



October 15, 2021

Via: Email

Fred Heller
 FLC Group
 2275 Lake Shore Boulevard W, #541
 Toronto ON M8V 3Y3

Dear Fred:

**Re: VineRidge Boutique Towns Transportation Update
 Picton, ON
 Project No.: 300051227.0000**

R.J. Burnside & Associates Limited (Burnside) previously provided a Transportation Study, dated September 2020 (the TIS), and a response to transportation comments letter, dated August 6, 2021, to address the 1st submission comments received from Prince Edward County (the County). The proposed residential development has been updated by decreasing the number of units from 560 to 525 units. This letter provides a further update to the projected traffic originally detailed in the TIS and discusses a new proposed local public road. The latest site plan by Kirkor Architects and Planners, dated October 13, 2021, is provided in Attachment 1. Table 1 compares the proposed uses and sizes of the current and previous site plans.

1.0 Trip Generation

Table 1: Proposed Units Comparison

Use		September 2020 TIS	Current	Difference
Residential	Stacked Townhomes	462	348	-114 units
	Street Townhomes	98	72	-26 units
	Rental Apartments	0	84	+84 units
	Semi-Detached Homes	0	16	+16 units
	Single-Detached Homes	0	5	+5 units
	Total	560	525	-35 units
Non-Residential	Recreation Centre	0	1	+1

The current site plan is proposing 114 less stacked townhomes, 84 new rental apartments, 26 less street townhomes, 16 new semi-detached homes, 3 new single-detached homes, retention of 2 existing single-detached homes and the change of an existing house into a recreation centre compared to what was assumed in the TIS. The trip rate assumptions in the TIS for all townhome types were used, LUC 221 (Multifamily Housing Mid-Rise) was used for the generation of new trips for the rental apartments and LUC 210 (Single-Family Detached Housing) was used for the semi-detached and single-detached homes. It was assumed that the recreation centre would not generate any new trips due to its small size and since it will primarily serve only the new community. The resulting trip generation is summarized in Table 2 with a comparison to the TIS results.

Table 2: Site Trip Generation Comparison

Lane Use (Size)		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
September 2020 TIS	Townhomes – 560 units	48	138	186	142	90	232
	Total TIS Trips	48	138	186	142	90	232
Current Site Plan	Townhomes – 504 units	43	124	167	127	82	209
	Semi-Detached Homes – 16 units	4	12	16	11	6	17
	Single-Detached Homes – 5 units	2	6	8	4	2	6
	Total Current Trips	49	142	191	142	90	232
Trip Difference		+1	+4	+5	0	0	0

The current site plan will generate 5 more trips during the AM peak hour and the same number of trips in the PM peak hour as compared to the trips generated in the TIS. Due to the small difference in trips generated during the AM peak hour and no difference in trips generated during the PM peak hour, it is our opinion the conclusions in the TIS will not change.

2.0 Proposed Road Network

The County requested a public road through the site that would also provide access to future development to the south. The public road is depicted in the current site plan shown in Attachment 1. The public road, to be named VineRidge Boulevard, is assumed to be a local road, which will provide an easterly extension of Inkerman Avenue and a future connection south to Kingsley Road via future development by others to the south. This change in the site plan does not impact the conclusions of the TIS.

3.0 Site Review

A review was conducted of the current site plan and it is well designed to accommodate access by all modes of travel. An updated maneuvering analysis for a private front-end loader refuse truck is provided in Attachment 2 and confirms that this design vehicle can be accommodated.

Should you require clarification of any of the above please contact either of the undersigned.

Yours truly,

R.J. Burnside & Associates Limited



Cedric Mosdell, M. Eng., EIT
Transportation Planner
CM:cv



David Angelakis, C.E.T.
Senior Project Manager – Transportation

Enclosure(s) Attachment 1 – Current Site Plan
 Attachment 2 – Vehicle Maneuvering Analysis

