



May 5, 2022

Via: Email

James Griffin
Planner, Approvals
Development Services
The Corporation of the County of Prince Edward
280 Picton Main Street
Picton, ON K0K 2T0

Dear James:

**Re: VineRidge Boutique Towns Response to Transportation Comments - Update
2nd ZBA/DPS Submission
Picton, ON
Project No.: 300051227.0000**

R.J. Burnside & Associates Limited (Burnside) has reviewed the transportation related comments from the following correspondence with respect to Burnside's Response to Transportation Comments letter, dated August 6, 2021 (the Response Letter) and VineRidge Boutique Towns Transportation Update letter, dated October 15, 2021 (the Transportation Update):

- Prince Edward County (the County) Comments, provided in an Excel spreadsheet, received on January 21, 2022
- Transportation Peer Review Comments by Paradigm Transportation Solutions Limited (Paradigm), dated January 18, 2022

This letter provides a further update to the project traffic detailed in the Transportation Update, discusses the two new local public streets, and provides a response to the comments noted above. The latest site plan by Kirkor Architects and Planners, dated April 29, 2022, is provided in Attachment 1. Table 1 compares the proposed uses and sizes of the current and previous site plans.

Table 1: Proposed Units Comparison

Use	Transportation Update	Current	Difference
Stacked Townhomes	348	60	-288
Street Townhomes	72	310	+238
Rental Apartments	84	60	-24
Semi-Detached Homes	16	0	-16
Single-Detached Homes	5	2	-3
Recreation Centre	1	1	0
Total	525	432	-93

The changes to the site plan and their impact on the conclusions and recommendations of the Transportation Update are discussed below. In addition, the transportation related comments have been repeated below in italics followed by Burnside responses for each set of comments. Some comments have been numbered for ease of reference.

1.0 Trip Generation

The current site plan is proposing 93 less residential units compared to what was assumed in the Transportation Update. The trip rate assumptions in the Transportation Update for the townhomes, rental apartments, and single-detached homes were maintained. In addition, as noted in the Transportation Update, 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 results from the Transportation Update.

Table 2: Site Trip Generation Comparison

Land Use (Size)		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Transportation Update	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 Previous Trips	49	142	191	142	90	232
Current Site Plan	Townhomes – 430 units	37	106	143	110	70	180
	Single-Detached Homes – 2 units	2	4	6	1	1	2
	Total Current Trips	39	110	149	111	71	182
Trip Difference		-10	-32	-42	-31	-19	-50

The current site plan will generate 42 and 50 less trips during the AM and PM peak hour, respectively, as compared to the trips generated in the Transportation Update. Due to the reduction in trips generated, it is our opinion the conclusions in the Transportation Update will be conservative.

2.0 Proposed Road Network and Cross Sections

Based on comments received from the County, one east-west public street (labeled as Road A on the update site plan) and one north-south public street (labelled as Road B on the update site plan) are proposed. Road A, with a proposed right-of-way (ROW) of 20 m is proposed as the easterly extension of Inkerman Avenue and will provide access to future development to the south. Road B, with a proposed ROW of 18 m, will intersect Road A to the south and provide access to future development to the north. The proposed cross-sections for Road A and Road B are provided in Attachment 2.

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 and a delivery truck, based on the Transportation Association of Canada (TAC) HSU design vehicle, is provided in Attachment 3 and confirms that both design vehicles can be adequately accommodated.

4.0 Response to Comments

Paradigm – Transportation Solutions (from comment matrix spreadsheet)

Transportation Study

1. *Please review and respond to the latest review (Jan 18,2021). Please note staff will not be requesting a TDM.*

Acknowledged. Our response to Paradigm's transportation comments is provided below.

Paradigm Transportation Peer Review Comments dated January 18, 2022 (page 29)

Conclusions

1. *The proposed new roadway connection to the site via Kingsley Road addresses the need for a secondary emergency access. The timing for the provision of this access should be coordinated with the amount and location of development allowed to proceed on the subject site. This means that some development in closer proximity to County Road 22 may be allowed prior to the completion of the secondary access subject to further consideration by County Development Services and Fire and Rescue Services staff.*

Acknowledged.

2. *The site plan as proposed appears to have insufficient detail (dimensions, signage, etc.) for a typical site plan review and approval process. We assume that the County will request the additional detail that they require for this process.*

The noted details will be provided as part a Site Plan Application.

