.

The Site currently consists of a driveway which connects to Tyrolean Lane. The rest of the land consists of an open grass field on the east side of the lot and treed areas covering the remainder of the Site. The site is designated Resort Commercial in the Town of The Blue Mountains Official Plan and zoned Development (D) in the Town of The Blue Mountains Zoning By-Law. The site location is illustrated in **Figure 1**.

The Town of the Blue Mountains will be completing a watermain replacement and wastewater servicing capital project in 2022 along Tyrolean Lane and part of Kandahar Lane. Communications with the Town concluded that only repaving and no improvements to the road cross-sections are proposed at this time. Correspondence can be referenced as **Attachment A**.

Development Proposal

The development proposal consists of 12 lodges fronting Tyrolean Lane. Each lodge is proposed to include eight tandem parking stalls and individual driveway accesses to Tyrolean Lane. The remaining lands consist of a 0.02 ha trail dedication along the western limits of the property, and a 2.27-hectare future development block to the south of the proposed lodges. The proposed Draft Plan of Subdivision can be refenced as **Figure 2** and the proposed Concept Plan is included as **Figure 3** (prepared by Pascuzzo Planning Inc) .

Boundary Road Network

The boundary road network is described in **Table 1**.

Table 1: Boundary Road Network

Roadway	Tyrolean Lane	Kandahar Lane	Grey Road 19
Direction	East-West	North-South	East-West
Classification	Local	Minor Collector	County Road
Jurisdiction	The Town of the Blue Mountains	The Town of the Blue Mountains	County of Grey
Speed Limit (km/h)	50 km/h (Assumed)	50 km/h (Assumed)	50 km/h
Total Number of Lanes	2	2	2
Pedestrian/ Cycling Facilities	None	None	Designated bike lanes on the north and south side of the roadway

Kandahar Lane intersects Tyrolean Lane at a 'T' intersection with a stop control for the minor roadway (Kandahar Lane). The east leg of the intersection is a cul-du-sac of 10 properties. Kandahar Lane is also stop controlled at its 'T' intersection with Grey Road 19.

Traffic Data

Existing turning movement counts were collected at the intersection of Kandahar Lane and Grey Road 19 on Friday March 12th , 2021 from 3:00 p.m. to 8:00 p.m. and on Sunday March 14th , 2021 from 8:00 a.m. to 8:00 p.m. The peak hour on Friday March 12th was from 3:15 p.m. to 4:15 p.m. and the peak hour on Sunday March 14th was from 2:45 p.m. to 3:45 p.m. Collected traffic data has been included as **Attachment B**. This date was selected as the Blue Mountain Ski Resort was re-opened for skiing and other recreational activities, and as of Monday March 1, 2021, Grey Bruce Health Unit was moved to a "Green – Prevent" zone.

It should be noted that on Friday, the peak hour of volumes on the Kandahar Lane approach were recorded from 3:30 p.m. to 4:30 p.m., which partially overlaps with the intersection peak hour. On Sunday, the peak hour volumes on the Kandahar Lane approach were recorded from 11:00 a.m. to 12:00 p.m., which does not coincide with the peak hour of the roadway. Accordingly, both Sunday peak hours were assessed.

The recorded volumes were compared to historical counts in the area to understand the impact on travel patterns due to the ongoing COVID-19 pandemic. The collected data was compared to traffic volumes contained in the June 2020 Windfall Traffic Impact Study prepared by Tatham Engineering (as obtained from the Grey County Development Application Website). The Tatham TIS compared March 2017 traffic data with February 2020 traffic data collected on Grey Road 19 near Crosswinds Boulevard. The February 2020 data was used to adjust the 2017 data. They also accounted for ongoing developments in the area between 2017 and 2020.

The March 2021 volume of vehicles travelling to and from the east of Kandahar Lane on Grey Road 19 were generally higher than the 2017 and 2020 volumes travelling north of Jozo Weider Boulevard/Crosswinds Boulevard on Grey Road 19. It is noted that Monterra Road and Snowbridge Way are between the two intersections, however these are not expected to greatly impact the volume comparison. Relevant excepts from the 2020 Tatham Engineering Report have been included as **Attachment C.**

Existing Operations

The existing operations of the study intersection were analyzed based on the traffic volumes illustrated in **Figure 4**. The Level of Service (LOS) definitions are included in **Attachment D** and detailed capacity analysis worksheets are included in **Attachment E**. **Table 2** summarizes the levels of service for the counts taken at the study intersection under existing 2021 traffic volume conditions.

Table 2: Existing Operations at Kandahar Lane and Grey Road 19

Peak Hour	LOS[1]	Control Delay	Maximum v/c Ratio[2]	Maximum 95th Percentile Queue
Friday P.M. (Intersection)	B	13.0 s	0.12 (SB)	3.4 m (SB)
Sunday (Intersection)	B	13.5 s	0.13 (SB)	3.5 m (SB)
Sunday (Kandahar Peak)	B	13.8 s	0.26 (SB)	8.4 m (SB)

Note[1]: The LOS of a stop-controlled intersection is based on the delay associated with the critical minor road approach i.e. Kandahar Lane (HCM2000).

Note[2]: The maximum v/c ratio represents the maximum v/c ratio for the minor road approach (Kandahar Lane) movements at the intersection.

As summarized above, the intersection of Grey Road 19 and Kandahar Lane operates well under existing traffic volume conditions with a LOS "B" and maximum control delay of 13.5 seconds.

Trip Generation

To estimate the expected trip generation of the proposed development, a first principal method was employed. As noted previously, each unit is expected to have eight parking spaces. It is not expected that all vehicles will arrive within the assessed peak hour, nor that each unit will have a demand of 8 vehicles. Given the recreational nature of the proposed lodges, the travel patterns are not expected to align with typical commuter peak hours. For the purpose of this assessment, 50 percent of trips were expected to arrive/depart during the recorded peak hours. This would equate to 48 trips in the Friday and Sunday peak hours.

The directional distribution was established based on the traffic data collected at Kandahar Lane and Grey Road 19. Similarly, trips were distributed to and from the east and west on Grey Road 19 based on the existing travel patterns observed at the intersection.

During the Friday and Sunday intersection peak hours, the inbound and outbound traffic volumes were split evenly (50 percent) in each direction. During the Sunday peak hour associated with the vehicles exiting Kandahar Lane, 80 percent of the trips were outbound trips, while 20 percent of the trips were inbound.

The distribution of the trips generated by the proposed development is illustrated in **Figure 5** and the corresponding trip assignment is illustrated in **Figure 6**. The total traffic volumes are illustrated in **Figure 7**.

The trip generation of 48 vehicles is considered conservative as the existing two-way traffic volumes recorded to and from Kandahar Lane at Grey Road 19 during the Friday and Sunday intersection peak hours and Sunday Kandahar Peak hour was 122 vehicles, 115 vehicles, and 163 vehicles, respectively. The area surrounding the development lands consists of many similar recreational lodging dwellings. The trips generated by the proposed development are expected to result in a trip generation similar to the recreational lodging dwellings in the surrounding areas. The addition of 12 lodging units is not expected to result in an additional 30 to 40 percent vehicles, however this scenario was assessed to provide a worst-case analysis.

Left-turn lane warrants were completed for the eastbound left-turn movement on Grey Road 19 for the Friday and Sunday intersection peak hours, as well as the Sunday peak hour of outbound volumes on Kandahar Lane. An eastbound axillary left-tun lane was found to not be warranted. The warrants have been included as **Attachment F** for reference.

Total Operations

The operations of Kandahar Lane and Grey Road 19 were assessed based on the total traffic volumes illustrated in **Figure 6**. The Level of Service (LOS) definitions are included in **Attachment D** and detailed capacity analysis worksheets are included in **Attachment E. Table 3** summarizes the total traffic operations.

Table 3: Total Operations at Kandahar Lane and Grey Road 19

Peak Hour	LOS[1]	Control Delay	Maximum v/c Ratio[2]	Maximum 95th Percentile Queue
Friday P.M. (Intersection)	B	14.0 s	0.18 (SB)	5.1 m (SB)
Sunday (Intersection)	B	14.4 s	0.19 (SB)	5.5 m (SB)
Sunday (Kandahar Peak)	C	15.1 s	0.35 (SB)	12.6 m (SB)

Note[1]: The LOS of a stop-controlled intersection is based on the delay associated with the critical minor road approach i.e. Kandahar Lane (HCM2000).

Note[2]: The maximum v/c ratio represents the maximum v/c ratio for the minor road approach (Kandahar Lane) movements at the intersection.

The intersection of Kandahar Lane and Grey Road 19 is expected to continue operating well under total traffic volume conditions. The addition of the site generated traffic is expected to have a minimal impact on the control delay and volume-to-capacity ratio for the southbound movement. In the Sunday peak hour for the volumes on the Kandahar Lane approach, the LOS is expected to change to a "C", however the intersection is expected to experience a maximum increase in control delay of 1.3 seconds and increase in 95th percentile queues of 4.2 metres, or approximately one additional vehicle.

Access Spacing

As described in Section 8.9.8 and illustrated in Figure 8.9.2 of the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR), the minimum spacing between residential driveways on local roadways is 1.0 metre, measured between the end and start of the curb returns on the adjacent driveways. Based on the proposed Concept Plan included as **Figure 3**, the required minimum is met.

The minimum corner clearance required between a driveway and local roadway intersection is 15 metres are illustrated in Figure 8.8.2 of TAC. The configuration of the driveways provides more than the minimum requirement. Relevant excerpts from TAC GDGCR have been included as **Attachment G.**

Parking

The Town of the Blue Mountains Comprehensive Zoning By-Law 2018-65 (amended March 2020) Table 5.3 requires the lodges to have "0.5 parking spaces per occupant or 1.0 parking space per guest room used for sleeping." Each of the 12 proposed lodges will offer a total of eight tandem parking spaces, meeting the Zoning By-Law requirement.

Active Transportation

The proposed development is approximately 1 kilometre (15-minute walk) from the transit stop at the Blue Mountain Inn. The stop services the Blue Mountain Transit Link from Monday to Sunday, every hour from 7:20 a.m. to 8:20 p.m. The transit link offers services between Blue Mountain, Craigleith, Georgian Meadows and downtown Collingwood. The riders guide has been included for reference as **Attachment H**. The stop also services the Grey Transit Route with service four times a day to downtown Meaford and connections to Owen Sound. Currently rides must be booked in advance and online to ensure rider safety and appropriate capacity. The Grey Transit Route map and schedule have been included at **Attachment I**.

The Blue Mountain Village is approximately 500 metres beyond the Blue Mountain Inn, which houses many retail, dining, and recreational uses. Accordingly, the Blue Mountain Village is a primary destination for visitors in the area and is within walking distance of the proposed development (approximately 20 minutes).

The Town of the Blue Mountains offers a variety of trails, including several soft surface trails in the vicinity of the site and a hard surface trail through Blue Mountain Village. There are also access points to the Georgian Trail and Nipissing Ridge Trail, accessible by way of Grey Road 19 which has designated bike lanes between Highway 26 and Scenic Caves Road. The Town's trail map has been included as **Attachment J**.

Conclusions

The addition of site generated traffic is anticipated to have a minimal impact on the operations of the boundary road network, with a maximum increase in control delay of 1.1 seconds. The 95th percentile queue of the southbound vehicles is not anticipated to exceed two vehicles. Based on the above, the proposed development can be supported from a transportation perspective.

Any minor changes to the plan will not affect the conclusions in this Letter. 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.

Madeleine Ferguson, P.Eng.
Manager of Transportation
/kh

C.F. CROZIER & ASSOCIATES INC.

Kerianne Hagan, EIT
Engineering Intern, Transportation

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Encl.

Attachment A: Correspondence
Attachment B: Traffic Data
Attachment C: Tatham Report Excerpts
Attachment D: Level of Service Definitions
Attachment E: Capacity Analysis Worksheets
Attachment F: Auxiliary Turn Lane Warrants
Attachment G: TAC Excerpts
Attachment H: Blue Mountain Transit Link Riders Guide
Attachment I: Grey Transit Route Excerpts
Attachment J: The Blue Mountains Trail Network Map

Figure 1: Site Location
Figure 2: Draft Plan of Subdivision
Figure 3: Concept Plan
Figure 4: Existing Traffic Volumes
Figure 5: Trip Distribution
Figure 6: Trip Assignment
Figure 7: Total Traffic Volumes

Attachment A
Correspondence

Madeleine Ferguson

From: Deanna Vickery <dvickery@thebluemountains.ca>
Sent: Tuesday, February 2, 2021 9:15 AM
To: Madeleine Ferguson
Cc: Brendan Hummelen; Brian Worsley
Subject: RE: 138 Kandahar Lane, Traffic Assessment Scope

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Madeleine,

Apologies for the slower than anticipated response on this one.

Your scope below is generally acceptable, but for clarity please also ensure the analysis includes/reviews:

- How the recreational traffic nature of the development may differ from typical trip generation applications, and consider modification if needed
- Change in LOS, queuing distances, and left hand turning movements from Kandahar Lane onto Grey Rd 19, as we anticipated many chalet visitors could be leaving the development after a weekend around the same time to head generally eastward (Barrie/GTA etc)
- Set back distances of driveways from intersection of Tyrolean and Kandahar Lanes
- Any other potential traffic impacts Crozier can identify

I will follow up with our Operations department on your road re-construction questions below.

Best regards,
Deanna

Deanna Vickery, P.Eng.
Development Engineering Reviewer
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: 519-599-3131 ext. 247 | Fax: 519-599-7723
Email: dvickery@thebluemountains.ca | Website: www.thebluemountains.ca

IMPORTANT INFORMATION

January 4 – February 11: To be proactive and to encourage physical distancing during the Provincial shutdown, the Town of The Blue Mountains has closed all municipal facilities with the exception of the landfill. The landfill will operate with reduced hours. Town staff will continue to be available to assist residents over the phone and by email during regular business hours. Online services can also be accessed 24/7 by visiting: www.thebluemountains.ca/online-services.cfm

To contact a staff member, please call 519-599-3131 or email the appropriate department as listed on the staff directory of the Town website: www.thebluemountains.ca/staff-directory.cfm

For additional information regarding the Provincial Shutdown, please visit the Province of Ontario website at: https://covid-19.ontario.ca or the Grey Bruce Health Unit website at www.publichealthgreybruce.on.ca.

As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Madeleine Ferguson <mferguson@cfcrozier.ca>
Sent: Thursday, January 28, 2021 2:22 PM
To: Deanna Vickery <dvickery@thebluemountains.ca>
Cc: Brendan Hummelen <bhummelen@cfcrozier.ca>
Subject: RE: 138 Kandahar Lane, Traffic Assessment Scope

Hi Deanna,

Just following up on our email correspondence. Have you had a chance to review the enclosed scope of work for the TOL?

Thanks in advance!
Maddie

Madeleine Ferguson P.Eng. | Project Engineer
40 Huron Street, Suite 301 | Collingwood, ON L9Y 4R3
T: 705.446.3510

Crozier Connections:

Read our latest news and announcements here.

From: Deanna Vickery <dvickery@thebluemountains.ca>
Sent: Thursday, January 21, 2021 11:13 AM
To: Madeleine Ferguson <mferguson@cfcrozier.ca>
Cc: Brendan Hummelen <bhummelen@cfcrozier.ca>
Subject: RE: 138 Kandahar Lane, Traffic Assessment Scope

Hi Madeleine,

A quick note to acknowledge that I've received your email below. I am hoping to provide response by early next week.

Best regards,
Deanna

Deanna Vickery, P.Eng.
Development Engineering Reviewer
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: 519-599-3131 ext. 247 | Fax: 519-599-7723
Email: dvickery@thebluemountains.ca | Website: www.thebluemountains.ca

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As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Madeleine Ferguson <mferguson@cfcrozier.ca>
Sent: Tuesday, January 19, 2021 2:25 PM
To: Deanna Vickery <dvickery@thebluemountains.ca>
Cc: Brendan Hummelen <bhummelen@cfcrozier.ca>
Subject: 138 Kandahar Lane, Traffic Assessment Scope

Hi Deanna,

I hope this email finds you well. C.F. Crozier & Associates has been retained by Tyrolean Village Resorts Ltd. to complete a Traffic Opinion Letter to support the commercial resort development proposed for 138 Kandahar Lane. We are seeking confirmation from the Town that the proposed scope of our transportation assessment, as described below, is acceptable.

As illustrated on the Conceptual Site Plan circulated as part of pre-consultation, the general development proposal includes 12 lodging units each with 8 tandem parking stalls. Access to each of the units will be provided via individual driveways on Tyrolean Lane.

Given the small number of units and the recreational nature of the proposed development, we propose a scoped transportation analysis in the form of a Traffic Opinion Letter to qualitatively assess the impacts of the proposed development. The Traffic Opinion Letter will include the following:

1. Forecasted trip generation based on the ITE Trip Generation Manual, 10th Edition.

2. Review of the expected trip distribution and a qualitative assessment of the potential traffic impacts.

3. Sight distance review along Tyrolean Lane.

In addition to the above, we understand the Town intends to reconstruct Tyrolean Lane and Kandahar Lane, including upgrades to watermain and extending the sanitary sewer. We would like to confirm this reconstruction does not include any changes to the existing roadway cross-sections. Any details you can provide relating to the planned works would be helpful.

Please feel free to give me a call if you have any questions about the above scope of work.

Regards,
Maddie

Madeleine Ferguson P.Eng. | Project Engineer
40 Huron Street, Suite 301 | Collingwood, ON L9Y 4R3
T: 705.446.3510

CROZIER
CONSULTING ENGINEERS

Crozier Connections:

Read our latest news and announcements here.