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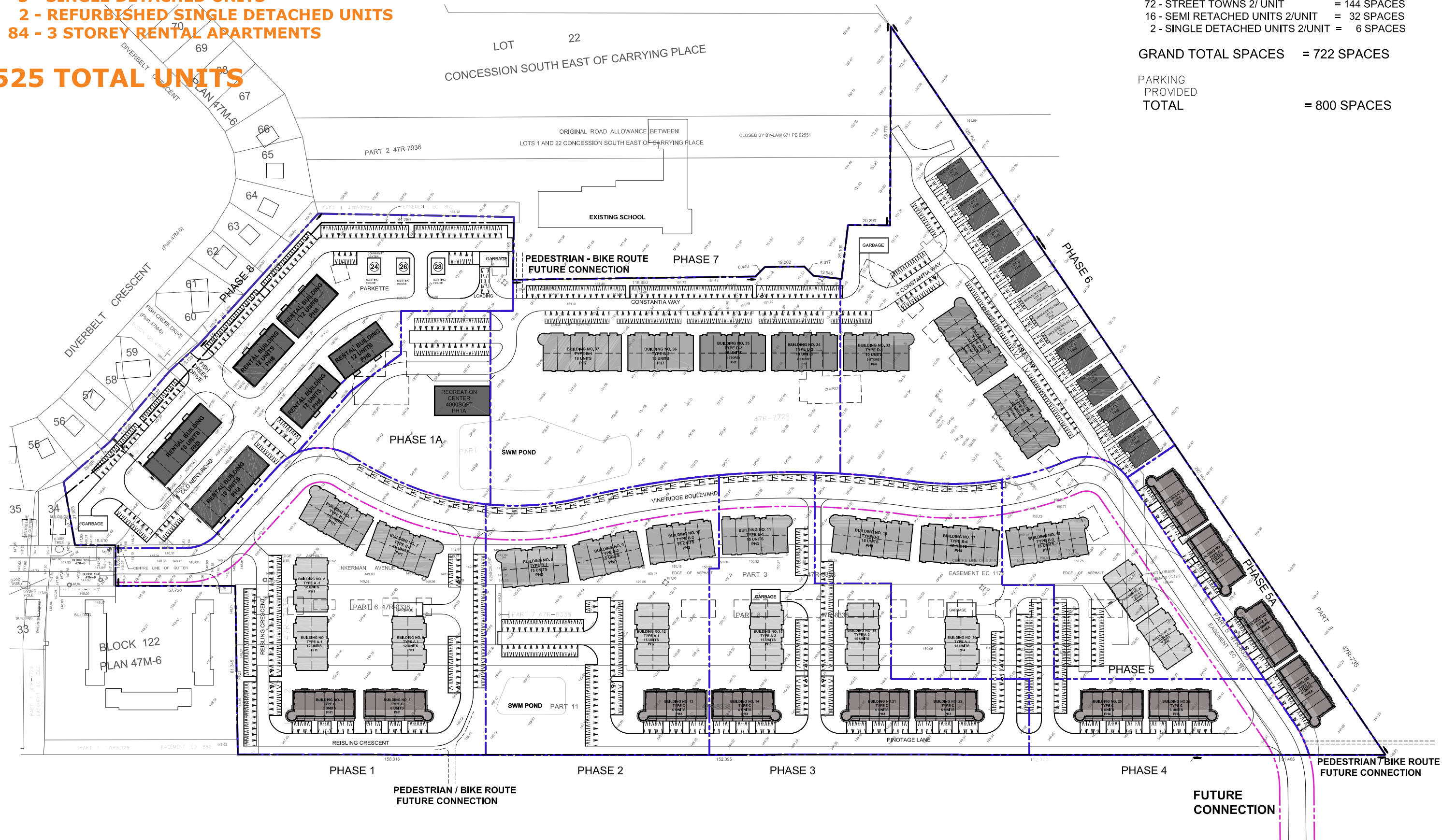
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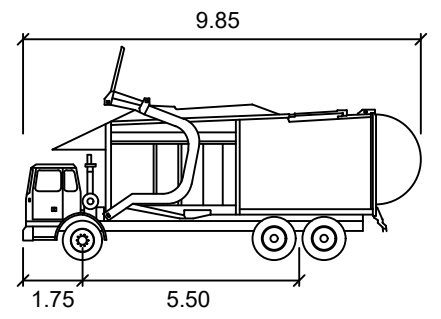
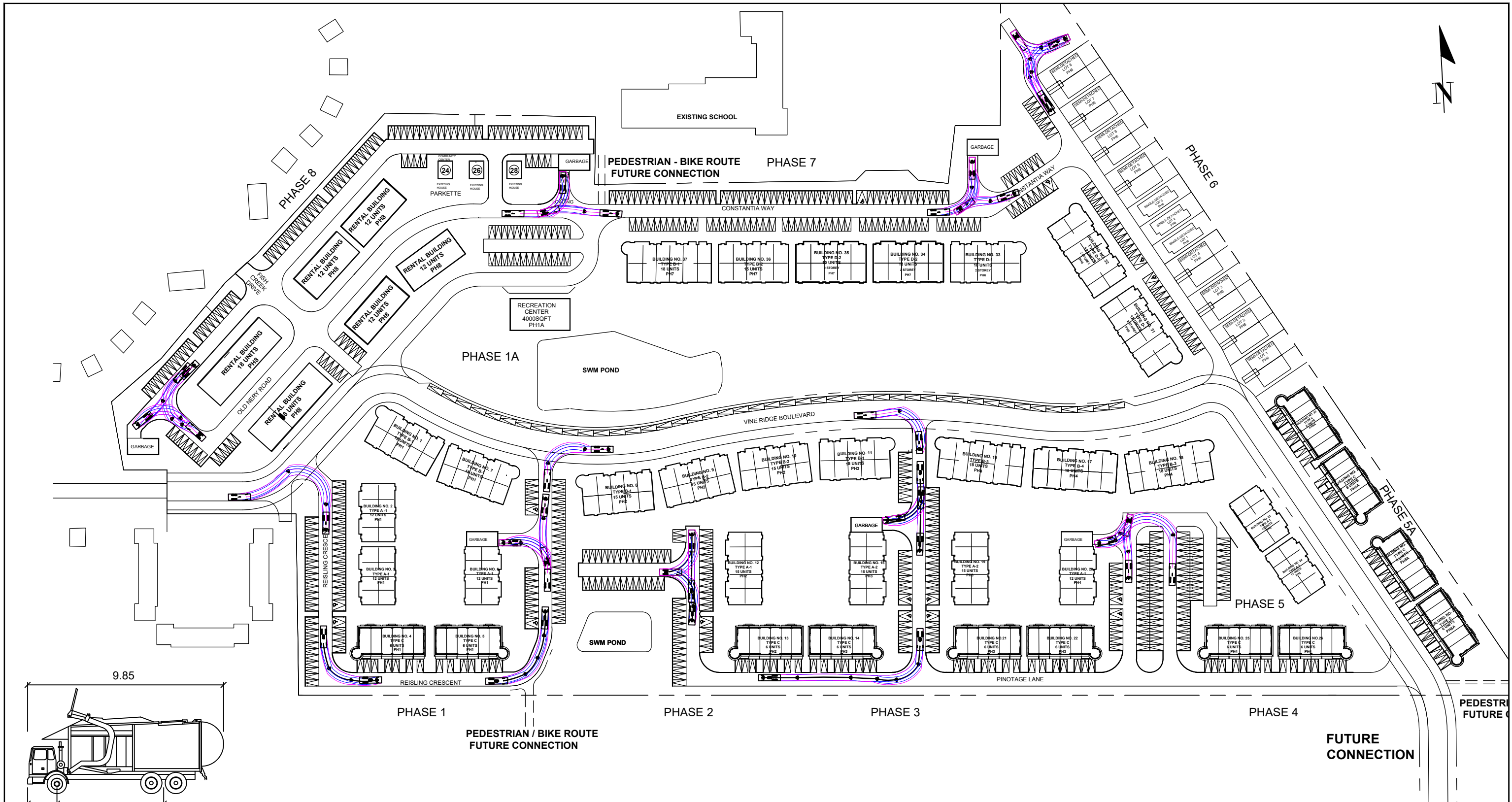
UNIT COUNT