3. *Additional vehicle maneuvering diagrams should be provided to illustrate how typical delivery trucks and the County's Fire and Rescue Service fire truck would travel through and within the site.*

As noted above, a maneuvering analysis of a TAC HSU design vehicle was conducted for a typical delivery truck and provided in Attachment 2. According to comments received from the County's Fire and Rescue Service, it was acknowledged that the proposed fire route will comply with the OBC and a vehicle maneuvering analysis of a fire truck was not required.

4. *The administrative and financial details of a TDM plan should be established through a Site Plan agreement.*

As noted above, County staff will not require a TDM plan.

5. *The proposed changes in uses with the current site plan are insignificant in terms of traffic impact. The conclusion from our original technical review that the proposed development should have a negligible impact on the study area intersections remains unchanged. As well, the County Road 22/London Avenue intersection is not seen to require auxiliary turn lanes or traffic signals within the planning horizon (2030) considered in the consultant's Transportation Study. The analysis of signal requirements contained in the consultant's responses to County Development Services staff comments indicates that the 2030 traffic forecasts are well below the justification criteria, which also indicates that a significant increase in the through traffic volume on County Road 22 would be required beyond 2030 to warrant signalization.*

Acknowledged.

Development Services (from comment matrix spreadsheet)

Transportation

1. *Access roads to Phase 8 and Phase 6 shall not be placed at a road bend. Absent stop control will result in conflict points for straight thru traffic entering these Phases*

Access roads to Phase 8 were not placed at a road bend in the previous site plan. Based on the updated site plan, Pinotage Lane is proposed to intersect Road A at a bend. However, southbound stop control on Pinotage Lane will be provided.

2. *Please confirm horizontal alignments meet Transportation Association of Canada (TAC) design standards to accommodate a minimum 40km/hr. speed limit.*

A review was conducted of the horizontal alignments of the proposed public streets, which exceeds the horizontal stopping sight distance requirements of the TAC Guide. It is the developer's intention that the public street system be primarily focused on serving pedestrians and cyclists with motorists being the last priority. Therefore, the proposed geometrics, which will also include raised intersections and pedestrian crossings, are designed to encourage reduced motor vehicle speeds to 40 km/h or less.

3. *Parking areas shall be setback from intersections a minimum of 15.0m or daylighting whichever is greater.*

Parking areas are setback from intersections at a minimum of 15 m. It is our understanding that the County does not have daylighting requirements.

4. *Temporary turnaround(s) blocks required on Municipal Road if it will be constructed in phases. Turnarounds will need to be provided within each phase (if a dead end street results)*

Temporary turnarounds will be provided along the Municipal Road within each phase, where appropriate.

Public Comments (from comment matrix spreadsheet)

Traffic

1. *The community raised concerns regarding the Traffic that will be created by the development in surrounding community.*

As discussed in Burnside's Transportation Study, dated September 2020, the existing road network will be able to accommodate proposed site traffic. In addition, as noted above, the updated site trip generation is projected to be lower than what was assumed in the Transportation Update. Therefore, the conclusions in the Transportation Update are conservative.

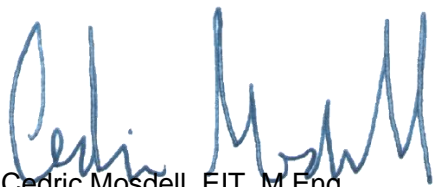
2. *What is being done to make the development a walkable community?*

Sidewalks will be provided on at least one side of all streets and laneways. Trail connections will be provided to existing trails to the north and south of the subject property.

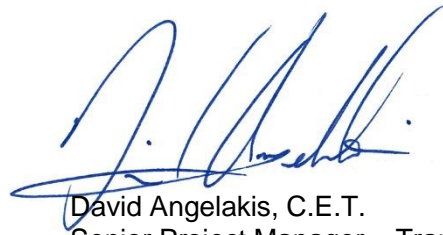
Should you require clarification of any of the above, please contact either of the undersigned.