Attachment B
Traffic Data

Spectrum

Turning Movement Count
Location Name: KANDAHAR LN & GREY COUNTY RD 19
Date: Fri, Mar 12, 2021 Deployment Lead: Theo Daglis

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Turning Movement Count (1 . KANDAHAR LN & GREY COUNTY RD 19)

Start Time	N Approach KANDAHAR LN							E Approach GREY COUNTY RD 19							W Approach GREY COUNTY RD 19							SW Approach BLUE MOUNTAINS FIRE STATION 2 WEST ACCESS							S Approach BLUE MOUNTAINS FIRE STATION 2 EAST ACCESS							Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Bear Right N:SW	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Bear Left E:SW	Left E:S	UTurn E:E	Peds E:	Approach Total	Hard Right W:SW	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total	Hard Right SW:S	Right SW:E	Bear Left SW:N	Left SW:W	UTurn SW:SW	Peds SW:	Approach Total	Right S:E	Thru S:N	Left S:W	Hard Left S:SW	UTurn S:S	Peds S:	Approach Total		
15:00:00	3	0	0	8	0	0	11	3	71	0	1	0	0	75	0	1	61	4	0	0	66	0	0	0	0	0	0	0	1	0	0	0	0	2	1	153	
15:15:00	6	0	0	4	0	0	10	10	61	0	0	0	1	71	0	0	61	6	0	4	67	0	0	0	0	0	4	0	0	0	0	0	0	1	0	148	
15:30:00	5	0	0	7	0	0	12	13	60	0	0	0	0	73	0	1	68	6	0	0	75	0	0	0	0	0	0	0	1	0	0	0	0	0	1	161	
15:45:00	3	0	0	14	0	0	17	6	55	0	0	0	0	61	0	0	62	6	0	0	68	0	0	0	0	0	0	0	0	0	1	0	0	0	1	147	609
16:00:00	6	0	0	13	0	2	19	7	66	0	0	0	0	73	0	0	65	10	0	2	75	0	0	0	0	0	1	0	0	0	0	0	0	3	0	167	623
16:15:00	4	0	0	11	0	1	15	16	53	0	0	0	0	69	0	0	40	4	0	1	44	0	0	0	0	0	0	0	0	0	1	0	0	1	1	129	604
16:30:00	4	0	0	7	0	0	11	13	45	0	0	0	0	58	0	0	49	8	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	569
16:45:00	5	0	0	7	0	1	12	16	60	0	0	1	0	77	0	1	42	11	0	1	54	0	0	0	0	0	0	0	0	0	1	0	0	0	1	144	566
17:00:00	7	0	1	7	0	1	15	12	52	0	1	0	2	65	0	0	33	8	0	2	41	0	0	0	0	0	0	0	1	0	1	0	0	0	2	123	522
17:15:00	3	0	0	4	0	2	7	11	42	0	0	0	2	53	0	1	34	6	0	0	41	0	0	0	0	0	2	0	0	0	0	0	0	4	0	101	494
17:30:00	3	0	0	6	0	0	9	14	62	0	0	0	1	76	0	0	38	1	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	1	0	124	492
17:45:00	6	0	0	4	0	0	10	19	41	0	0	0	0	60	0	0	23	6	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	447
18:00:00	1	0	0	5	0	0	6	17	38	0	0	0	0	55	0	1	21	3	0	0	25	0	0	0	0	0	2	0	1	0	1	0	0	2	2	88	412
18:15:00	3	0	0	12	0	0	15	9	42	0	1	1	0	53	0	0	22	8	0	3	30	0	0	0	0	0	0	0	0	1	0	0	0	3	1	99	410
18:30:00	4	0	0	6	0	0	10	12	31	0	2	0	0	45	0	1	28	6	0	0	35	0	0	0	0	0	0	0	0	0	1	0	0	0	1	91	377
18:45:00	4	0	0	5	0	3	9	14	33	0	0	0	0	47	0	0	23	3	0	3	26	0	0	0	0	0	3	0	2	0	1	0	0	0	3	85	363
19:00:00	3	0	0	2	0	0	5	6	33	0	0	1	0	40	0	0	21	6	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	347
19:15:00	3	0	0	4	0	0	7	16	26	0	0	0	0	42	0	0	21	0	0	0	21	0	0	0	0	0	0	0	0	0	1	0	0	0	1	71	319
19:30:00	1	0	0	1	0	0	2	5	23	0	0	0	0	28	0	0	9	4	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	43	271
19:45:00	3	0	0	4	0	0	7	8	21	0	0	0	5	29	0	0	14	4	0	0	18	0	0	0	0	0	2	0	0	0	0	0	0	2	0	54	240
Grand Total	77	0	1	131	0	10	209	227	915	0	5	3	11	1150	0	6	735	110	0	20	851	0	0	0	0	0	14	0	6	1	8	0	0	24	15	**2225**	-
Approach%	36.8%	0%	0.5%	62.7%	0%	-		19.7%	79.6%	0%	0.4%	0.3%	-		0%	0.7%	86.4%	12.9%	0%	-		0%	0%	0%	0%	0%	-		40%	6.7%	53.3%	0%	0%	-		**-**	-
Totals %	3.5%	0%	0%	5.9%	0%	9.4%		10.2%	41.1%	0%	0.2%	0.1%	51.7%		0%	0.3%	33%	4.9%	0%	38.2%		0%	0%	0%	0%	0%	0%		0.3%	0%	0.4%	0%	0%	0.7%		**-**	-
Heavy	6	0	0	0	0	-		1	4	0	0	0	-		0	1	3	6	0	-		0	0	0	0	0	-		0	0	2	0	0	-		**-**	-
Heavy %	7.8%	0%	0%	0%	0%	-		0.4%	0.4%	0%	0%	0%	-		0%	16.7%	0.4%	5.5%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	25%	0%	0%	-		**-**	-
Bicycles	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		**-**	-
Bicycle %	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		**-**	-

Spectrum

Turning Movement Count
Location Name: KANDAHAR LN & GREY COUNTY RD 19
Date: Fri, Mar 12, 2021 Deployment Lead: Theo Daglis

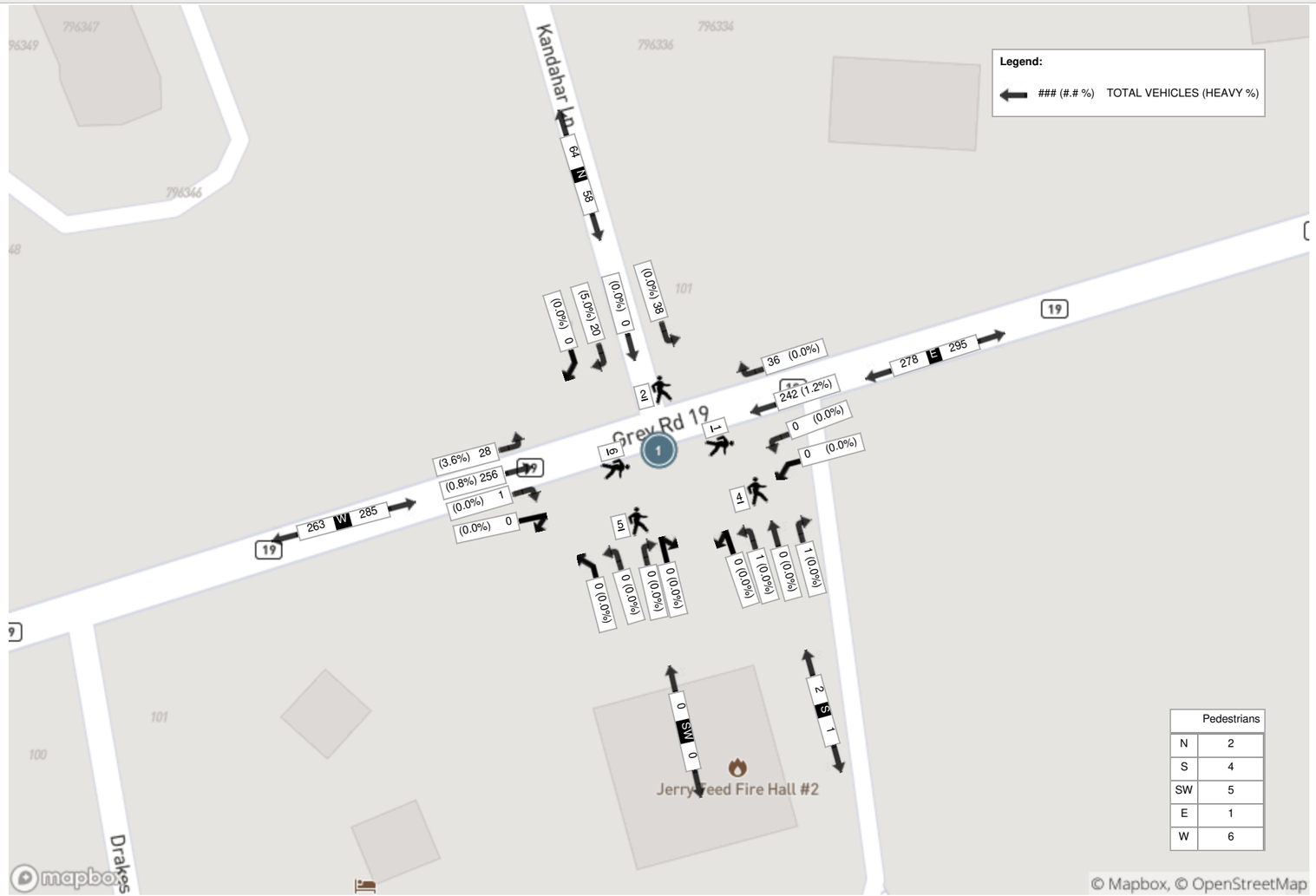
Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Peak Hour: 03:15 PM - 04:15 PM Weather: Broken Clouds (1.14 °C)

Start Time	N Approach KANDAHAR LN							E Approach GREY COUNTY RD 19							W Approach GREY COUNTY RD 19							SW Approach BLUE MOUNTAINS FIRE STATION 2 WEST ACCESS							S Approach BLUE MOUNTAINS FIRE STATION 2 EAST ACCESS							Int. Total (15 min)
	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Hard Right	Right	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	
15:15:00	6	0	0	4	0	0	10	10	61	0	0	0	1	71	0	0	61	6	0	4	67	0	0	0	0	0	4	0	0	0	0	0	0	1	0	148
15:30:00	5	0	0	7	0	0	12	13	60	0	0	0	0	73	0	1	68	6	0	0	75	0	0	0	0	0	0	0	1	0	0	0	0	0	1	161
15:45:00	3	0	0	14	0	0	17	6	55	0	0	0	0	61	0	0	62	6	0	0	68	0	0	0	0	0	0	0	0	0	1	0	0	0	1	147
16:00:00	6	0	0	13	0	2	19	7	66	0	0	0	0	73	0	0	65	10	0	2	75	0	0	0	0	0	1	0	0	0	0	0	0	3	0	167
Grand Total	20	0	0	38	0	2	58	36	242	0	0	0	1	278	0	1	256	28	0	6	285	0	0	0	0	0	5	0	1	0	1	0	0	4	2	**623**
Approach%	34.5%	0%	0%	65.5%	0%		-	12.9%	87.1%	0%	0%	0%		-	0%	0.4%	89.8%	9.8%	0%		-	0%	0%	0%	0%	0%		-	50%	0%	50%	0%	0%		-	**-**
Totals %	3.2%	0%	0%	6.1%	0%		9.3%	5.8%	38.8%	0%	0%	0%		44.6%	0%	0.2%	41.1%	4.5%	0%		45.7%	0%	0%	0%	0%	0%		0%	0.2%	0%	0.2%	0%	0%		0.3%	**-**
PHF	0.83	0	0	0.68	0		0.76	0.69	0.92	0	0	0		0.95	0	0.25	0.94	0.7	0		0.95	0	0	0	0	0		0	0.25	0	0.25	0	0		0.5	**-**
Heavy	1	0	0	0	0		1	0	3	0	0	0		3	0	0	2	1	0		3	0	0	0	0	0		0	0	0	0	0	0		0	**-**
Heavy %	5%	0%	0%	0%	0%		1.7%	0%	1.2%	0%	0%	0%		1.1%	0%	0%	0.8%	3.6%	0%		1.1%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	**-**
Lights	19	0	0	38	0		57	36	239	0	0	0		275	0	1	254	27	0		282	0	0	0	0	0		0	1	0	1	0	0		2	**-**
Lights %	95%	0%	0%	100%	0%		98.3%	100%	98.8%	0%	0%	0%		98.9%	0%	100%	99.2%	96.4%	0%		98.9%	0%	0%	0%	0%	0%		0%	100%	0%	100%	0%	0%		100%	**-**
Single-Unit Trucks	0	0	0	0	0		0	0	2	0	0	0		2	0	0	2	0	0		2	0	0	0	0	0		0	0	0	0	0	0		0	**-**
Single-Unit Trucks %	0%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%	0%		0.7%	0%	0%	0.8%	0%	0%		0.7%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	**-**
Buses	1	0	0	0	0		1	0	1	0	0	0		1	0	0	0	1	0		1	0	0	0	0	0		0	0	0	0	0	0		0	**-**
Buses %	5%	0%	0%	0%	0%		1.7%	0%	0.4%	0%	0%	0%		0.4%	0%	0%	0%	3.6%	0%		0.4%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	6	-	-	-	-	-	-	5	-	-	-	-	-	-	4	-	**-**
Pedestrians%	-	-	-	-	-	11.1%		-	-	-	-	-	5.6%		-	-	-	-	-	33.3%		-	-	-	-	-	27.8%		-	-	-	-	-	22.2%		**-**

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Peak Hour: 03:15 PM - 04:15 PM Weather: Broken Clouds (1.14 °C)



	Pedestrians
N	2
S	4
SW	5
E	1
W	6

Spectrum

Turning Movement Count
Location Name: KANDAHAR LN & GREY COUNTY RD 19
Date: Sun, Mar 14, 2021 Deployment Lead: Theo Daglis

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Turning Movement Count (1 . KANDAHAR LN & GREY COUNTY RD 19)

Start Time	N Approach KANDAHAR LN							E Approach GREY COUNTY RD 19							W Approach GREY COUNTY RD 19							SW Approach BLUE MOUNTAINS FIRE STATION 2 WEST ACCESS							S Approach BLUE MOUNTAINS FIRE STATION 2 EAST ACCESS							Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Bear Right N:SW	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Bear Left E:SW	Left E:S	UTurn E:E	Peds E:	Approach Total	Hard Right W:SW	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total	Hard Right SW:S	Right SW:E	Bear Left SW:N	Left SW:W	UTurn SW:SW	Peds SW:	Approach Total	Right S:E	Thru S:N	Left S:W	Hard Left S:SW	UTurn S:S	Peds S:	Approach Total		
08:00:00	3	0	0	5	0	1	8	0	31	0	0	0	1	31	0	0	5	1	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	1	0	45	
08:15:00	3	0	0	2	0	0	5	2	77	0	0	0	1	79	0	0	15	2	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	101	
08:30:00	10	0	0	7	0	2	17	1	70	0	0	0	1	71	0	0	22	5	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	0	115	
08:45:00	3	0	0	4	0	0	7	2	59	0	0	0	0	61	0	0	38	1	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	1	0	107	368
09:00:00	4	0	0	10	0	0	14	1	35	0	0	0	3	36	0	0	23	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	3	0	74	397
09:15:00	9	0	0	5	0	1	14	5	56	0	0	0	3	61	0	0	30	3	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	2	0	108	404
09:30:00	6	0	0	3	0	2	9	0	63	0	1	0	2	64	0	1	34	1	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	2	0	109	398
09:45:00	4	0	0	7	0	0	11	4	53	0	0	0	0	57	0	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	1	0	0	0	1	91	382
10:00:00	3	0	0	9	0	0	12	1	46	0	0	0	0	47	0	0	31	1	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	399
10:15:00	7	0	0	13	0	2	20	2	42	0	0	0	3	44	0	0	41	7	0	1	48	0	0	0	0	0	0	0	0	0	0	0	0	3	0	112	403
10:30:00	3	0	0	10	0	2	13	4	37	0	1	1	2	43	0	0	30	5	0	0	35	0	0	0	0	0	1	0	1	0	0	0	0	3	1	92	386
10:45:00	6	0	0	20	0	0	26	13	45	0	1	0	1	59	0	0	43	3	0	0	46	0	0	0	0	0	0	0	0	0	1	0	0	1	1	132	427
11:00:00	6	0	0	34	0	1	40	11	47	1	2	0	0	61	0	0	44	0	0	0	44	0	0	0	0	0	0	0	1	0	0	0	0	0	1	146	482
11:15:00	10	0	0	16	0	0	26	6	44	0	0	0	1	50	0	0	58	3	0	0	61	0	0	0	1	0	0	1	0	0	1	0	0	1	1	139	509
11:30:00	4	0	0	22	0	0	26	4	27	0	0	0	4	31	0	1	47	5	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	3	0	110	527
11:45:00	6	0	0	29	0	3	35	3	59	0	0	0	3	62	0	0	62	4	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	3	0	163	558
12:00:00	8	0	0	19	0	1	27	9	51	0	0	0	0	60	0	0	67	9	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	575
12:15:00	4	1	0	21	0	1	26	9	42	0	0	0	0	51	0	0	54	7	0	0	61	0	1	0	0	0	1	1	0	0	1	0	0	1	1	140	576
12:30:00	6	0	0	20	0	0	26	6	52	0	0	0	0	58	0	0	44	1	0	0	45	0	0	0	0	0	0	0	0	0	1	0	0	0	1	130	596
12:45:00	10	0	0	7	0	1	17	14	58	0	1	0	0	73	0	0	59	8	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	590
13:00:00	9	0	0	10	0	2	19	10	48	0	0	0	0	58	0	0	78	5	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	1	0	160	587
13:15:00	12	0	0	14	0	2	26	5	46	0	0	0	6	51	0	0	52	2	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	6	0	131	578
13:30:00	6	0	0	15	0	0	21	11	46	0	0	0	0	57	0	0	67	5	0	0	72	0	0	0	0	0	0	0	0	1	0	0	0	0	1	151	599
13:45:00	5	0	1	12	0	1	18	5	44	0	0	0	1	49	0	1	41	9	0	1	51	0	0	0	0	0	0	0	0	0	0	0	0	1	0	118	560
14:00:00	10	0	0	9	0	0	19	6	39	0	0	0	1	45	0	0	55	5	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	1	0	124	524
14:15:00	3	0	0	11	0	0	14	5	50	0	0	1	4	56	0	0	52	2	0	2	54	0	0	0	0	0	3	0	0	0	0	0	0	5	0	124	517
14:30:00	1	0	0	12	0	0	13	5	49	0	0	0	2	54	0	1	61	3	0	0	65	0	0	0	0	0	0	0	0	1	1	0	0	3	2	134	500
14:45:00	6	0	0	13	0	0	19	7	55	0	0	0	10	62	0	1	51	6	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	9	0	139	521
15:00:00	4	0	0	10	0	0	14	7	68	0	0	0	0	75	0	1	65	5	0	0	71	0	0	0	0	0	0	0	0	0	1	0	0	0	1	161	558
15:15:00	3	0	0	8	0	0	11	9	52	0	0	0	9	61	0	1	69	6	0	0	76	0	0	0	0	0	0	0	0	0	1	0	0	9	1	149	583
15:30:00	1	0	0	12	0	0	13	16	63	0	0	0	0	79	0	0	69	2	0	1	71	0	0	0	0	0	0	0	0	0	1	0	0	0	1	164	613
15:45:00	3	0	0	12	0	0	15	9	52	0	0	0	1	61	0	0	58	1	0	1	59	0	0	0	0	0	0	0	0	0	0	0	0	1	0	135	609
16:00:00	3	0	0	13	0	0	16	10	50	0	0	1	0	61	0	0	55	8	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	588
16:15:00	4	0	0	13	0	0	17	7	31	0	1	0	1	39	0	0	54	6	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	1	0	116	555
16:30:00	1	0	0	9	0	0	10	10	28	0	0	0	1	38	0	0	59	6	0	0	65	0	0	0	0	0	0	0	0	0	1	0	0	1	1	114	505
16:45:00	5	0	0	1	0	1	6	10	44	0	0	0	0	54	0	0	57	2	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	489
17:00:00	6	0	0	8	0	2	14	4	31	0	0	0	10	35	0	1	37	3	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	12	0	90	439
17:15:00	4	0	0	6	0	1	10	4	21	0	0	1	1	26	0	0	32	5	0	0	37	0	0	0	0	0	2	0	0	0	0	0	0	1	0	73	396
17:30:00	3	0	0	10	0	0	13	12	28	0	0	0	0	40	0	0	25	5	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	365
17:45:00	2	0	0	4	0	0	6	7	28	0	0	0	0	35	0	0	36	3	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	326
18:00:00	5	0	0	8	0	0	13	2	27	0	0	0	0	29	0	0	20	6	0	0	26	0	0	0	0	0	0	0	0	0	1	0	0	0	1	69	305
18:15:00	4	0	0	6	0	0	10	2	23	0	0	0	1	25	0	0	13	5	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	0	53	285
18:30:00	3	0	0	4	0	0	7	7	35	0	1	0	0	43	0	1	32	2	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	287
18:45:00	4	0	0	2	0	0	6	0	16	0	0	0	2	16	0	0	29	6	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	57	264
19:00:00	1	0	0	5	0	0	6	5	14	0	0	0	4	19	0	0	19	2	0	0	21	0	0	0	0	0	0	0	0	0	1	0	0	2	1	47	242
19:15:00	1	0	0	5	0	0	6	2	19	0	0	0	0	21	0	0	13	5	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	234
19:30:00	0	0	0	5	0	0	5	4	10	0	0	0	0	14	0	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	185
19:45:00	2	0	0	4	0	0	6	2	17	0	0	0	0	19	0	0	21	1	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	175