- 177 - 3 STOREY FLAT ROOF STACKED BACK TO BACK UNITS**
- 54 - 2 STOREY FLAT ROOF STACKED BACK TO BACK UNITS**
- 117 - 3 STOREY PITCHED ROOF STACKED BACK TO BACK UNITS**
- 72 - 3 STOREY STREET TOWNS**
- 16 - SEMI DETACHED UNITS**
- 3 - SINGLE DETACHED UNITS**
- 2 - REFURBISHED SINGLE DETACHED UNITS**
- 84 - 3 STOREY RENTAL APARTMENTS**

525 TOTAL UNITS

PARKING	
REQUIRED	
STACKED T/H 348X1.25	= 435 SPACES
RENTAL 84X1.25	= 105 SPACES
TOTAL	= 540 SPACES (PROVIDED 618)
72 - STREET TOWNS 2/ UNIT = 144 SPACES	
16 - SEMI RETACHED UNITS 2/UNIT = 32 SPACES	
2 - SINGLE DETACHED UNITS 2/UNIT = 6 SPACES	
GRAND TOTAL SPACES	= 722 SPACES
PARKING PROVIDED TOTAL = 800 SPACES	





Contractor - FL Refuse Truck


	units
Width	: 2.77
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

LEGEND

- VEHICLE TIRE PATH
- VEHICLE BODY PATH

SITE PLAN REVIEW

VINERIDGE BOUTIQUE TOWNS
 PICTON, ON



R.J Burnside & Associates Limited
 CM/ DWA OCT 15, 2021 N.T.S