Yours truly,

R.J. Burnside & Associates Limited



Cedric Mosdell, EIT, M.Eng.
Transportation Planner
CM/DWA


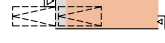






David Angelakis, C.E.T.
Senior Project Manager – Transportation


Enclosure(s) Attachment 1: Updated Site Plan
Attachment 2: Public Street Cross Sections
Attachment 3: Vehicle Maneuvering Diagrams

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LEGEND

-  TYPE "B" STACKED
-  TYPE "C" STREET
-  TYPE "D" STREET
-  TYPE "E" STREET
-  RENTAL
-  EXISTING

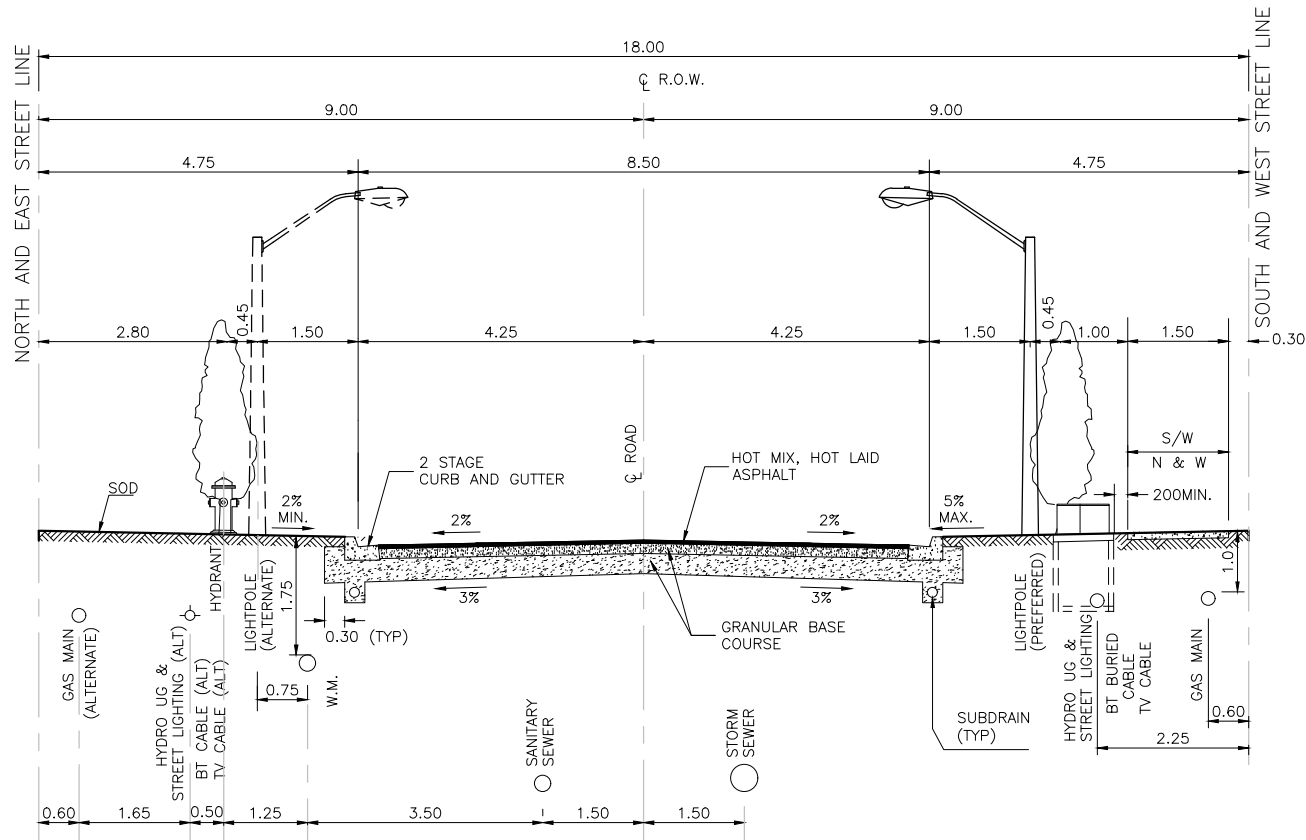
GRAND TOTAL UNITS 432 UNITS

-  PUBLIC RIGHT OF WAY



VI NERIDGE BOUTIQUE TOWNS
SITE PLAN
 MAY 4th 2022





NOTES

- SUBGRADE TO BE COMPACTED TO 95% STANDARD PROCTOR DENSITY
- PAVEMENT DESIGN TO BE DETERMINED BY SOILS REPORT / MINIMUM TOWN STANDARDS
- 150mmØ SUBDRAINS SHALL BE INSTALLED UNDER ALL CURBS
- BOULEVARDS TO BE SODDED ON 300mm TOPSOIL WITH No. 1 NURSERY SOD
- ALL UNITS ARE IN METRES UNLESS OTHERWISE NOTED