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Grand Total	226	1	1	504	0	26	732	280	2028	1	8	4	79	2321	0	10	2005	183	0	6	2198	0	1	0	1	0	8	2	2	2	12	0	0	82	16	**5269**	-
Approach%	30.9%	0.1%	0.1%	68.9%	0%		-	12.1%	87.4%	0%	0.3%	0.2%		-	0%	0.5%	91.2%	8.3%	0%		-	0%	50%	0%	50%	0%		-	12.5%	12.5%	75%	0%	0%		-	**-**	-
Totals %	4.3%	0%	0%	9.6%	0%		13.9%	5.3%	38.5%	0%	0.2%	0.1%		44.1%	0%	0.2%	38.1%	3.5%	0%		41.7%	0%	0%	0%	0%	0%		0%	0%	0%	0.2%	0%	0%		0.3%	**-**	-
Heavy	8	0	0	0	0		-	1	6	0	1	0		-	0	3	10	8	0		-	0	0	0	0	0		-	0	0	5	0	0		-	**-**	-
Heavy %	3.5%	0%	0%	0%	0%		-	0.4%	0.3%	0%	12.5%	0%		-	0%	30%	0.5%	4.4%	0%		-	0%	0%	0%	0%	0%		-	0%	0%	41.7%	0%	0%		-	**-**	-
Bicycles	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: KANDAHAR LN & GREY COUNTY RD 19
Date: Sun, Mar 14, 2021 Deployment Lead: Theo Daglis

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Peak Hour: 02:45 PM - 03:45 PM Weather: Clear Sky (0.4 °C)

Start Time	N Approach KANDAHAR LN							E Approach GREY COUNTY RD 19							W Approach GREY COUNTY RD 19							SW Approach BLUE MOUNTAINS FIRE STATION 2 WEST ACCESS							S Approach BLUE MOUNTAINS FIRE STATION 2 EAST ACCESS							Int. Total (15 min)
	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Hard Right	Right	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	
14:45:00	6	0	0	13	0	0	19	7	55	0	0	0	10	62	0	1	51	6	0	0	58	0	0	0	0	0	0	0	0	0	0	0	9	0	139
15:00:00	4	0	0	10	0	0	14	7	68	0	0	0	0	75	0	1	65	5	0	0	71	0	0	0	0	0	0	0	0	0	1	0	0	1	161
15:15:00	3	0	0	8	0	0	11	9	52	0	0	0	9	61	0	1	69	6	0	0	76	0	0	0	0	0	0	0	0	0	1	0	0	9	149
15:30:00	1	0	0	12	0	0	13	16	63	0	0	0	0	79	0	0	69	2	0	1	71	0	0	0	0	0	0	0	0	0	1	0	0	1	164
Grand Total	14	0	0	43	0	0	57	39	238	0	0	0	19	277	0	3	254	19	0	1	276	0	0	0	0	0	0	0	0	0	3	0	0	18	3	**613**
Approach%	24.6%	0%	0%	75.4%	0%		-	14.1%	85.9%	0%	0%	0%		-	0%	1.1%	92%	6.9%	0%		-	0%	0%	0%	0%	0%		-	0%	0%	100%	0%	0%		-	-
Totals %	2.3%	0%	0%	7%	0%		9.3%	6.4%	38.8%	0%	0%	0%		45.2%	0%	0.5%	41.4%	3.1%	0%		45%	0%	0%	0%	0%	0%		0%	0%	0%	0.5%	0%	0%		0.5%	-
PHF	0.58	0	0	0.83	0		0.75	0.61	0.88	0	0	0		0.88	0	0.75	0.92	0.79	0		0.91	0	0	0	0	0		0	0	0	0.75	0	0		0.75	-
Heavy	0	0	0	0	0		0	0	0	0	0	0		0	0	1	1	0	0		2	0	0	0	0	0		0	0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	33.3%	0.4%	0%	0%		0.7%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	-
Lights	14	0	0	43	0		57	39	238	0	0	0		277	0	2	253	19	0		274	0	0	0	0	0		0	0	0	3	0	0		3	-
Lights %	100%	0%	0%	100%	0%		100%	100%	100%	0%	0%	0%		100%	0%	66.7%	99.6%	100%	0%		99.3%	0%	0%	0%	0%	0%		0%	0%	0%	100%	0%	0%		100%	-
Single-Unit Trucks	0	0	0	0	0		0	0	0	0	0	0		0	0	1	1	0	0		2	0	0	0	0	0		0	0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	33.3%	0.4%	0%	0%		0.7%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	19	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	18	-	-
Pedestrians%	-	-	-	-	-	0%		-	-	-	-	-	50%		-	-	-	-	-	2.6%		-	-	-	-	-	0%		-	-	-	-	-	47.4%		-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-

Spectrum

Turning Movement Count
Location Name: KANDAHAR LN & GREY COUNTY RD 19
Date: Sun, Mar 14, 2021   Deployment Lead: Theo Daglis

Crozier & Associates
SUITE 301 40 HURON STREET
COLLINGWOOD ONTARIO, L9Y 4R3
CANADA

Peak Hour: 02:45 PM - 03:45 PM   Weather: Clear Sky (0.4 °C)

	Bicycles on Crosswalk	Pedestrians
N	0	0
S	0	18
SW	0	0
E	0	19
W	0	1

Attachment C
Tatham Report Excerpts

TATHAM ENGINEERING

Enhancing our communities

Windfall

TRAFFIC IMPACT STUDY

Windfall GP Inc.

File 111179 | June 19, 2020

Grey Road 19 & Crosswinds Boulevard		**control: stop control on Crosswinds**
west leg:	Grey Road 19	1 left-through shared lane
east leg:	Grey Road 19	1 through-right shared lane
north leg:	Crosswinds Boulevard	1 left-right shared lane
Grey Roads 19 & 119 & Gord Canning Dr		**roundabout with 40m diameter island**
west leg:	Gord Canning Drive	1 lane approach and 1 lane departure
east leg:	Grey Road 19	2 lane approach (flared from 1 lane in advance of the roundabout) and 2 lane departure
north leg:	Grey Road 19	2 lane approach (flared from 1 lane in advance of the roundabout) and 1 lane departure
south leg:	Grey Road 119	1 lane approach and 1 lane departure
Grey Road 19 & Jozo Weider Boulevard		**control: traffic signals**
west leg:	Jozo Weider Boulevard	1 left turn lane and 1 through-right turn lane
east leg:	Crosswinds Boulevard	1 left turn lane and 1 through-right lane
north leg:	Grey Road 19	1 left turn lane and 1 through-right turn lane
south leg:	Grey Road 19	1 left turn lane and 1 through-right turn lane

2.2 TRAFFIC VOLUMES

2017 Traffic Counts

Traffic counts were completed at the 4 study area intersections on Friday March 17, 2017 and Saturday March 18, 2017, both of which were considered typical winter days (which are considered the peak seasonal traffic conditions given the seasonal nature of Blue Mountain). To capture the turnover relating to the end of day skiing and beginning of night skiing (which occurs at 15:30), and to capture typical winter peak operations, counts were completed from 15:00 to 18:00. The corresponding peak hours occurred in the 15:15 to 16:45 period on the Friday (ie. some intersections peaked 15:15 to 16:15 whereas others were 15:45 to 16:45) and 15:00 to 16:15 on the Saturday). The corresponding 2017 peak hour traffic volumes are provided in Figure 3 whereas additional details of the traffic counts are provided in Appendix A.

2020 Traffic Counts

A traffic count was completed at the intersection on Grey Road 19 and Crosswinds Boulevard on Friday February 28, 2020 and Saturday February 29, 2020 from 15:00 to 17:00 on both days. This

count was completed to provide updated volumes on Grey Road 19 and on Crosswinds Boulevard (the latter of which provide an indication as the volume of traffic generated by the existing Windfall development). In consideration of activity at Blue Mountain over the weekend, both days are considered representative of typical winter days. The associated traffic counts are provided in Appendix A.

2020 Traffic Volumes

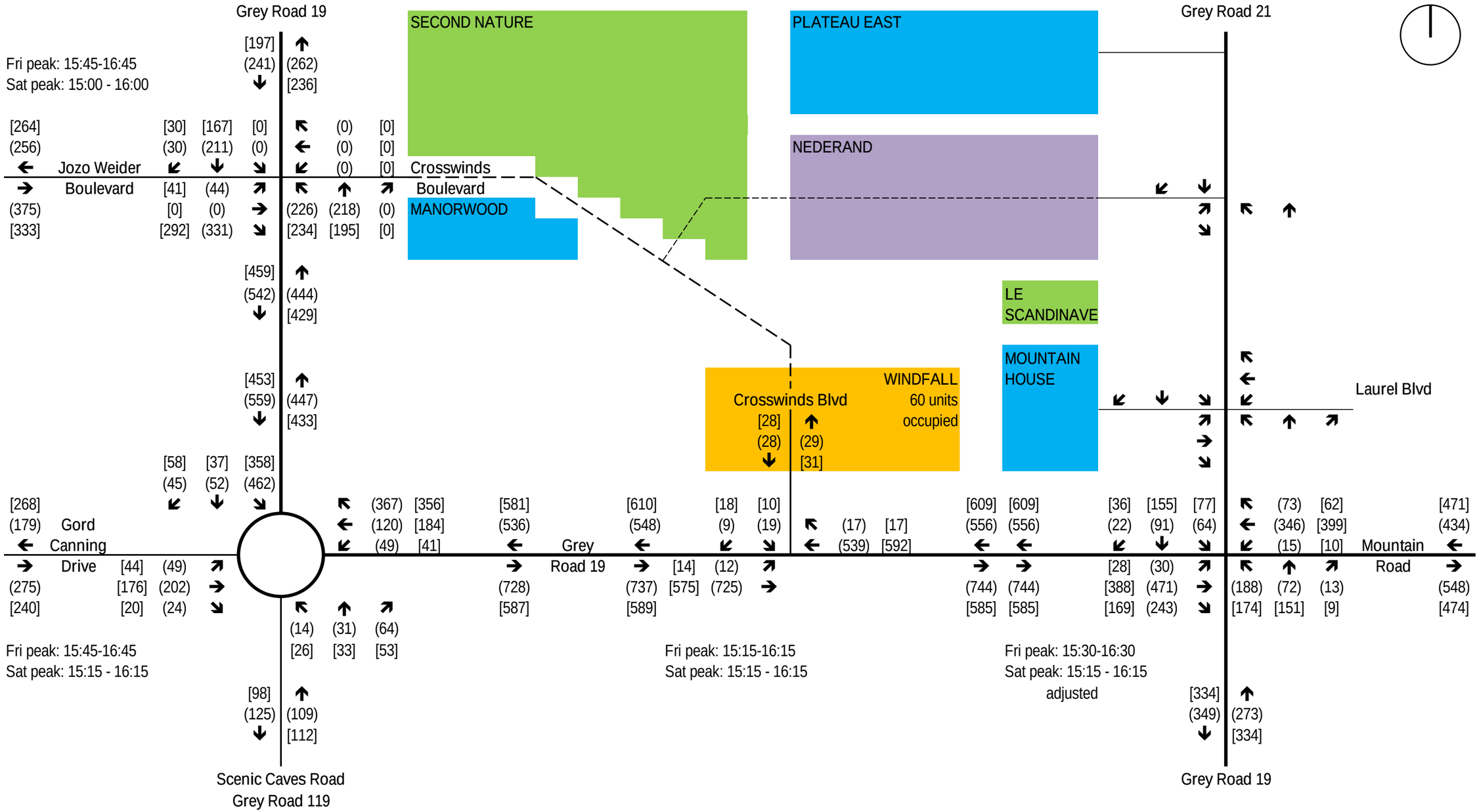
In comparing the 2020 and 2017 volumes on Grey Road 19 in the vicinity of Crosswinds Boulevard, it is noted that the 2020 volumes were greatest for all directions and peak hours except eastbound during the Friday peak hour (during which the 2017 volumes were somewhat greater). To reflect 2020 conditions, the 2020 traffic volumes on Grey Road 19 (as observed from the Crosswinds Boulevard traffic count) were used to factor the 2017 intersection volumes to the east and west (volumes were factored based on the approach and departure volumes, and in consideration of traffic volumes for the key turning movements).

Recognizing that a number of area developments have advanced between 2017 and 2020, the traffic volumes were further adjusted. At the intersection of Grey Road 19 with Jozo Weider Boulevard/Crosswinds Boulevard, volumes on the east leg (which serve the Second Nature Phase 1 site) at the time of the February 2020 traffic counts were determined based on the level of completed development within Second Nature (33 of 37 units). Likewise, volumes reflective of Phase 1 of the Mountain House development (which was completed and occupied between 2017 and 2020) have been incorporated into the 2020 volumes at the intersection of Grey Road 19 with Grey Road 31 - Simcoe Road 34. Further details pertaining to both the Second Nature and Mountain House developments are provided in Section 3.2.2.

The resulting 2020 winter peak hour volumes are illustrated in Figure 4.

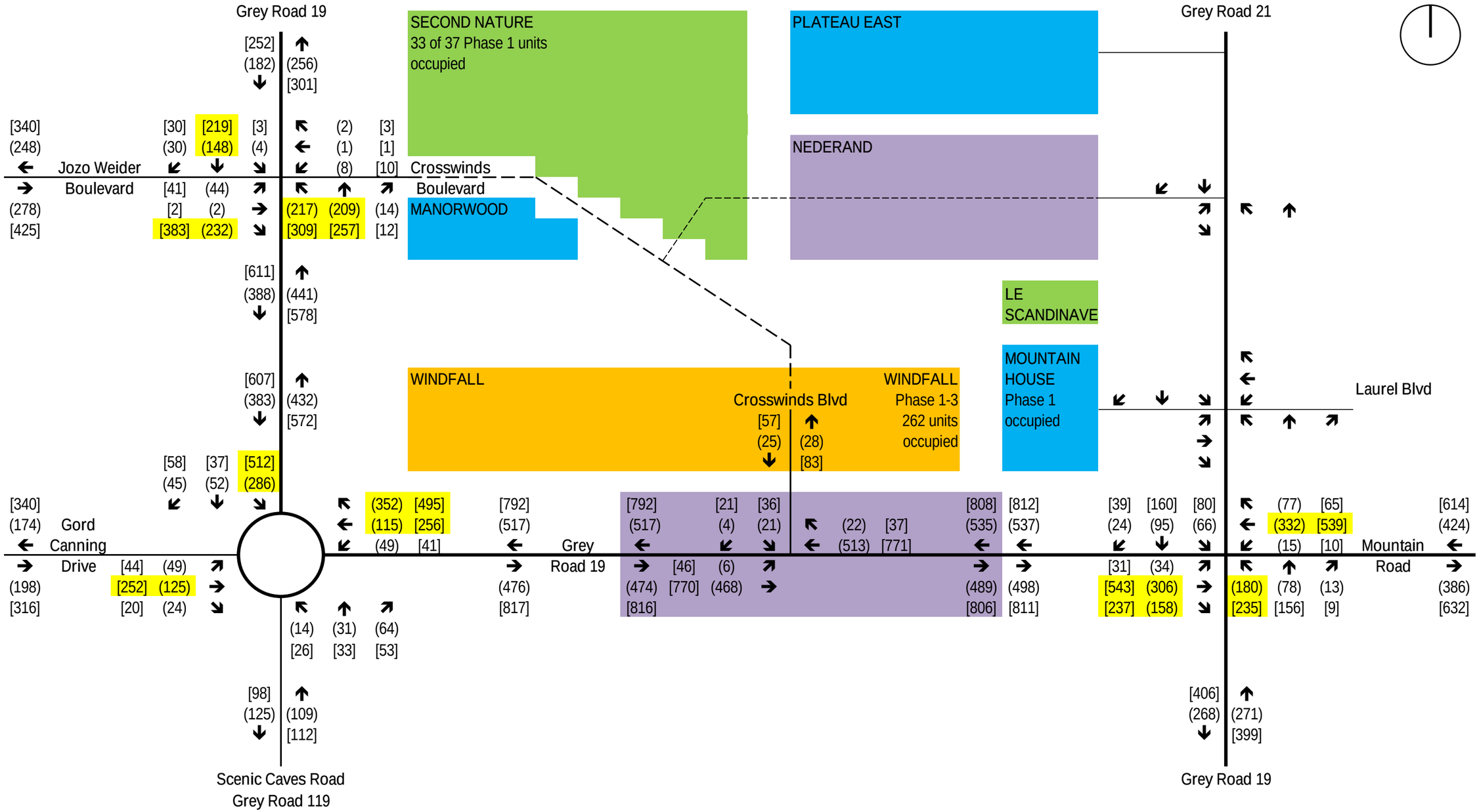
2.3 TRAFFIC OPERATIONS

The assessment of existing conditions provides the baseline from which the future traffic volumes and operations (both with and without the subject development) can be assessed. The capacity, and hence operations, of a road system is effectively dictated by its intersections. As such, the analysis focused on the operations of the intersections of Grey Road 19 with Grey Road 21 - Simcoe Road 34, Jozo Weider Boulevard, Grey Road 119/Gord Canning Drive (roundabout) and Crosswinds Boulevard. The analysis is based on the 2020 winter traffic volumes, the existing intersection configurations and control, and procedures outlined in the *2000 Highway Capacity*



WINDFALL

Figure 3: 2017 Traffic Volumes



(100) Friday PM peak hour
[100] Saturday peak hour

WINDFALL

Figure 4: 2020 Traffic Volumes

Attachment D
Level of Service Definitions

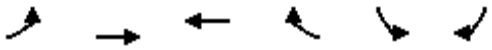
Level of Service Definitions

Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	> 10 and ≤ 15	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	> 15 and ≤ 25	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	> 25 and ≤ 35	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	> 35 and ≤ 50	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	> 50	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

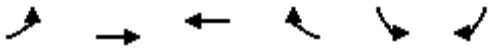
Attachment E
Capacity Analysis Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	256	242	36	38	20
Future Volume (Veh/h)	28	256	242	36	38	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	30	275	260	39	41	22
Pedestrians		2	2		6	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	305				622	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	305				622	288
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				91	97
cM capacity (veh/h)	1250				436	747

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	305	299	63
Volume Left	30	0	41
Volume Right	0	39	22
cSH	1250	1700	510
Volume to Capacity	0.02	0.18	0.12
Queue Length 95th (m)	0.6	0.0	3.4
Control Delay (s)	1.0	0.0	13.0
Lane LOS	A		B
Approach Delay (s)	1.0	0.0	13.0
Approach LOS			B

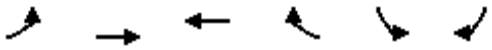
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	254	238	39	43	14
Future Volume (Veh/h)	19	254	238	39	43	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	276	259	42	47	15
Pedestrians					19	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	320				617	299
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320				617	299
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				89	98
cM capacity (veh/h)	1220				439	729

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	297	301	62
Volume Left	21	0	47
Volume Right	0	42	15
cSH	1220	1700	485
Volume to Capacity	0.02	0.18	0.13
Queue Length 95th (m)	0.4	0.0	3.5
Control Delay (s)	0.7	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	0.7	0.0	13.5
Approach LOS			B

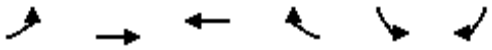
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	211	177	24	101	26
Future Volume (Veh/h)	12	211	177	24	101	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	14	245	206	28	117	30
Pedestrians		4	4		8	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	242				505	232
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	242				505	232
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1316				516	799

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	259	234	147
Volume Left	14	0	117
Volume Right	0	28	30
cSH	1316	1700	556
Volume to Capacity	0.01	0.14	0.26
Queue Length 95th (m)	0.3	0.0	8.4
Control Delay (s)	0.5	0.0	13.8
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	13.8
Approach LOS			B

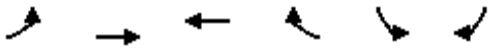
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	256	242	50	53	28
Future Volume (Veh/h)	39	256	242	50	53	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.92
Hourly flow rate (vph)	42	275	260	54	57	30
Pedestrians		2	2		6	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	320				654	295
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320				654	295
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				86	96
cM capacity (veh/h)	1234				414	739

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	317	314	87
Volume Left	42	0	57
Volume Right	0	54	30
cSH	1234	1700	488
Volume to Capacity	0.03	0.18	0.18
Queue Length 95th (m)	0.8	0.0	5.1
Control Delay (s)	1.3	0.0	14.0
Lane LOS	A		B
Approach Delay (s)	1.3	0.0	14.0
Approach LOS			B

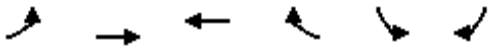
Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		46.8%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	254	238	55	61	20
Future Volume (Veh/h)	27	254	238	55	61	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	276	259	60	66	22
Pedestrians					19	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	338				642	308
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338				642	308
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				84	97
cM capacity (veh/h)	1202				421	720

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	305	319	88
Volume Left	29	0	66
Volume Right	0	60	22
cSH	1202	1700	470
Volume to Capacity	0.02	0.19	0.19
Queue Length 95th (m)	0.6	0.0	5.5
Control Delay (s)	1.0	0.0	14.4
Lane LOS	A		B
Approach Delay (s)	1.0	0.0	14.4
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	211	177	31	131	34
Future Volume (Veh/h)	16	211	177	31	131	34
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	19	245	206	36	152	40
Pedestrians		4	4		8	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	250				519	236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250				519	236
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				70	95
cM capacity (veh/h)	1307				504	795

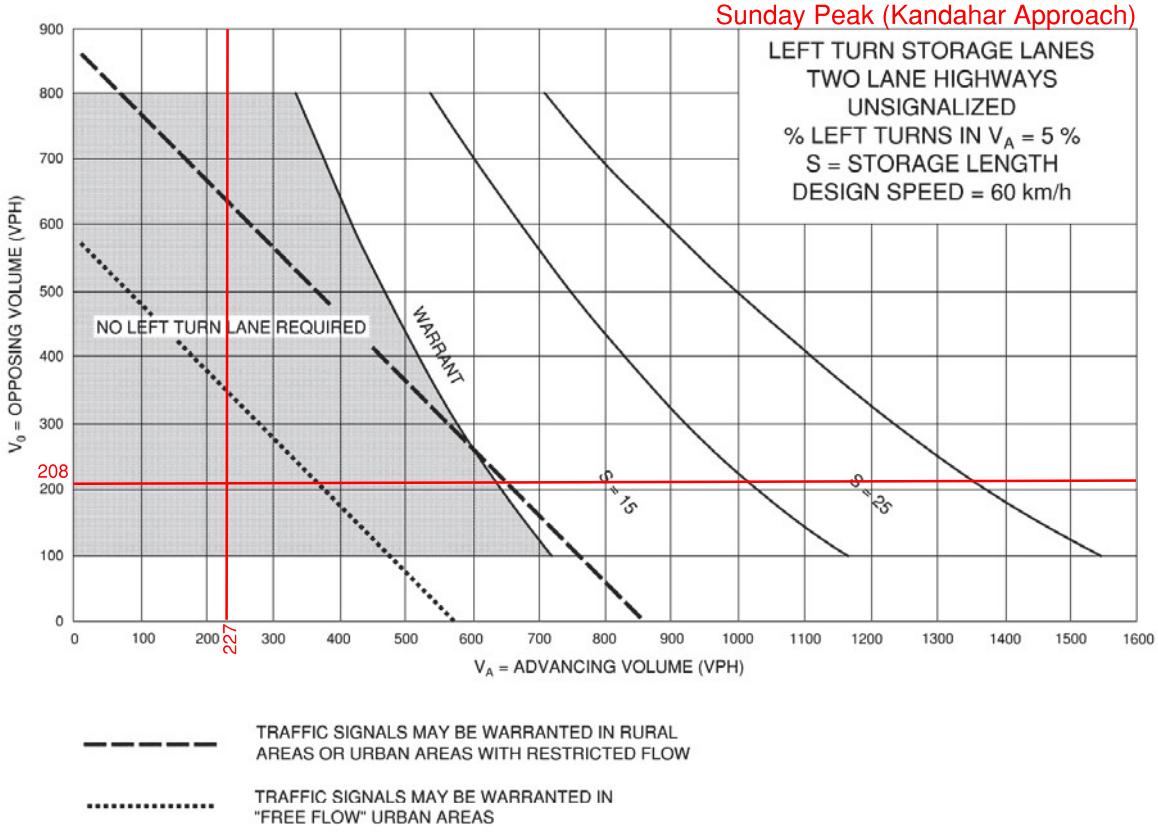
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	264	242	192
Volume Left	19	0	152
Volume Right	0	36	40
cSH	1307	1700	546
Volume to Capacity	0.01	0.14	0.35
Queue Length 95th (m)	0.4	0.0	12.6
Control Delay (s)	0.7	0.0	15.1
Lane LOS	A		C
Approach Delay (s)	0.7	0.0	15.1
Approach LOS			C

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment F
Auxiliary Turn Lane Warrants

Exhibit 9A-7

Sunday Peak (Kandahar Approach)



Sunday Peak Hour (Intersection)

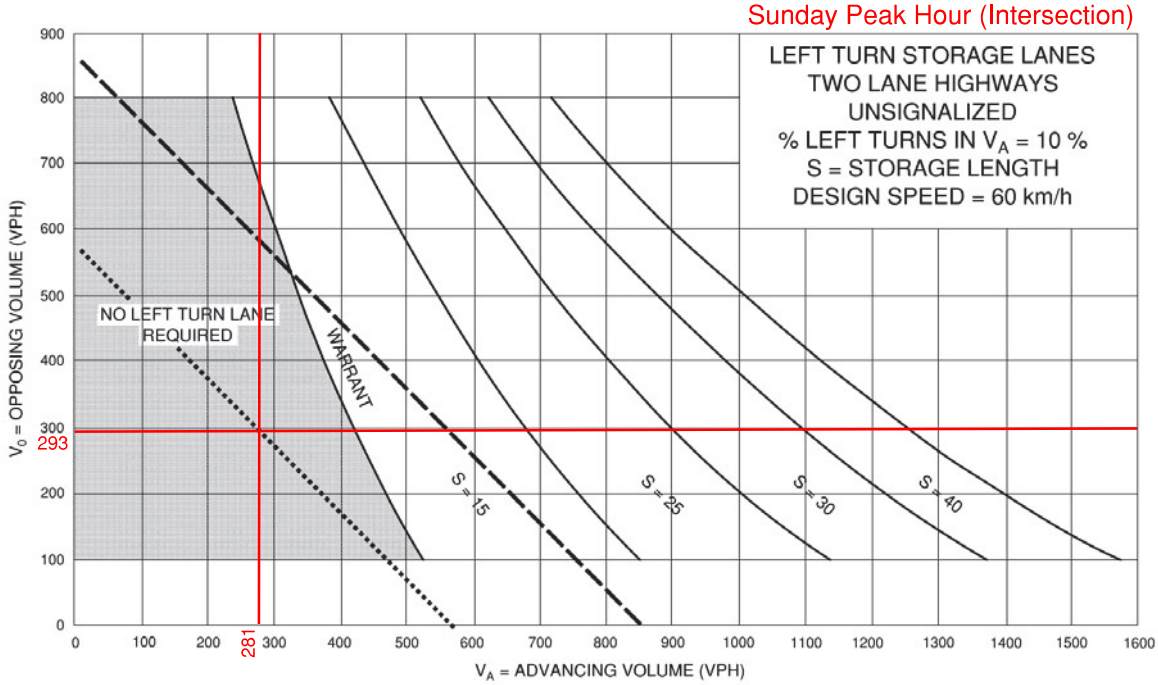
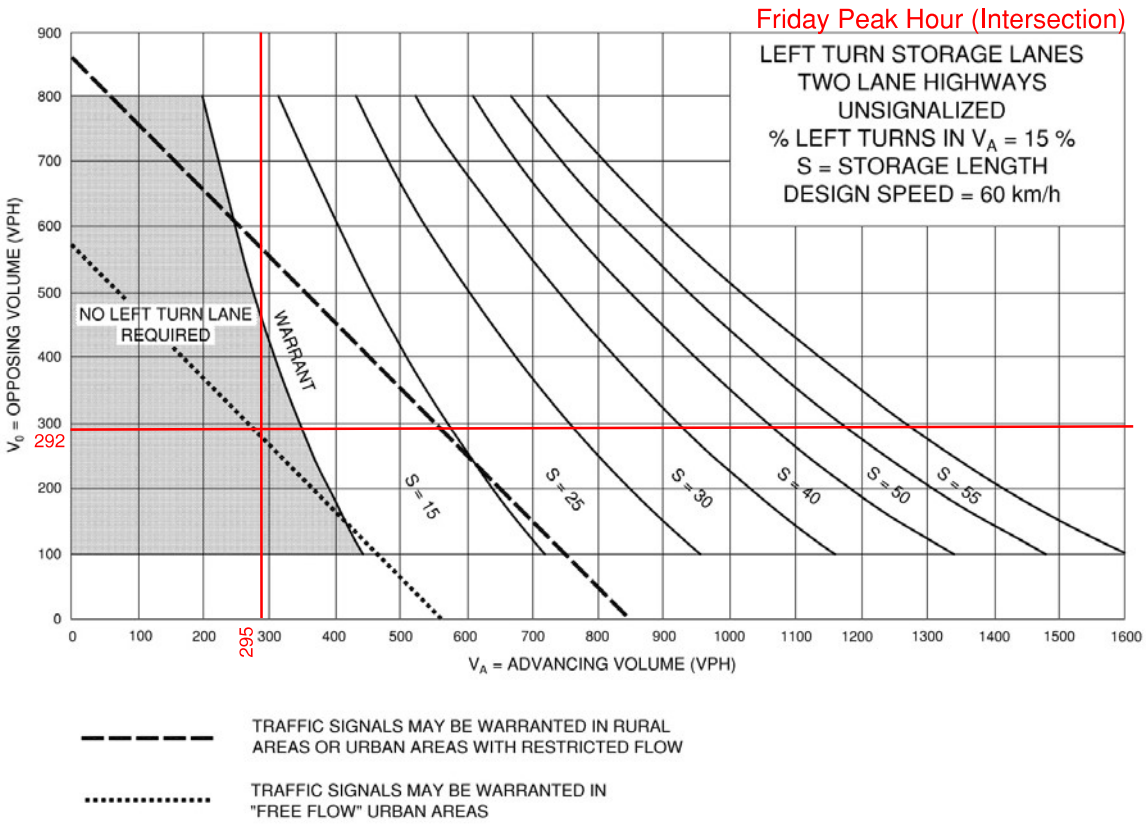
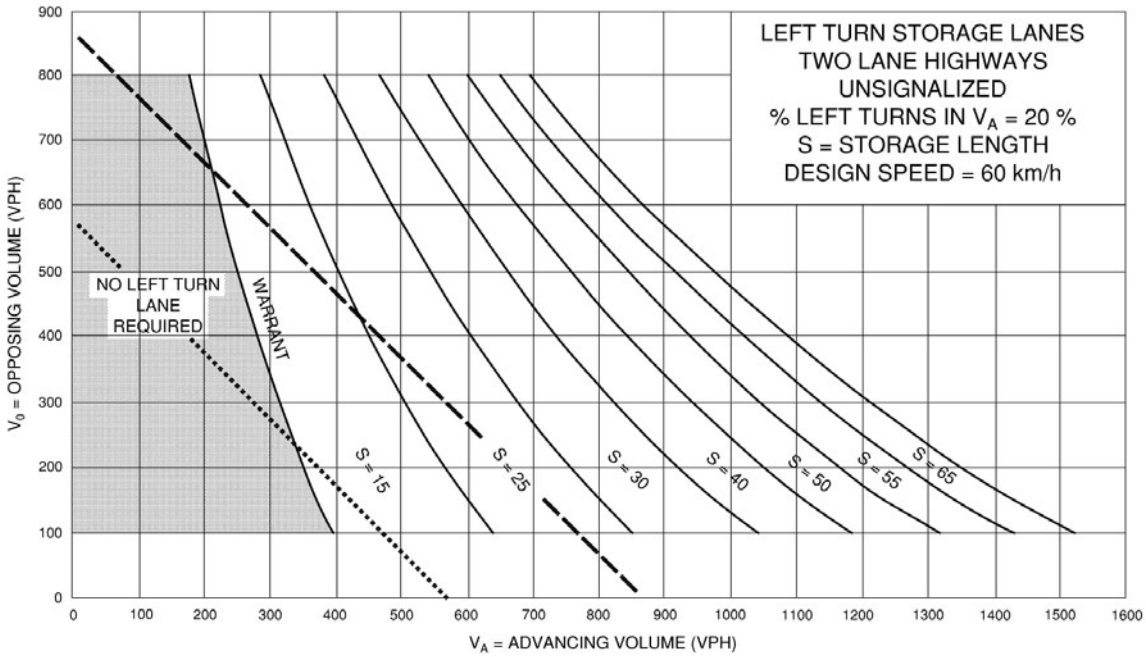


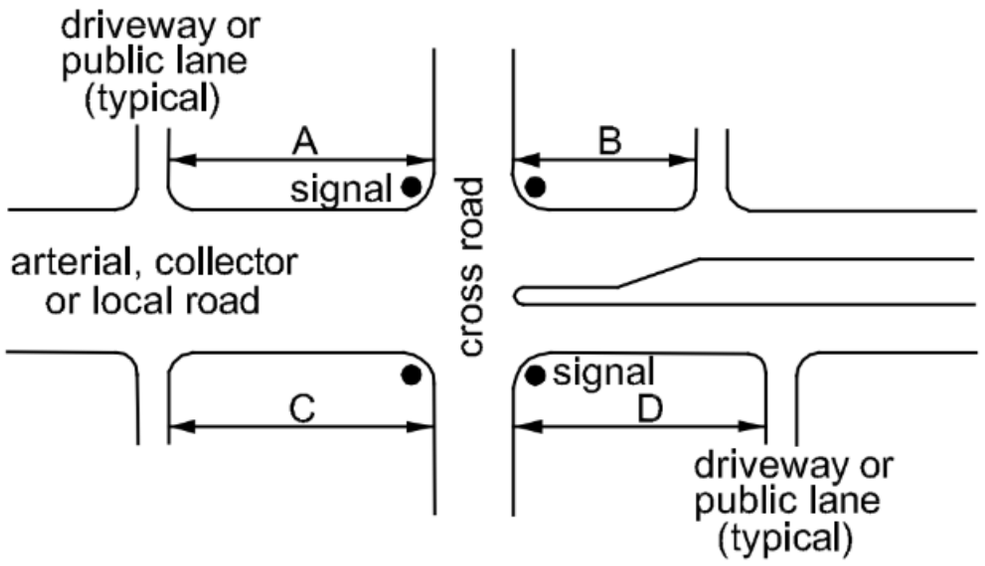
Exhibit 9A-8


Friday Peak Hour (Intersection)
LEFT TURN STORAGE LANES
TWO LANE HIGHWAYS
UNSIGNALIZED
% LEFT TURNS IN V_A = 15 %
S = STORAGE LENGTH
DESIGN SPEED = 60 km/h
NO LEFT TURN LANE REQUIRED
WARRANT
S=15
S=25
S=30
S=40
S=50
S=55
292
295
V_0 = OPPOSING VOLUME (VPH)
V_A = ADVANCING VOLUME (VPH)
TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW
TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS


LEFT TURN STORAGE LANES
TWO LANE HIGHWAYS
UNSIGNALIZED
% LEFT TURNS IN V_A = 20 %
S = STORAGE LENGTH
DESIGN SPEED = 60 km/h
NO LEFT TURN LANE REQUIRED
WARRANT
S=15
S=25
S=30
S=40
S=50
S=55
S=65
V_0 = OPPOSING VOLUME (VPH)
V_A = ADVANCING VOLUME (VPH)

Attachment G
TAC Excerpts

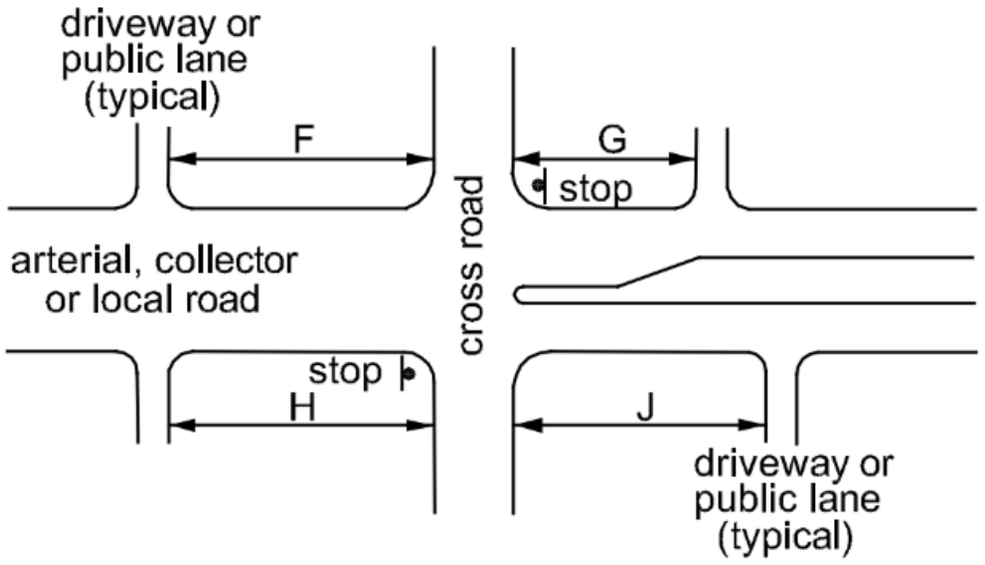
Attachment H
Blue Mountain Transit Link Riders Guide



item	min. clearance, m		
	arterial	collector [b]	local [d]
A	70 [c]	55	15
B	# [a]	25	15
C	70	55	15
D	70 [c]	55	15

Notes: a. Distance (#) positions driveway or public lane in advance of the left turn storage length (min.) plus bay taper (des.).
b. Lesser values reflect lower volumes and reduces level of service on collectors and locals.
c. Reduced distances feasible if auxiliary lane implemented, see Section 8.5
d. Values based on operating speed of 50km/h, higher values desirable for higher speeds or may be warranted by traffic conditions.

signals at the cross road



item	min. clearance, m		
	arterial	collector [b]	local [b]
F	35	20	15
G	# [a]	25	15
H	25	25	15
J	35	20	15

Notes: a. Distance (#) positions driveway or public lane in advance of the left turn storage length (min.) plus bay taper (des.).
b. Lesser values reflect lower volumes and reduces level of service on collectors and locals.

stop control at the cross road

Figure 8.8.2: Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections

Inadequate corner clearance between accesses and signalized intersections along a major road, such as a major arterial, can create serious operational problems including:

contrasting construction materials across the driveway assists in defining a pedestrian crossing zone to the driver.

The radius of the curb return style or the flare required to accommodate an equivalent turning radius is meaningful only when considered in combination with the width of the driveway throat.

8.9.5 WIDTH

The width of a two-way driveway is measured parallel to the road since turns are generally oriented at right angles. The dimension is typically measured beyond any entrance flare. The width of one-way driveways, which are normally skewed, is measured perpendicular to the driveway.

It is desirable to state suitable driveway widths as a design domain. Dimensions at the lower end of the domain are intended to define the minimum spatial and operational requirements. The maximum dimensions assist in preventing driveways from becoming unwieldy with large paved areas and poorly defined travel paths. The most appropriate width of a driveway is determined in combination with the radius of the curb return (or the design vehicle turning radius and flare dimensions, if a straight flared design is adopted), the desired operating characteristics such as turning speed, and physical limitations which may exist at the site.

Table 8.9.1 provides a typical design domain for driveway throat widths and radii for both two-way and one-way operation. In locations where special vehicles such as long combination vehicles or similar vehicles are present, wider driveway throat dimensions or larger radii may be required.

Table 8.9.1: Typical Driveway[c] Dimensions

Dimension (m)	Land Use		
	Residential	Commercial	Industrial
Width (W)			
- One way	3.0[a] – 4.3	4.5[a] – 7.5	5.0 – 9.0
- Two way	2.0[a] – 7.3	7.2[a] – 12.0[b]	9.0[a] – 15.0[b]
Right turn radius (R)	3.0 – 4.5	4.5 – 12.0	9.0 – 15.0

Notes:

a. Minimum widths are normally used with radii at or near the upper end of the specified range
b. Increased widths may be considered for capacity purposes; where up to 3 exit lanes and 2 entry lanes are employed, 17.0 m is the maximum width exclusive of any median
c. Applicable to driveways only, not road intersections

8.9.6 ANGLE OF DRIVEWAY

Two-way driveways normally intersect the roadway curb at or near 90°. However, a minimum acute angle of 70°, as measured from the roadway curb line, normally operates in an acceptable manner.

For one-way driveways, where a skewed intersection assists in efficient traffic operation, skews in the range of 45° to 60° are appropriate in industrial areas where pedestrians are infrequent. For commercial and residential land uses, where pedestrian volumes are normally moderate to high, minimum skew angles in the range of 60° to 70° are preferred to improve the driver's visibility of the pedestrian, and vice versa, and to encourage lower turning speeds.

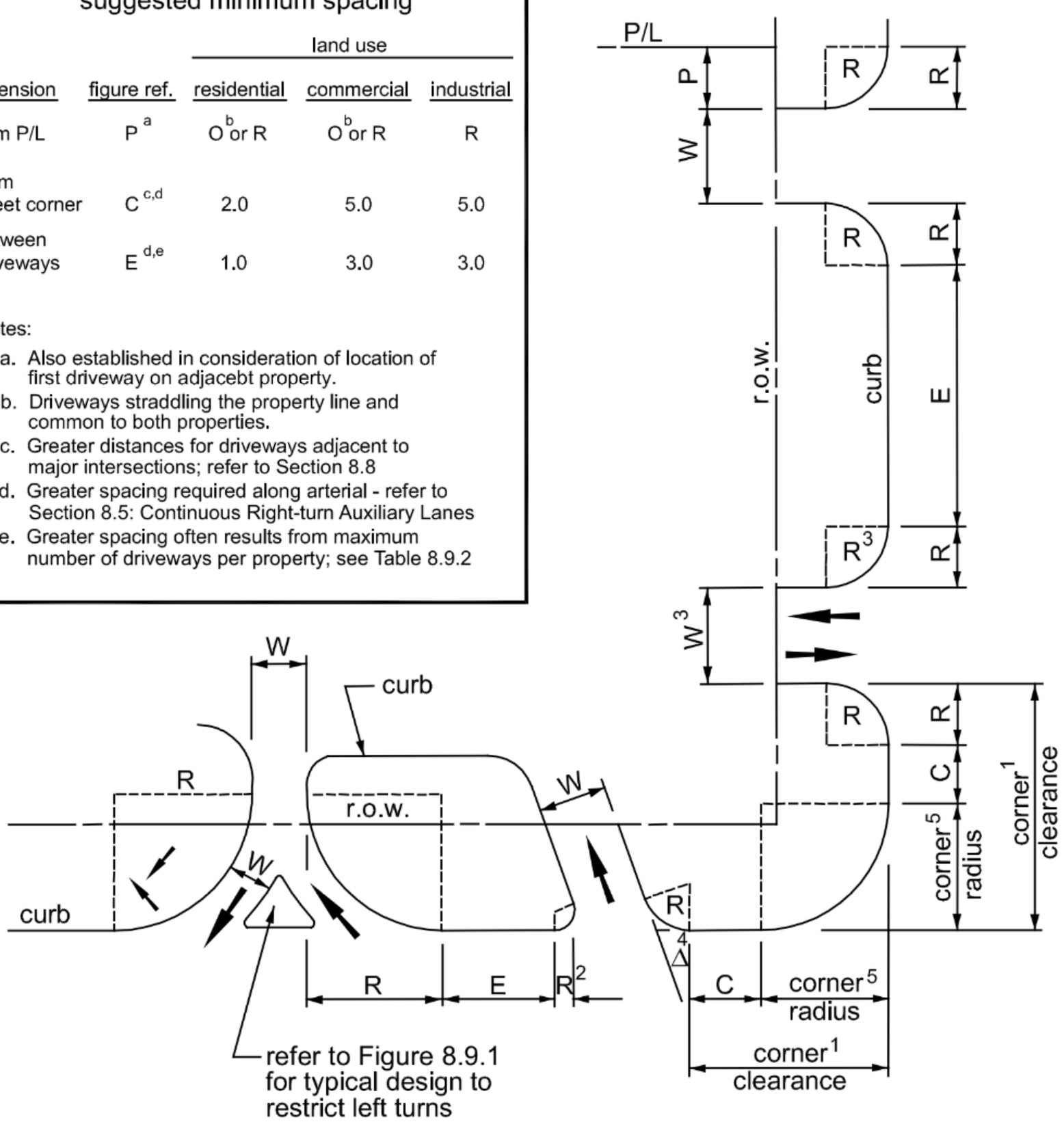
collector roadways, while a 3.0 m minimum is the suggested dimension for both commercial and industrial land uses. If there is a need to provide parallel parking between driveways along the roadway, a spacing of 6.0 to 7.5 m is suitable. If the spacing provided is in the range of 3.0 to 5.0 m, the space may appear inviting to a driver wishing to park, but if used, severely hampers the operation of the driveways by reducing sight lines and interfering with the turning paths of the vehicles.

suggested minimum spacing

		land use		
dimension	figure ref.	residential	commercial	industrial
from P/L	P [a]	O [b] or R	O [b] or R	R
from street corner	C [c,d]	2.0	5.0	5.0
between driveways	E [d,e]	1.0	3.0	3.0

Notes:

a. Also established in consideration of location of first driveway on adjacebt property.
b. Driveways straddling the property line and common to both properties.
c. Greater distances for driveways adjacent to major intersections; refer to Section 8.8
d. Greater spacing required along arterial - refer to Section 8.5: Continuous Right-turn Auxiliary Lanes
e. Greater spacing often results from maximum number of driveways per property; see Table 8.9.2



Notes:
1. For suggested minimum corner clearance at major intersections, see Figure 8.8.2
2. Where turns are not permitted, R=1.5 m assists in discouraging wrong-way movements.
3. For typical R and W dimensions, refer to Table 8.9.1
4. Minimum angle of 70° desirable where pedestrians routinely cross driveway, 45° minimum otherwise.

Figure 8.9.2: Driveway Spacing Guidelines – Locals and Collectors

Attachment I
Grey Transit Route Excerpts

Wasaga Beach Route 1 West

Archer Road	Deerbrook Drive	Wally Drive	Walmart Supercentre (Transfer)	Nancy Island Welcome Centre	18th Street	Riverbend Plaza	Macs Convenience Store	Knox Road West	Meadowlark Boulevard	Real Canadian Superstore (Transfer)	St. Noel Elementary School	Lyons Court
MONDAY - SUNDAY												
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00
8:45	8:50	8:55	9:00	9:05	9:08	9:10	9:11	9:12	9:14	9:15	9:23	9:30
10:15	10:20	10:25	10:30	10:35	10:38	10:40	10:41	10:42	10:44	10:45	10:53	11:00
11:45	11:50	11:55	12:00	12:05	12:08	12:10	12:11	12:12	12:14	12:15	12:23	12:30
1:15	1:20	1:25	1:30	1:35	1:38	1:40	1:41	1:42	1:44	1:45	1:53	2:00
2:45	2:50	2:55	3:00	3:05	3:08	3:10	3:11	3:12	3:14	3:15	3:23	3:30
4:15	4:20	4:25	4:30	4:35	4:38	4:40	4:41	4:42	4:44	4:45	4:53	5:00
5:45	5:50	5:55	6:00	6:05	6:08	6:10	6:11	6:12	6:14	6:15	6:23	6:30
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00

Wasaga Beach Route 1 East

Lyons Court	St. Noel Elementary School	Real Canadian Superstore (Transfer)	Meadowlark Boulevard	Sunnidale Road	Mac's Milk (Mosley Street)	Riverbend Plaza	18th Street	Nancy Island Welcome Centre	Walmart Supercentre (Transfer)	Mary Street	Archer Road
MONDAY - SUNDAY											
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45
9:30	9:32	9:35	9:37	9:40	9:41	9:45	9:48	9:50	9:55	10:04	10:15
11:00	11:02	11:05	11:07	11:10	11:11	11:15	11:18	11:20	11:25	11:34	11:45
12:30	12:32	12:35	12:37	12:40	12:41	12:45	12:48	12:50	12:55	1:04	1:15
2:00	2:02	2:05	2:07	2:10	2:11	2:15	2:18	2:20	2:25	2:34	2:45
3:30	3:32	3:35	3:37	3:40	3:41	3:45	3:48	3:50	3:55	4:04	4:15
5:00	5:02	5:05	5:07	5:10	5:11	5:15	5:18	5:20	5:25	5:34	5:45
6:30	6:32	6:35	6:37	6:40	6:41	6:45	6:48	6:50	6:55	7:04	7:15
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45

Legend

- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Collingwood Wasaga Beach Link
- Collingwood Wasaga Beach Link 5-6pm
- Blue Mountain Transit Link
- Wasaga Beach Route 1
- Wasaga Beach Route 2
- Clearview Stayner Route
- Clearview Wasaga Beach Link
- Multiple Routes
- Transit Hub
- Bus Stops
- Arena
- Community Centre
- Hospital
- Library
- Municipal Building
- Museum
- Point of Interest
- School
- Shopping Centre

SOUTH GEORGIAN BAY REGIONAL TRANSIT

RIDERS GUIDE

Effective January 2019

Blue Mountain - Clearview - Collingwood - Wasaga Beach

collingwood.ca/transit 705.446.1196

Wasaga Beach Route 2 West

Wasaga Stars Arena	Walmart Supercentre	Blueberry Trail	Lauderdale Boulevard	Riverbend Plaza	Rec Plex	Real Canadian Superstore (Transfer)	57th Street	Lorna Dune
MONDAY - SUNDAY								
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25
8:55	9:05	9:08	9:11	9:14	9:18	9:20	9:22	9:25
9:55	10:05	10:08	10:11	10:14	10:18	10:20	10:22	10:25
10:55	11:05	11:08	11:11	11:14	11:18	11:20	11:22	11:25
11:55	12:05	12:08	12:11	12:14	12:18	12:20	12:22	12:25
12:55	1:05	1:08	1:11	1:14	1:18	1:20	1:22	1:25
1:55	2:05	2:08	2:11	2:14	2:18	2:20	2:22	2:25
2:55	3:05	3:08	3:11	3:14	3:18	3:20	3:22	3:25
3:55	4:05	4:08	4:11	4:14	4:18	4:20	4:22	4:25
4:55	5:05	5:08	5:11	5:14	5:18	5:20	5:22	5:25
5:55	6:05	6:08	6:11	6:14	6:18	6:20	6:22	6:25
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25

Wasaga Beach Route 2 East

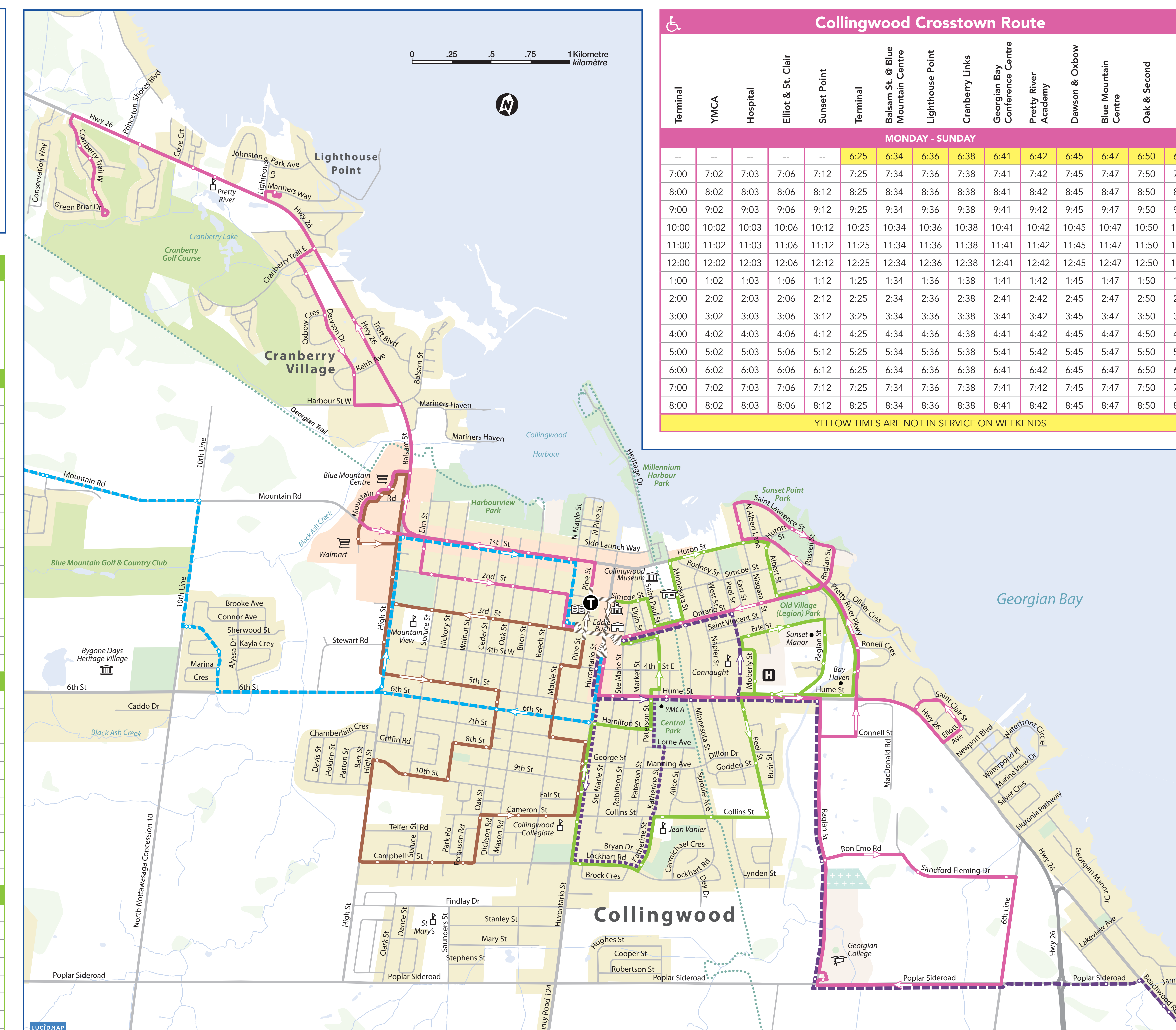
Lorna Dune	54th Street	Real Canadian Superstore (Transfer)	Rec Plex	Riverbend Plaza	Lauderdale Boulevard	Blueberry Trail	Foodland	Pioneer Gas Station
MONDAY - SUNDAY								
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55
9:30	9:32	9:35	9:38	9:40	9:43	9:46	9:49	9:55
10:30	10:32	10:35	10:38	10:40	10:43	10:46	10:49	10:55
11:30	11:32	11:35	11:38	11:40	11:43	11:46	11:49	11:55
12:30	12:32	12:35	12:38	12:40	12:43	12:46	12:49	12:55
1:30	1:32	1:35	1:38	1:40	1:43	1:46	1:49	1:55
2:30	2:32	2:35	2:38	2:40	2:43	2:46	2:49	2:55
3:30	3:32	3:35	3:38	3:40	3:43	3:46	3:49	3:55
4:30	4:32	4:35	4:38	4:40	4:43	4:46	4:49	4:55
5:30	5:32	5:35	5:38	5:40	5:43	5:46	5:49	5:55
6:30	6:32	6:35	6:38	6:40	6:43	6:46	6:49	6:55
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55

Collingwood West Route

Terminal	Blue Mountain Centre	Wal-Mart	Eighth & Oak	Tenth & High	Oak & Cameron	Collingwood Collegiate	Terminal
MONDAY - FRIDAY							
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
7:30	7:36	7:38	7:43	7:45	7:49	7:51	7:55
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
8:30	8:36	8:38	8:43	8:45	8:49	8:51	8:55
9:00	9:36	9:08	9:13	9:15	9:19	9:21	9:25
10:00	10:06	10:08	10:13	10:15	10:19	10:21	10:25
11:00	11:06	11:08	11:13	11:15	11:19	11:21	11:25
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
2:00	2:06	2:08	2:13	2:15	2:19	2:21	2:25
2:30	2:36	2:38	2:43	2:45	2:49	2:51	2:55
3:00	3:06	3:08	3:13	3:15	3:19	3:21	3:25
...and every 30 minutes to...							
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
SATURDAY							
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
...and every 30 minutes to...							
11:30	11:36	11:38	11:43	11:45	11:49	11:51	11:55
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
12:30	12:36	12:38	12:43	12:45	12:49	12:51	12:55
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
...and every 30 minutes to...							
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
SUNDAY							
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
...and every 60 minutes to...							
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
...and every 60 minutes to...							
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25

Collingwood East Route

Terminal	Bay Haven	Sunset Manor	Hospital	Jean Vanier	Collingwood Collegiate	YMCA	Ontario & St. Marie	Terminal
MONDAY - FRIDAY								
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55
7:00	7:06	7:08	7:11	7:14	7:17	7:20	7:22	7:25
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:00	8:06	8:08	8:11	8:14	8:17	8:20	8:22	8:25
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55
9:30	9:36	9:38	9:41	9:44	9:47	9:50	9:52	9:55
10:30	10:36	10:38	10:41	10:44	10:47	10:50	10:52	10:55
11:30	11:36	11:38	11:41	11:44	11:47	11:50	11:52	11:55
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55
1:30	1:36	1:38	1:41	1:44	1:47	1:50	1:52	1:55
2:30	2:36	2:38	2:41	2:44	2:47	2:50	2:52	2:55
3:00	3:06	3:08	3:11	3:14	3:17	3:20	3:22	3:25
...and every 30 minutes to...								
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55
SATURDAY								
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55
7:00	7:06	7:08	7:11	7:14	7:17	7:20	7:22	7:25
...and every 30 minutes to...								
11:30	11:36	11:38	11:41	11:44	11:47	11:50	11:52	11:55
12:00	12:06	12:08	12:11	12:14	12:17	12:20	12:22	12:25
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55
1:00	1:06	1:08	1:11	1:14	1:17	1:20	1:22	1:25
...and every 30 minutes to...								
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55
SUNDAY								
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55
...and every 60 minutes to...								
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55
1:30	1:36	1:38	1:41	1:44	1:47	1:50	1:52	1:55
...and every 60 minutes to...								
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55



Collingwood Crosstown Route

Terminal	YMCA	Hospital	Elliot & St. Clair	Sunset Point	Terminal	Balsam St. @ Blue Mountain Centre	Lighthouse Point	Cranberry Links	Georgian Bay Conference Centre	Pretty River Academy	Dawson & Oxbow	Blue Mountain Centre	Oak & Second	Terminal
MONDAY - SUNDAY														
--	--	--	--	--	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50	6:55
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50	7:55
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50	8:55
9:00	9:02	9:03	9:06	9:12	9:25	9:34	9:36	9:38	9:41	9:42	9:45	9:47	9:50	9:55
10:00	10:02	10:03	10:06	10:12	10:25	10:34	10:36	10:38	10:41	10:42	10:45	10:47	10:50	10:55
11:00	11:02	11:03	11:06	11:12	11:25	11:34	11:36	11:38	11:41	11:42	11:45	11:47	11:50	11:55
12:00	12:02	12:03	12:06	12:12	12:25	12:34	12:36	12:38	12:41	12:42	12:45	12:47	12:50	12:55
1:00	1:02	1:03	1:06	1:12	1:25	1:34	1:36	1:38	1:41	1:42	1:45	1:47	1:50	1:55
2:00	2:02	2:03	2:06	2:12	2:25	2:34	2:36	2:38	2:41	2:42	2:45	2:47	2:50	2:55
3:00	3:02	3:03	3:06	3:12	3:25	3:34	3:36	3:38	3:41	3:42	3:45	3:47	3:50	3:55
4:00	4:02	4:03	4:06	4:12	4:25	4:34	4:36	4:38	4:41	4:42	4:45	4:47	4:50	4:55
5:00	5:02	5:03	5:06	5:12	5:25	5:34	5:36	5:38	5:41	5:42	5:45	5:47	5:50	5:55
6:00	6:02	6:03	6:06	6:12	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50	6:55
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50	7:55
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50	8:55
YELLOW TIMES ARE NOT IN SERVICE ON WEEKENDS														

Collingwood Wasaga Beach Link - Collingwood East to Wasaga Beach

Hurontario Street at TD Bank (Colltrans Stop)	Hurontario Street at Macs (Colltrans Stop)	St. Marie Street and Hume Street (Colltrans Stop)	YMCA on Hume Street (Colltrans Stop)	Hume Street and Minnesota	TSC Hardware Store (Colltrans Stop)	Raglan Street at Ron Emo Drive	Georgian College	Poplar Sideroad at Summerview Avenue	Beachwood and Poplar Sideroad	Hwy 26 and Cook Street off Highway	Relax Inn	Rockdell Restaurant	Fairgrounds Road (Right Turn Lane)	Bluewater Gate Entrance	Krown Rust Control/Penzoil	Wasaga Motel	Lorna Dune	58th Street at Lights	Home Hardware on Mosely (Current Stop)	45th Street at Superstore	Ramblewood Medical Centre (BY REQUEST ONLY)
MONDAY - SUNDAY																					
6:01	6:01	6:02	6:02	6:03	6:04	6:06	6:07	6:10	6:10	6:11	6:12	6:12	6:13	6:13	6:14	6:15	6:17	6:18	6:19	6:20	N/A
7:01	7:01	7:02	7:02	7 :03	7:04	7:06	7:07	7:10	7:10	7:11	7:12	7:12	7:13	7:13	7:14	7:15	7:17	7:18	7:19	7:20	N/A
8:01	8:01	8:02	8:02	8:03	8:04	8:06	8:07	8:10	8:10	8:11	8:12	8:12	8:13	8:13	8:14	8:15	8:17	8:18	8:19	8:20	N/A
9:01	9:01	9:02	9:02	9:03	9:04	9:06	9:07	9:10	9:10	9:11	9:12	9:12	9:13	9:13	9:14	9:15	9:17	9:18	9:19	9:20	N/A
10:01	10:01	10:02	10:02	10:03	10:04	10:06	10:07	10:10	10:10	10:11	10:12	10:12	10:13	10:13	10:14	10:15	10:17	10:18	10:19	10:20	N/A
11:01	11:01	11:02	11:02	11:03	11:04	11:06	11:07	11:10	11:10	11:11	11:12	11:12	11:13	11:13	11:14	11:15	11:17	11:18	11:19	11:20	N/A
12:01	12:01	12:02	12:02	12:03	12:04	12:06	12:07	12:10	12:10	12:11	12:12	12:12	12:13	12:13	12:14	12:15	12:17	12:18	12:19	12:20	N/A
1:01	1:01	1:02	1:02	1:03	1:04	1:06	1:07	1:10	1:10	1:11	1:12	1:12	1:13	1:13	1:14	1:15	1:17	1:18	1:19	1:20	N/A
2:01	2:01	2:02	2:02	2:03	2:04	2:06	2:07	2:10	2:10	2:11	2:12	2:12	2:13	2:13	2:14	2:15	2:17	2:18	2:19	2:20	N/A
3:01	3:01	3:02	3:02	3:03	3:04	3:06	3:07	3:10	3:10	3:11	3:12	3:12	3:13	3:13	3:14	3:15	3:17	3:18	3:19	3:20	N/A
4:01	4:01	4:02	4:02	4:03	4:04	4:06	4:07	4:10	4:10	4:11	4:12	4:12	4:13	4:13	4:14	4:15	4:17	4:18	4:19	4:20	N/A
5:01	5:01	5:02	5:02	5:03	5:04	5:06	5:07	5:10	5:10	5:11	5:12	5:12	5:13	5:13	5:14	5:15	5:17	5:18	5:19	5:20	N/A
6:01	6:01	6:02	6:02	6:03	6:04	6:06	6:07	6:10	6:10	6:11	6:12	6:12	6:13	6:13	6:14	6:15	6:17	6:18	6:19	6:20	N/A
7:01	7:01	7:02	7:02	7:03	7:04	7:06	7:07	7:10	7:10	7:11	7:12	7:12	7:13	7:13	7:14	7:15	7:17	7:18	7:19	7:20	N/A
8:01	8:01	8:02	8:02	8:03	8:04	8:06	8:07	8:10	8:10	8:11	8:12	8:12	8:13	8:13	8:14	8:15	8:17	8:18	8:19	8:20	N/A

Collingwood Wasaga Beach Link - Wasaga Beach West to Collingwood

Mosely Street Tim Hortons (Current Stop)	58th Street at Traffic Signals	Lorna Dune Mini Putt	74th Street on paved shoulder	Marilyn Avenue on paved shoulder	Bluewater Gate at Entrance	Middlebrook Road on side of road	Rockdell Restaurant	Relax Inn	Hwy 26 and King Street off Highway	Wellington Street	Poplar Sideroad at Summerview Avenue	Georgian College	Raglan Street at Ron Emo Drive	Tim Hortons	Collingwood G&M Hospital at Heidelberg Inn	Peel Street across from Hanna Motors	Peel Street and Ontario Street	Ontario Street and Minnesota Street (Colltrans Stop)	Ontario Street and St. Marie Street (Colltrans Stop)
MONDAY - SUNDAY																			
6:31	6:33	6:34	6:36	6:37	6:38	6:38	6:39	6:39	6:40	6:40	6:41	6:44	6:45	6:48	6:48	6:49	6:50	6:51	6:52
7:31	7:33	7:34	7:36	7:37	7:38	7:38	7:39	7:39	7:40	7:40	7:41	7:44	7:45	7:48	7:48	7:49	7:50	7:51	7:52
8:31	8:33	8:34	8:36	8:37	8:38	8:38	8:39	8:39	8:40	8:40	8:41	8:44	8:45	8:48	8:48	8:49	8:50	8:51	8:52
9:31	9:33	9:34	9:36	9:37	9:38	9:38	9:39	9:39	9:40	9:40	9:41	9:44	9:45	9:48	9:48	9:49	9:50	9:51	9:52
10:31	10:33	10:34	10:36	10:37	10:38	10:38	10:39	10:39	10:40	10:40	10:41	10:44	10:45	10:48	10:48	10:49	10:50	10:51	10:52
11:31	11:33	11:34	11:36	11:37	11:38	11:38	11:39	11:39	11:40	11:40	11:41	11:44	11:45	11:48	11:48	11:49	11:50	11:51	11:52
12:31	12:33	12:34	12:36	12:37	12:38	12:38	12:39	12:39	12:40	12:40	12:41	12:44	12:45	12:48	12:48	12:49	12:50	12:51	12:52
1:31	1:33	1:34	1:36	1:37	1:38	1:38	1:39	1:39	1:40	1:40	1:41	1:44	1:45	1:48	1:48	1:49	1:50	1:51	1:52
2:31	2:33	2:34	2:36	2:37	2:38	2:38	2:39	2:39	2:40	2:40	2:41	2:44	2:45	2:48	2:48	2:49	2:50	2:51	2:52
3:31	3:33	3:34	3:36	3:37	3:38	3:38	3:39	3:39	3:40	3:40	3:41	3:44	3:45	3:48	3:48	3:49	3:50	3:51	3:52
4:31	4:33	4:34	4:36	4:37	4:38	4:38	4:39	4:39	4:40	4:40	4:41	4:44	4:45	4:48	4:48	4:49	4:50	4:51	4:52
5:31	5:33	5:34	5:36	5:37	5:38	5:38	5:39	5:39	5:40	5:40	5:41	5:44	5:45	5:48	5:48	5:49	5:50	5:51	5:52
6:31	6:33	6:34	6:36	6:37	6:38	6:38	6:39	6:39	6:40	6:40	6:41	6:44	6:45	6:48	6:48	6:49	6:50	6:51	6:52
7:31	7:33	7:34	7:36	7:37	7:38	7:38	7:39	7:39	7:40	7:40	7:41	7:44	7:45	7:48	7:48	7:49	7:50	7:51	7:52
8:31	8:33	8:34	8:36	8:37	8:38	8:38	8:39	8:39	8:40	8:40	8:41	8:44	8:45	8:48	8:48	8:49	8:50	8:51	8:52

Legend

- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Collingwood Wasaga Beach Link
- Collingwood Wasaga Beach Link 5-6pm
- Blue Mountain Transit Link
- Wasaga Beach Route 1
- Wasaga Beach Route 2
- Clearview Stayner Route
- Clearview Wasaga Beach Link
- Multiple Routes
- Transit Hub
- Bus Stops
- Arena
- Community Centre
- Hospital
- Library
- Municipal Building
- Museum
- Point of Interest
- School
- Shopping Centre

Blue Mountain Transit Link

Collingwood Terminal	Georgian Meadows (Outbound)	Blue Mountain Village	Craigleith	Georgian Meadows (Inbound)
MONDAY - SUNDAY				
7:00	7:06	7:20	7:27	7:37
8:00	8:06	8:20	8:27	8:37
9:00	9:06	9:20	9:27	9:37
10:00	10:06	10:20	10:27	10:37
11:00	11:06	11:20	11:27	11:37
12:00	12:06	12:20	12:27	12:37
1:00	1:06	1:20	1:27	1:37
2:00	2:06	2:20	2:27	2:37
3:00	3:06	3:20	3:27	3:37
4:00	4:06	4:20	4:27	4:37
5:00	5:06	5:20	5:27	5:37
6:00	6:06	6:20	6:27	6:37
7:00	7:06	7:20	7:27	7:37
8:00	8:06	8:20	8:27	8:37
9:00	-	-	-	-

Single fares

Collingwood and Wasaga Beach Transit

Adults:	$2.00
Seniors/Students:	$1.50
Children (5 & under):	Free
Collingwood/Blue Mountains link:	$2.00 (all riders)
Collingwood/Wasaga Beach link:	$2.00 (all riders)
Red Cross Para-Transit:	$2.00 (one-way)
Clearview Transit Adult/Student/Senior	$2.00

Monthly passes

All Transit Routes

Adult:	$40.00
Seniors/Students:	$30.00
Universal pass:	$120.00*

*(valid on Colltrans, Wasaga beach transit and Link bus)

Wasaga Beach Youth Pass	$5.00/mth

Operating Hours

Monday-Friday - WB Link & Colltrans	6:30am - 9:00pm
Monday-Friday - All other routes	7:00am - 9:00pm
Saturday	7:00am - 9:00pm
Sunday	9:00am - 9:00pm

Clearview Transit

Monday-Saturday	6:30am - 8:30pm
Sunday	8:30am - 5:30pm

Red Cross Para-Transit is also available within the Town of Collingwood. Hours are Monday - Friday 7:00am - 5:00pm. Please contact 705-721-3313 x5266 to apply for eligibility or to arrange for service.

Collingwood Accessible Shuttle Service
The Town of Collingwood together with Ace Cabs operates an accessible taxi service available 365 days a year 24 hours a day and can be contacted at 705-445-3300.

Clearview Route

Weir Street	Stayner Collegiate Institute	Fountain Park	Station Park (Library)	Huron Meadows	Byng Public School	Stayner Foodland	Stayner Community Centre	Medical Centre	Brock Street	Coffee Culture	Superior Street	Wasaga Sands Subdivision	Wasaga Beach Superstore	Ramblewood Medical Centre
MONDAY - SATURDAY														
7:39	7:44	7:46	7:47	7:49	7:50	7:52	8:00	8:05	8:07	8:08	8:10	8:16	8:30	8:32
8:39	8:44	8:46	8:47	8:49	8:50	8:52	9:00	9:05	9:07	9:08	9:10	9:16	9:30	9:32
9:39	9:44	9:46	9:47	9:49	9:50	9:52	10:00	10:05	10:07	10:08	10:10	10:16	10:30	10:32
10:39	10:44	10:46	10:47	10:49	10:50	10:52	11:00	11:05	11:07	11:08	11:10	11:16	11:30	11:32
11:39	11:44	11:46	11:47	11:49	11:50	11:52	12:00	12:05	12:07	12:08	12:10	12:16	12:30	12:32
12:39	12:44	12:46	12:47	12:49	12:50	12:52	1:00	1:05	1:07	1:08	1:10	1:16	1:30	1:32
1:39	1:44	1:46	1:47	1:49	1:50	1:52	2:00	2:05	2:07	2:08	2:10	2:16	2:30	2:32
2:39	2:44	2:46	2:47	2:49	2:50	2:52	3:00	3:05	3:07	3:08	3:10	3:16	3:30	3:32
3:39	3:44	3:46	3:47	3:49	3:50	3:52	4:00	4:05	4:07	4:08	4:10	4:16	4:30	4:32
4:39	4:44	4:46	4:47	4:49	4:50	4:52	5:00	5:05	5:07	5:08	5:10	5:16	5:30	5:32
5:39	5:44	5:46	5:47	5:49	5:50	5:52	6:00	6:05	6:07	6:08	6:10	6:16	6:30	6:32
6:39	6:44	6:46	6:47	6:49	6:50	6:52	7:00	7:05	7:07	7:08	7:10	7:16	7:30	7:32
7:39	7:44	7:46	7:47	7:49	7:50	7:52	8:00	8:05	8:07	8:08	8:10	-	-	-
SUNDAY														
9:39	9:44	9:46	9:47	9:49	9:50	9:52	10:00	10:05	10:07	10:08	10:10	10:16	10:30	10:32
10:39	10:44	10:46	10:47	10:49	10:50	10:52	11:00	11:05	11:07	11:08	11:10	11:16	11:30	11:32
11:39	11:44	11:46	11:47	11:49	11:50	11:52	12:00	12:05	12:07	12:08	12:10	12:16	12:30	12:32
12:39	12:44	12:46	12:47	12:49	12:50	12:52	1:00	1:05	1:07	1:08	1:10	1:16	1:30	1:32
1:39	1:44	1:46	1:47	1:49	1:50	1:52	2:00	2:05	2:07	2:08	2:10	2:16	2:30	2:32
2:39	2:44	2:46	2:47	2:49	2:50	2:52	3:00	3:05	3:07	3:08	3:10	3:16	3:30	3:32
3:39	3:44	3:46	3:47	3:49	3:50	3:52	4:00	4:05	4:07	4:08	4:10	4:16	4:30	4:32
4:39	4:44	4:46	4:47	4:49	4:50	4:52	5:00	5:05	5:07	5:08	5:10	-	-	-

GTR

The Grey't Way To Travel

Route 3 & 4

Highway 26

Owen Sound to The Blue Mountains

Adult (18+): $5.00
Adult (55+) and student (6-17): $4.50
Children 5 and under: Free

Operating:
Wednesday to Sunday

Telephone Number: 226-910-1001
Website: www.grey.ca/gtr

ROUTE 2 SOUTHBOUND
(Dundalk to Orangeville)

Monday - Friday

Dundalk Arena 550 Main St E, **Dundalk**	**Departure** **6:30 AM**	**Departure** **8:34 AM**	**Departure** **12:22 PM**	**Departure** **5:21 PM**
Fiddle Park Ln @ Greenwood Crescent, **Shelburne**	**6:49 AM**	**8:53 AM**	**12:41 PM**	**5:40 PM**
Victoria St. @ Red Front Store Ln. **Shelburne**	**6:56 AM**	**9:00 AM**	**12:48 PM**	**5:47 PM**
Hansen Blvd. @ First St. (Orangeville Mall & GO Bus) **Orangeville**	**7:22 AM**	**9:26 AM**	**1:14 PM**	**6:13 PM**
Broadway & Fourth Street (Transit Transfer Station) **Orangeville**	**Arrival** **7:28 AM**	**Arrival** **9:32 AM**	**Arrival** **1:20 PM**	**Arrival** **6:19 PM**

ROUTE 2 NORTHBOUND
(Orangeville to Dundalk)

Monday - Friday

Broadway & Fourth Street (Transit Transfer Station) **Orangeville**	**Departure** **7:32 AM**	**Departure** **9:36 AM**	**Departure** **1:24 PM**	**Departure** **6:23 PM**
Hansen Blvd. @ First St. (Orangeville Mall & GO Bus) **Orangeville**	**7:42 AM**	**9:46 AM**	**1:34 PM**	**6:33 PM**
Victoria St. @ Red Front Store Ln. **Shelburne**	**8:08 AM**	**10:12 AM**	**2:00 PM**	**6:59 PM**
Fiddle Park Ln @ Greenwood Crescent **Shelburne**	**8:15 AM**	**10:19 AM**	**2:07 PM**	**7:06 PM**
Dundalk Arena 550 Main St. E., **Dundalk**	**Arrival** **8:30 AM**	**Arrival** **10:34 AM**	**Arrival** **2:22 PM**	**Arrival** **7:21 PM**

ROUTE 3 EASTBOUND
(Owen Sound to Meaford)

Wednesday - Sunday

Owen Sound Transit Terminal 1020 3rd Ave. E., Owen Sound	**Departure** **6:30 AM**	**Departure** **8:06 AM**	**Departure** **9:39 AM**	**Departure** **11:21 AM**	**Departure** **4:30 PM**	**Departure** **6:06 PM**
Woodford Community Center 107 Woodford Cres, Owen Sound	***express*** **(no stop)**	**8:27 AM**	**10:00 AM**	***express*** **(no stop)**	***express*** **(no stop)**	**6:27 PM**
Don Bumstead & Family Medical Clinic 206106, ON-26, Meaford	***express*** **(no stop)**	**8:39 AM**	**10:12 AM**	***express*** **(no stop)**	***express*** **(no stop)**	**6:39 PM**
N Sykes St. @ Nelson St W, **Meaford**	**Arrival** **7:00 AM**	**Arrival** **8:42 AM**	**Arrival** **10:15 AM**	**Arrival** **11:51 AM**	**Arrival** **5:00 PM**	**Arrival** **6:42 PM**

ROUTE 3 WESTBOUND
(Meaford to Owen Sound)

Wednesday - Sunday

N Sykes St. @ Nelson St W, **Meaford**	Departure 8:46 AM	Departure 10:28 AM	Departure 11:55 AM		Departure 6:46 PM
Don Bumstead & Family Medical Centre 206106, ON-26, Meaford	8:53 AM	10:35 AM	12:02 PM		6:53 PM
Smart Centres Bus Stop 16th St E @ 18th Ave E, Owen Sound	9:16 AM	10:58 AM	12:25 PM	Pick Up Only 4:15 PM	7:16 PM
Grey Bruce Health Services Owen Sound Hospital 1800 8th St E, Owen Sound	9:23 AM	11:05 AM	12:32 PM	Pick Up Only 4:18 PM	7:23 PM
Georgian College 8th St. E., Owen Sound	9:30 AM	11:12 AM	12:39 PM	Pick Up Only 4:21 PM	7:30 PM
Owen Sound Transit Terminal 1020 3rd Ave. E., Owen Sound	Arrival 9:35 AM	Arrival 11:17 AM	Arrival 12:44 PM	Arrival 4:26 PM	Arrival 7:35 PM

ROUTE 4 EASTBOUND
(Meaford to Town of the Blue Mountains)

Wednesday - Sunday

Downtown Meaford N Sykes St. @ Nelson St W, Meaford	Departure 7:04 AM	Departure 8:46 AM	Departure 5:04 PM	Departure 6:46 PM
Masse's Valu Mart 206497 ON-26, Meaford	7:11 AM	8:53 AM	5:11 PM	6:53 PM
Thornbury Foodland 105 Arthur St W, Thornbury	7:21 AM	9:03 AM	5:21 PM	7:03 PM
Town of Blue Mountains Municipal Office 32 Mill St, The Blue Mountains	7:27 AM	9:09 AM	5:27 PM	7:09 PM
Blue Mountain Community Health Centre 78 King St E, Thornbury	7:34 AM	9:16 AM	5:34 PM	7:16 PM
Blue Mountain Village 156 Jozo Weider Blvd.	Arrival 7:51 AM	Arrival 9:33 AM	Arrival 5:51 PM	Arrival 7:33 PM

GTR

Grey Transit Route

ROUTE 4 WESTBOUND
(Town of the Blue Mountains to Meaford)

Wednesday - Sunday

Blue Mountain Village 156 Jozo Weider Blvd.	**Departure** **7:55 AM**	**Departure** **9:37 AM**	**Departure** **5:55 PM**	**Departure** **7:37 PM**
Blue Mountain Community Health Centre 78 King St E, Thornbury	**8:16 AM**	**9:58 AM**	**6:16 PM**	**7:58 PM**
Town of Blue Mountains Municipal Office 32 Mill St, The Blue Mountains	**8:23 AM**	**10:05 AM**	**6:23 PM**	**8:05 PM**
Thornbury Foodland 105 Arthur St W, Thornbury	**8:29 AM**	**10:11 AM**	**6:29 PM**	**8:11 PM**
Masse's Valu Mart 206497 ON-26, Meaford	**8:39 AM**	**10:21 AM**	**6:39 PM**	**8:21 PM**
Downtown Meaford N Sykes St. @ Nelson St W, Meaford	**Arrival** **8:42 AM**	**Arrival** **10:24 AM**	**Arrival** **6:42 PM**	**8:28 PM**
Owen Sound Transit Terminal 1020 3rd Ave. E., Owen Sound				**Arrival** **8:58 PM**

Route 5 Northbound
(Owen Sound to Wiarton)

Tuesday, Wednesday and Thursday

Owen Sound Transit Terminal 1020 3rd Ave E, Owen Sound	**Departure** **7:45 AM**	**Departure** **12:00 PM**	**Departure** **4:00 PM**
Bergen's No Frills 1020 10th St W, Owen Sound	**7:57 AM**	**12:12 PM**	**4:12 PM**
Shallow Lake & District Community Centre 550 Princess St, Shallow Lake	**8:13 AM**	**12:28 PM**	**4:28 PM**
South Bruce Peninsula Visitor Centre 50 ON-6, Hepworth	**8:21 AM**	**12:36 PM**	**4:36 PM**
Wiarton Foodland 425 Berford St, Wiarton	**Arrival** **8:31 AM**	**Arrival** **12:46 PM**	**Arrival** **4:46 PM**

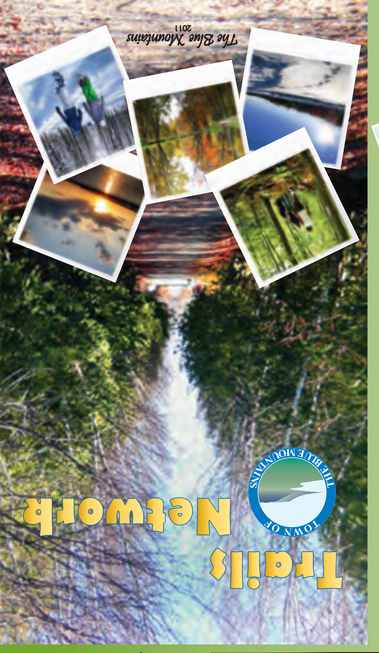
ROUTE 5 SOUTHBOUND
(Wiarton to Owen Sound)

Tuesday, Wednesday and Thursday

Wiarton Foodland 425 Berford St, Wiarton	**Departure** **8:35 AM**	**Departure** **12:50 PM**	**Departure** **4:50 PM**
South Bruce Peninsula Visitor Centre 50 ON-6, Hepworth	**8:49 AM**	**1:04 PM**	**5:04 PM**
Shallow Lake & District Community Centre 550 Princess St, Shallow Lake	**8:57 AM**	**1:12 PM**	**5:12 PM**
Bergen's No Frills 1020 10th St W, Owen Sound	**9:13 AM**	**1:28 PM**	**5:28 PM**
Owen Sound Transit Terminal 1020 3rd Ave E, Owen Sound	**Arrival** **9:21 AM**	**Arrival** **1:36 PM**	**Arrival** **5:36 PM**

Attachment J
The Blue Mountains Trail Network Map

Trails Network
The Blue Mountains
TOWN OF THE BLUE MOUNTAINS
N
LORA BAY
39th Sideroad
Highway 26
THORNBURY
11th Line
Grey Road 113
10th Line
Tomahawk Recreation Complex
33rd Sideroad
Thornbury-Clarksburg Union Cemetery
Bruce St S
Clark St
Clendenan Dam Conservation Area
30th Sideroad
Marsh St
CLARKSBURG
Peasemarsh Conservation Area
Council Beach
Delphi Point Park
Craigleith Provincial Park
CAMPERDOWN
Northwinds Beach
Timmons Parkette
CRAIGLEITH
Long Point Rd
Grey Road 19
Monterra Rd
Loree Forest
LOREE
Grey Road 40
Grey Road 2
7th Line
Grey Road 13
River
Beaver
SLABTOWN
24th Sideroad
The Blue Mountains - Meaford Townline
The Blue Mountains - Euphrasia Townline
Meaford
the other big apple
The Municipality of Meaford is home to over 180km of trails! The trails network crosses a variety of lands including Municipal, County, Provincial, privately owned, and Conservation Authority lands. For further information, please refer to their website at www.meaford.ca
Municipality of Grey Highlands
The Municipality of Grey Highlands plays host to a section of the awe-inspiring Bruce Trail and the expansive and meandering Beaver River.
The area is naturally rich with an abundance of green space and recreational opportunities.
For further recreation and trails information, please refer to their website at www.greyhighlands.ca
Sideroad 25
Old Mail Road
HEATHCOTE
Heathcote Park
Heathcote Presbyterian Church Cemetery
Sideroad 22C
Victoria Holy Trinity Anglican Church Cemetery
VICTORIA CORNERS
21st Sideroad
Primitive Methodist Church Cemetery
White's Methodist Church Cemetery
18th Sideroad
Ravenna Hall
Grey Road 119
RAVENNA
Grey Road 19
11th Line
REDWING
12th Sideroad
Paddling the Beaver River!
Photo Credit: Lindsay Gorrell
Scaling the rock face!
Photo Credit: Nancy Newman
Fox Ridge Rd
6th Line
4th Line
5th Line
SWISS MEADOWS
Swiss Meadows Blvd
BLUE MOUNTAIN VILLAGE
Scenic Caves Road
Banks United Church Cemetery
BANKS
3rd Line
Grey Road 21
12th Sideroad
CASTLE GLEN
Grey County Forest
2nd Line
OSLER
Poplar Sideroad
6th Street
Snowshoeing secret spots!
Photo Credit: Nancy Newman
Lilacs for everyone to enjoy!
Photo Credit: Rob Potter
The Trestle Bridge - Thornbury!
Photo Credit: Rob Potter
Collingwood
Highway 26
COLLINGWOOD
The Collingwood Trails Network
The Town of Collingwood Trails Network boasts over 60km of beautiful trails spread throughout Collingwood.
The Collingwood Trails map is available at a variety of local establishments and community locations. For more information, please refer to the Collingwood Trails website at www.collingwoodtrails.ca
11th Line
Mountain Rd
Clearview
CLEARVIEW TOWNSHIP
In support of an active and healthy community, the Township of Clearview has numerous trail linkages.
For maps and information please refer to the Township of Clearview's website at www.clearview.ca
The Blue Mountains - Clearview Townline
36/37 Nottawasaga SDRD
Kolapore Uplands are known for the countless trails that intersect throughout the spectacular forest.
It is highly recommended that one purchase a detailed Kolapore Uplands trails map, which are available at various local establishments.
For more information, please refer to the Kolapore Uplands Wilderness Trails website at www.kolaporeuplands.org
9th Sideroad
KOLAPORE
Kolapore Uplands
DUNCAN
Duncan Crevice Caves Provincial Lands
Metcalfe Rock
Crown Lands
Sideroad 10D
5th Sideroad
LITTLE GERMANY
Sideroad 7C
10th Line
Grey County Forest
Highlands
Grey
Cycling the Beaver River Trail!
Photo Credit: Shawn Everitt
GIBRALTAR
6th Sideroad
Gibraltar Carmen Methodist Cemetery
Gibraltar Presbyterian Church Cemetery
3rd Sideroad
3 Stage Provincial Lands
Crown Lands
Pretty River Valley Provincial Lands
Pretty River Road
PRETTY RIVER VALLEY
Osprey - The Blue Mountains Townline
Osprey Heights
Eagle Cres
Reid's Hill
Road 57D
Road 55
Grey Road 31
Road 45
Road 63
12th Concession B
10th Concession
1-888-258-6867
www.thebluemountains.ca
Information shown on these drawings is compiled from numerous sources and may not be complete or accurate. The Blue Mountains is not responsible for any errors, omissions or deficiencies in this drawing. This document is for reference purposes only. No part of this supplied data may be reproduced or transmitted to others in any way without the written permission of The Corporation of the Town of The Blue Mountains. (LG 2011)
.5 0 1km
Baseball Diamond
Bike Lanes
Campground
Cemetery
Community Centre
Conservation Area
Fishing
Golf Course
Great View
Harbour
Heritage Depot
Information
Parking
Pioneer Cemetery
Police
OPP
Soccer Pitch
Swimming Area
Tennis Court
Washrooms
Wind Surfing
Bruce Trail
Georgian Trail
Soft Surface Trail
Hard Surface Trail
Designated Bike Lanes
Parks
Grey County Forest
Provincial Lands
Crown Lands



Trails Network

TOWN OF THE BLUE MOUNTAINS

Welcome!

The Blue Mountains is pleased to provide the first edition of our Town's Trails Brochure.

This brochure provides trail users with maps that identify all formal Town owned and managed trails. It also identifies trails managed by others; such as the Bruce Trail.

The Blue Mountains offers a total of 260 kilometres of trails ranging from sidewalks to limestone and natural based trails. The trails offer scenic adventures along the Georgian Bay Shoreline and the Niagara Escarpment. They also link through a variety of towns and villages in The Blue Mountains.

The seamless connectivity of trails with our neighbouring communities offers an extended adventure and allows for active transportation opportunities.

Please enjoy your trail experience, and take the opportunity to *explore!*

Georgian Trail

Constructed on an old railway line, The Georgian Trail stretches from the Municipality of Meaford through The Blue Mountains to the Town of Collingwood. The Trail is quite flat with a base of limestone screening, making the experience for strollers, wheelchairs, and the like quite pleasant.

The Georgian Trail!

The Trail provides an up close and personal experience with some of the region's most beautiful and natural amenities. Rich agricultural lands, stunning views of the Niagara Escarpment and the spectacular shores of Georgian Bay just to name a few!

In Thornbury, the Trail crosses the Beaver River via an old trestle bridge, located just north of the Thornbury Fish Ladder.

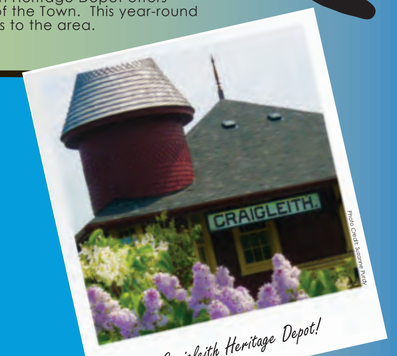
Take a break and enjoy the *scenery!*

The Nipissing Ridge Trail

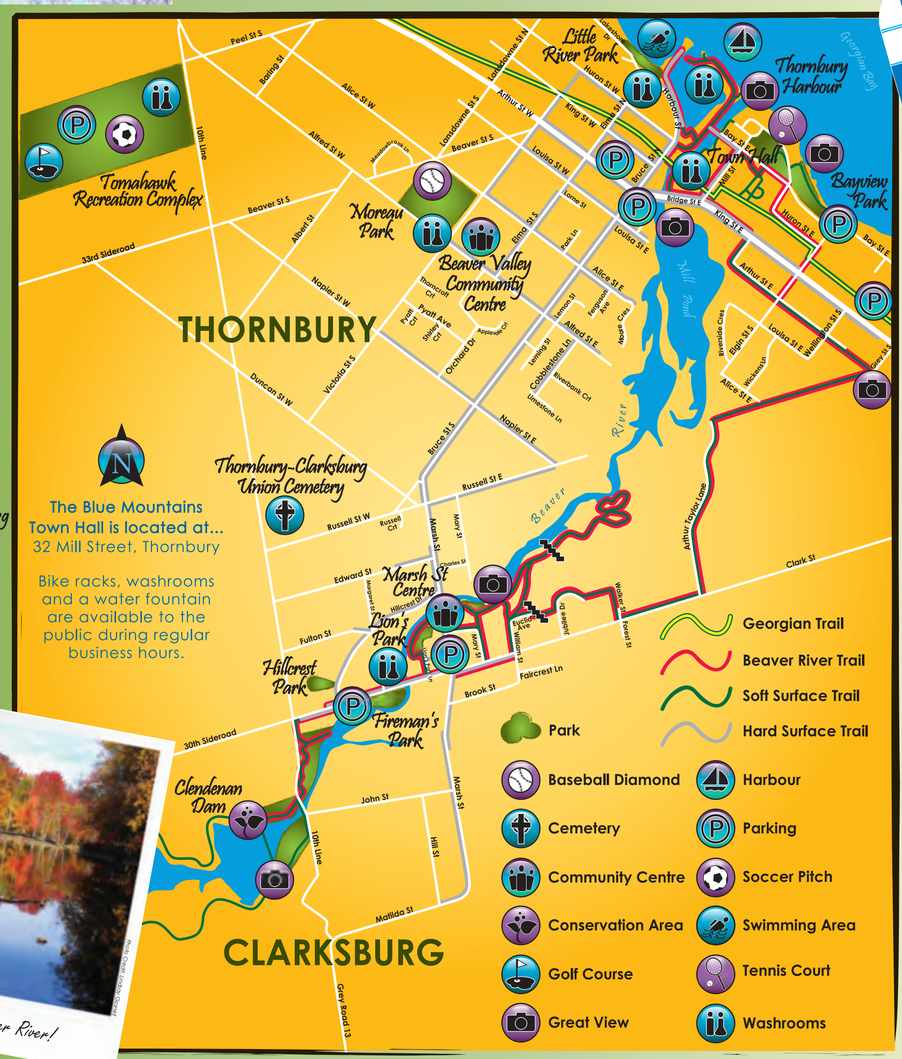
Nipissing Ridge Trail network is located just off the Georgian Trail along Lakeshore Road West in the Craigleith area. This limestone based trail meanders along the Niagara Escarpment's Nipissing Ridge, which is an ice-age glacial shoreline for the former Lake Algonquin, dating back approximately 4,000 - 5,500 years. Rich in cultural and historical significance, this trail network is a showcase for the Town.
The Nipissing Ridge Trail also runs along and through a local subdivision connecting the natural beauty of the area to the more developed areas, including the Nipissing Ridge Park and various alpine ski areas.

For a full experience of the area's rich significant history, the historical Craigleith Heritage Depot offers in-depth information. It highlights the unique cultural, natural and industrial history of the Town. This year-round facility has a multi-generational appeal, serving both locals and visitors to the area.

Stop in and take a step back in *history!*



Craigleith Heritage Depot!



The Blue Mountains Town Hall is located at...
32 Mill Street, Thornbury

Bike racks, washrooms and a water fountain are available to the public during regular business hours.

Trails Etiquette

(c)

Expect and respect other trail users.

Stay to the right - Pass on the left.

Please stay on the trail...
Do not make new trails or use unmarked trails.

Respect neighbouring landowners by staying off private property and avoiding excess noise.

Leave the trail as you found it; whatever you pack in, pack out!

Please leave the various wildflowers and wildlife for others to enjoy.

Maintain control of your pets and "Stoop and Scoop".

Some trails are user specific. Use trails only according to the permitted uses indicated on the trail signage.

Some trails may close seasonally. Obey any trail closure signs please!

If the weather has been inclement, wet trails may be susceptible to damage. If you are leaving tracks over ½" deep, avoid using the trail regardless of signage.

Cycling the countryside!

Being a rural area, almost all of our roads are only two-lane, which means bicyclists, motorists, agricultural equipment operators, horses and riders and pedestrians will often be sharing the road. We want everyone to have a safe and enjoyable experience on our roads.

Ways Bicyclists Can Improve Safety
Follow Rules of the Road!
Be Predictable-Visible-Courteous!
Take Care of Your Gear and Yourself!

Ways Motorists Can Improve Bicyclist Safety
Watch for Bicyclists!
Pass with Care!
Yield to Bicyclists!

Sharing the Road in our Rural Area
Be Aware of Our Migrant Workers!
Watch for Slow Moving Farm Equipment!
Use Caution When Approaching Horses and Riders!

When everyone is careful and courteous, it's easy to share the *road!*

Poisonous Plants

While exploring, please be aware that some of nature's less friendly plants call The Blue Mountains home. Poison ivy and Giant hogweed are two plant species that may cause a reaction if their sap touches your skin.

The best way to avoid coming in contact is to learn how to identify them.
For more facts on weeds in Ontario, refer to the Ministry of Agriculture Food & Rural Affairs website at *http://www.omafra.gov.on.ca/*

Poison ivy

Poison ivy leaves consist of three pointed (smooth or toothed) leaflets roughly 3-12cm long. The middle leaflet has the longest stalk. It is reddish in spring, green in the summer, and various shades of red, orange, and yellow in the Fall. Cream coloured berries may also be present. It can be a single plant, a shrub, or a vine! As the saying goes,
"Leaves of three... let them be!"

Giant hogweed

Giant hogweed is an invasive species that can cause severe burns. The leaves are quite large and very jagged. The stalk (stem) is coarsely hairy with purple blotches. This plant can grow to a height of 5 metres by late summer! It only flowers once during the last year of it's life and the flower alone can be upwards of 1 metre wide!

Sometimes it's confused with the common plant Queen Anne's Lace. But don't be mistaken... Giant hogweed can cause serious irritation! Contact the Town should you suspect Giant hogweed on our trails!

Hunting Season

(a)

A variety of activities occur on public lands in The Blue Mountains, including traditional hunting seasons. Hunting is allowed on most Crown lands, County lands and some private lands, with the permission of land owners.

People planning to use the trails that are in or near the forested hunting areas should take some precautions;

Be Aware - Know the hunting season dates as they vary year to year.

Be Bright - It is safest to wear a bright blaze orange vest or jacket and hat.

Be Responsible - Dogs and other pets should wear brightly coloured markers to easily identify them as your pet - not wildlife!

The Ministry of Natural Resources website provides an abundance of information regarding hunting seasons in Ontario. *http://www.mnr.gov.on.ca/*

Special Thanks

to the shutterbugs that explored The Blue Mountains and shared their trails photos!

Nancy Newman, Rob Potter, Shawn Postma, Suzanne Purdy, Shawn Everitt & Lindsay Gosnell

Bruce Trail - Kolapore!

The Blue Mountains is home to a gorgeous section of the Bruce Trail. The Bruce Trail is a public footpath running from Niagara to Tobermory. It is entirely built and maintained by volunteers for the purpose of raising awareness for the protection of the Niagara Escarpment, the most significant landform in southern Ontario.

Bicycles, motorized vehicles, and horses are not allowed except along road sections of the Trail and in those few areas where explicit permission is posted.

The Blue Mountains section of the Main Trail is illustrated on the opposite page. Detailed mapping (including Side Trails) and further information is available at The Bruce Trail Conservancy. *http://brucetrail.org*

Leave only your thanks...
Take nothing but *photographs!*

The Beaver River Trail

(b)

Completed in 2011, the Trail was constructed using Federal, Provincial and Municipal funds. The Trail in its entirety is 10.7 kilometres and connects the Thornbury Harbour to Clendenan Dam, by way of sidewalks and limestone based trails. A few looping sections of the Trail are natural based which provide a closer look at the Beaver River in an area that has not been reached in many years.

The Beaver River Trail has a number of scenic rest areas and vistas with benches. As well, the Trail meanders through Town parks such as Thornbury Riverwalk area located at The Blue Mountains Municipal Office, Lion's Park and Fireman's Park both in Clarksburg. Many interpretive signs provide historical and environmental education opportunities along the way making this trail both

enjoyable and educational!

Paddling the Beaver River!

Animal Track Identification
(a) White Tailed Deer
(b) Beaver
(c) Red Fox
(d) Raccoon

PLACES & SPACES

PLACES

- **Bayview Park** — 60 & 106 Bay St E
- **Beaver Valley Community Centre** — 58 Alfred St W
- **Clendenan Dam** — 416870 10th Line
- **Fireman's Park** — 134 Clark St
- **Hillcrest Park** — 107 Hillcrest St
- **Little River Park** — 4 Harbour St
- **Lion's Park** — 118 Lion's Park Ln
- **Marsh St Centre** — 187 Marsh St
- **Moreau Park** — 128 Alfred St W
- **Thornbury-Clarksburg Union Cemetery** — 44 Russell St W
- **Thornbury Harbour** — 41 Bruce St N
- **Tomahawk Recreation Complex** — 417230 10th Line

SPACES

- **Boyer Park** — 101 Crossan Crt
- **Craigleith Community Centre** — 132 Lakeshore Rd E
- **Craigleith Heritage Depot** — 113 Lakeshore Rd E
- **Craigleith Meadows Park** — 157 Alexandra Way
- **Craigleith Provincial Park** — 209403 Highway 26
- **Heritage Park** — 118 Kandahar Ln
- **Nipissing Ridge Park** — 205 Blueski George Cres
- **Northwinds Beach** — 209605 Highway 26

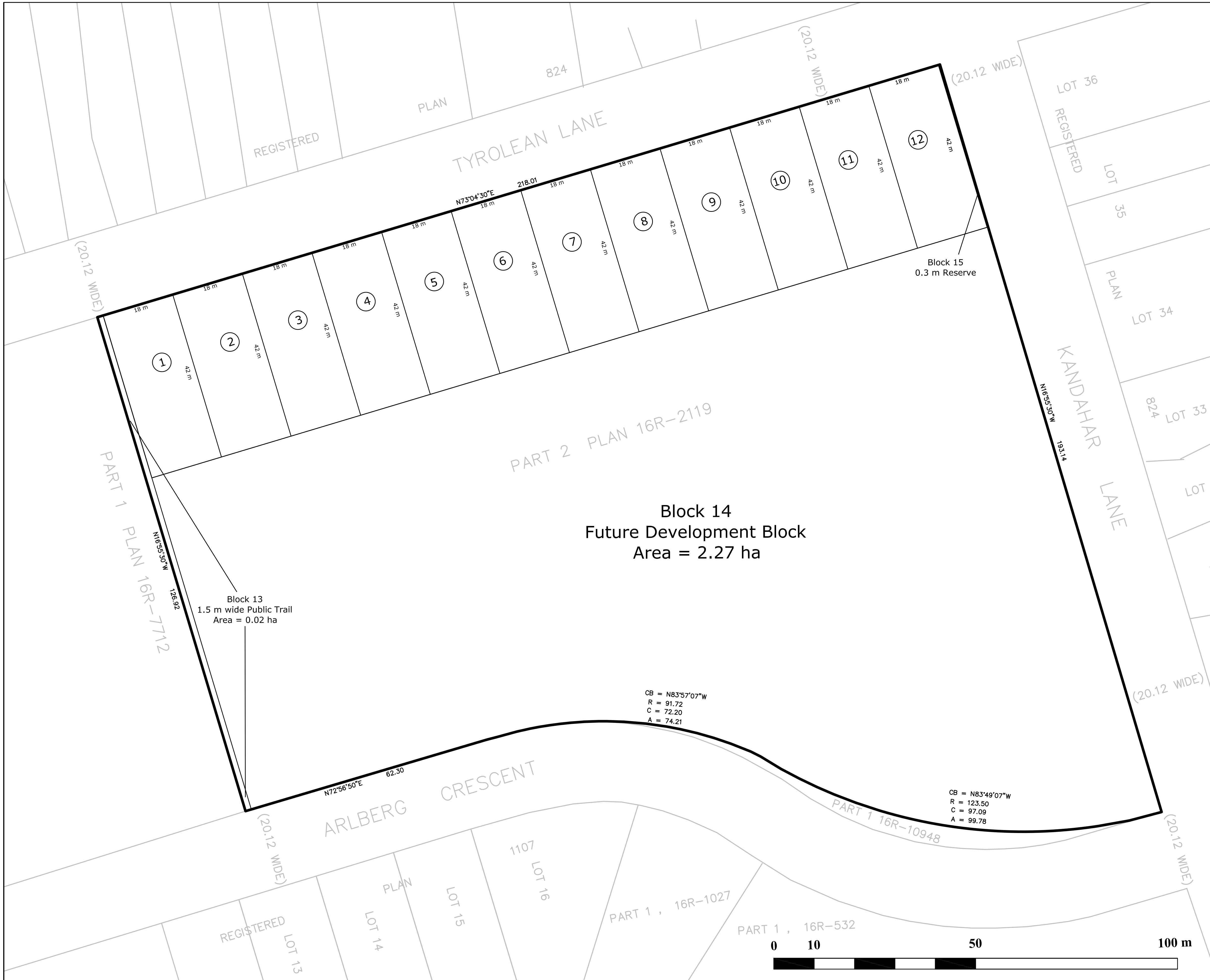
Figures

TYROLEAN LANE LODGES
TOWN OF THE BLUE MOUNTAINS

SITE LOCATION

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 301
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

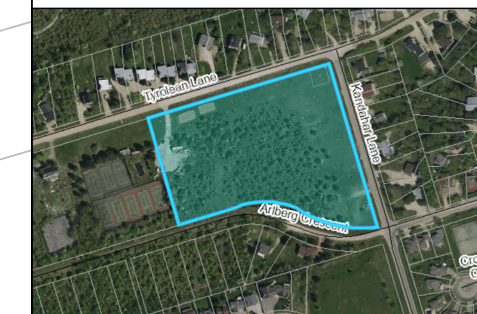
Drawn	Design	Project No.	
T.D.S.	T.D.S.	0109-5854	
Date	Check	Scale	Dwg.
2021/04/09	K.H.	N.T.S	FIG. 01



Draft Plan of Subdivision
138 Kandahar Lane

PART OF LOT 19
CONCESSION 2

TOWN OF THE BLUE MOUNTAINS
(Formerly Township of Collingwood)
COUNTY OF GREY



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

JUNE 18 , 2021 ______________________
PAUL R. THOMSEN O.L.S.
ZUBEK, EMO, PATTEN & THOMSEN LTD

OWNER'S CERTIFICATE

PASCUZZO PLANNING INC. WAS AUTHORIZED BY TYROLEAN VILLAGE RESORTS LTD. TO SUBMIT THE PROPOSED PLAN OF SUBDIVISION TO THE COUNTY OF GREY FOR APPROVAL.

JUNE 18, 2021 ______________________
ANDREW PASCUZZO MCIP RPP
PASCUZZO PLANNING INC.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

(a) AS SHOWN ON DRAFT PLAN,
(b) AS SHOWN ON DRAFT PLAN,
(c) AS SHOWN ON DRAFT AND KEY PLAN,
(d) THE LAND IS TO BE USED ACCORDING TO THE SCHEDULE OF LAND USE,
(e) AS SHOWN ON DRAFT PLAN,
(f) AS SHOWN ON DRAFT PLAN,
(g) AS SHOWN ON DRAFT PLAN,
(h) MUNICIPAL WATER SUPPLY,
(i) SILTY CLAY,
(j) AS SHOWN ON DRAFT PLAN,
(k) MUNICIPAL SANITARY SEWER,
(l) AS SHOWN ON DRAFT PLAN

SCHEDULE OF LAND USE

	UNITS	AREA
COMMERCIAL LODGE (LOTS 1-12)	12	0.91 ha.
1.5 TRAIL DEDICATION (BLOCK 13)		0.02 ha.
FUTURE DEVELOPMENT (BLOCK 14)		2.27 ha.
0.3 m RESERVE (BLOCK 15)		0.001 ha.
TOTAL	12	3.20 ha.

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

PROJECT: 1007-20 DRAWN: AP DATE: JUNE/2021

DWG: 1007-20-DP2

PASCUZZO PLANNING INC.

Conceptual Site Plan

138 Kandahar Lane
Town of The Blue Mountains
County of Grey

Total Area of Property = 3.20 ha

Official Plan Designation: Resort Commercial
Permitted Uses: Lodges

Zoning (2018-65) Development (D) Zone

Proposed Zoning: Resort Commercial Exception (C3-X) Zone

These lands may also be used for the purposes of a Lodge as well as uses, buildings and structures accesssory thereto. For the purposes of this exception

1. a Lodge means a fully detached building or structure, or any part thereof, that contains a single dwelling unit and that operates or offers a place of temporary or permanent residence, lodging or occupancy by way of concession, lease license, rental agreement or similary commercial contract for any period of time. (Including seasonal resort staff housing)

2. These lands shall be developed in accordance with the Residential R1-1 Zone provisions.

Proposal for 12 - Lodges in a Draft Plan of Subdivision

All units on Full Municipal Services (to be serviced in 2022)

Proposed Density:
12 units on 0.9 ha (13.3 units/ha)

Future Development = 2.3 ha

1.5 m Trail Dedication = 200 m²

Future Additional
Resort Accomodation
and Recreation Block
2.3 ha

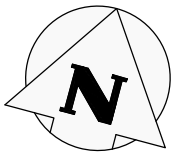
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

PROJECT: 1007-20	DRAWN: AP	DATE: AUG/2021

DWG: 1007-20-CP3

PASCUZZO PLANNING INC.

NOTE:
THIS FIGURE IS SCHEMATIC ONLY AND IS NOT TO BE SCALED.



LEGEND:

ϕ	STOP CONTROL
FRI. P.M. INTERSECTION PEAK HOUR (SUN. INTERSECTION PEAK HOUR) [SUN. KANDAHAR APPROACH PEAK HOUR]	PEAK HOUR TRAFFIC VOLUMES

TYROLEAN LANE LODGES
TOWN OF THE BLUE MOUNTAINS

EXISTING TRAFFIC VOLUMES

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 301
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.	
T.D.S.	T.D.S.	0109-5854	
Date	Check	Scale	Dwg.
2021/04/09	K.H.	N.T.S	FIG. 04

NOTE:
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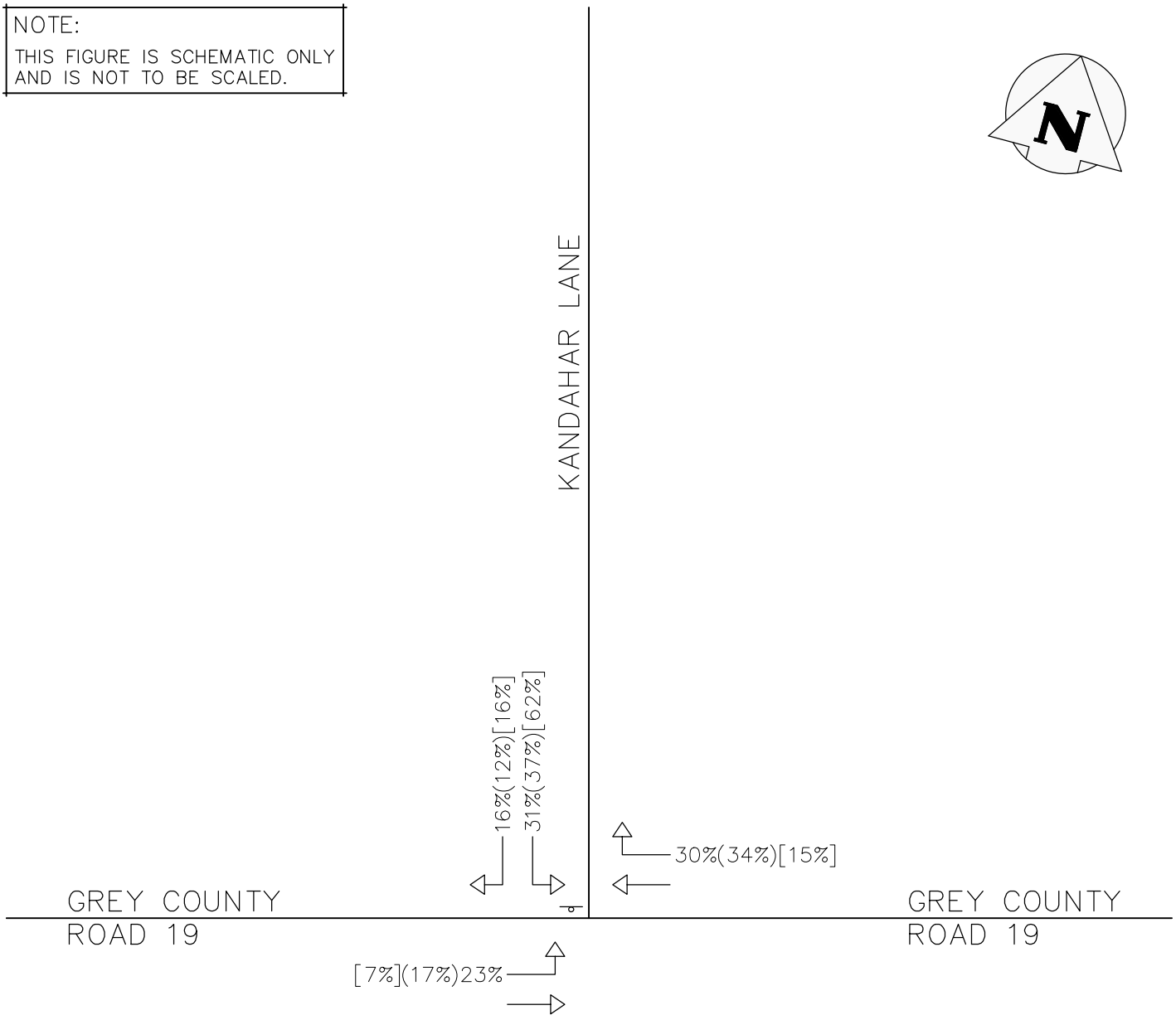

LEGEND:

ϕ	STOP CONTROL
FRI. P.M. INTERSECTION PEAK HOUR (SUN. INTERSECTION PEAK HOUR) [SUN. KANDAHAR APPROACH PEAK HOUR]	TRIP DISTRIBUTION

TYROLEAN LANE LODGES
TOWN OF THE BLUE MOUNTAINS

TRIP DISTRIBUTION

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 301
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.	
T.D.S.	T.D.S.	0109-5854	
Date	Check	Scale	Dwg.
2021/04/09	K.H.	N.T.S	FIG. 05

NOTE:
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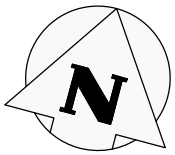


LEGEND:

ϕ	STOP CONTROL
FRI. P.M. INTERSECTION PEAK HOUR (SUN. INTERSECTION PEAK HOUR) [SUN. KANDAHAR APPROACH PEAK HOUR]	PEAK HOUR TRAFFIC VOLUMES

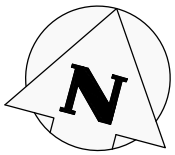
TYROLEAN LANE LODGES
TOWN OF THE BLUE MOUNTAINS

TRIP ASSIGNMENT

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 301
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.	
T.D.S.	T.D.S.	0109-5854	
Date	Check	Scale	Dwg.
2021/04/09	K.H.	N.T.S	FIG. 06

NOTE:
THIS FIGURE IS SCHEMATIC ONLY AND IS NOT TO BE SCALED.



LEGEND:

⊣	STOP CONTROL
FRI. P.M. INTERSECTION PEAK HOUR (SUN. INTERSECTION PEAK HOUR) [SUN. KANDAHAR APPROACH PEAK HOUR]	PEAK HOUR TRAFFIC VOLUMES

TYROLEAN LANE LODGES
TOWN OF THE BLUE MOUNTAINS

TOTAL TRAFFIC VOLUMES

CROZIER CONSULTING ENGINEERS
211 YONGE STREET
SUITE 301
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.	
T.D.S.	T.D.S.		0109-5854
Date	Check	Scale	Dwg.
2021/04/09	K.H.	N.T.S	FIG. 07