PICTON, PRINCE EDWARD COUNTY

DATE: APRIL 7, 2022

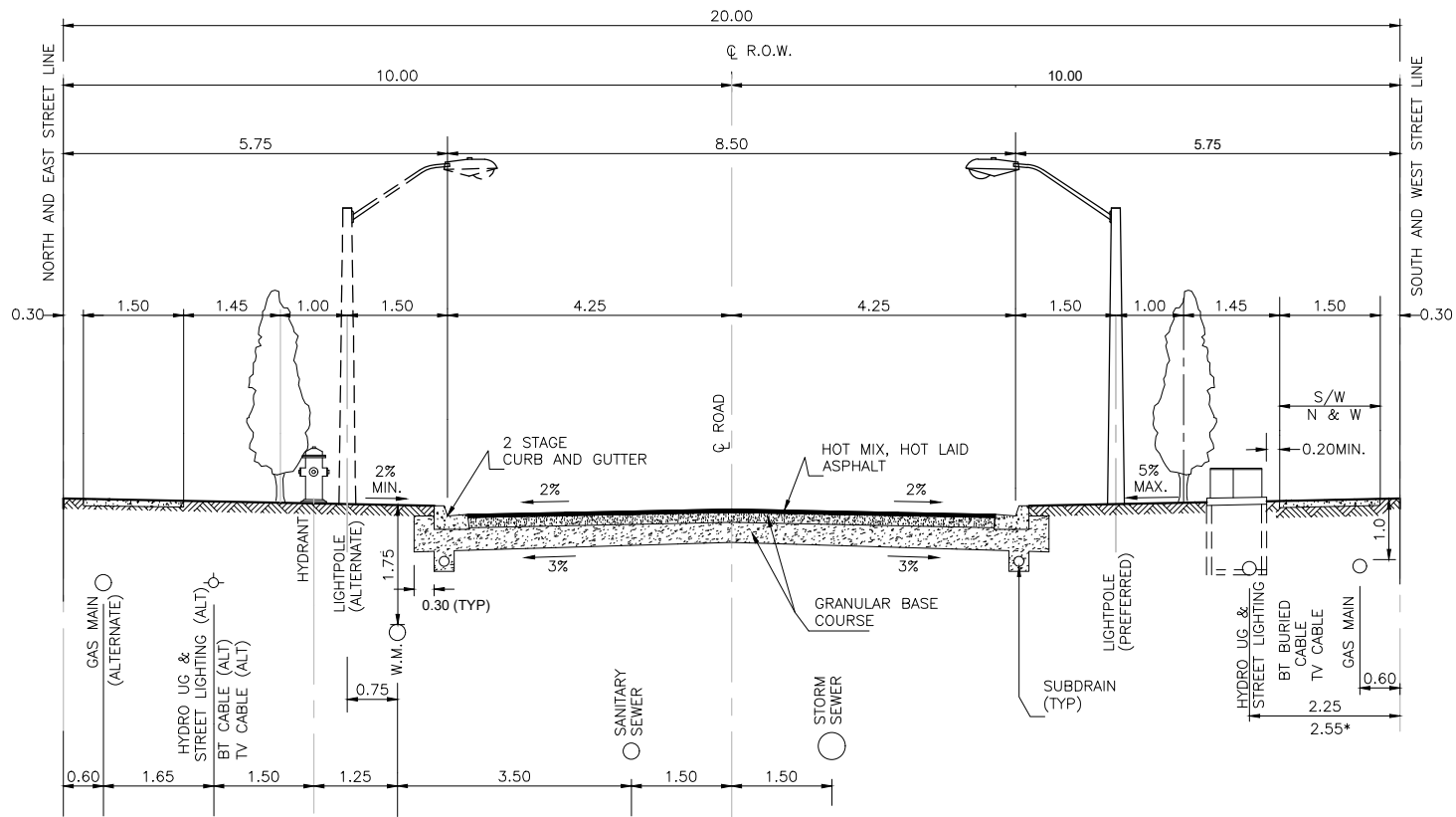
DRAWN BY: CM

REVIEWED BY: DWA

SCALE: N.T.S.

DWG. NO. 2

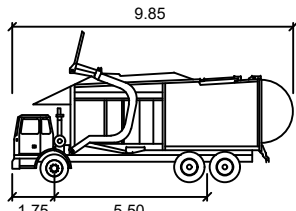
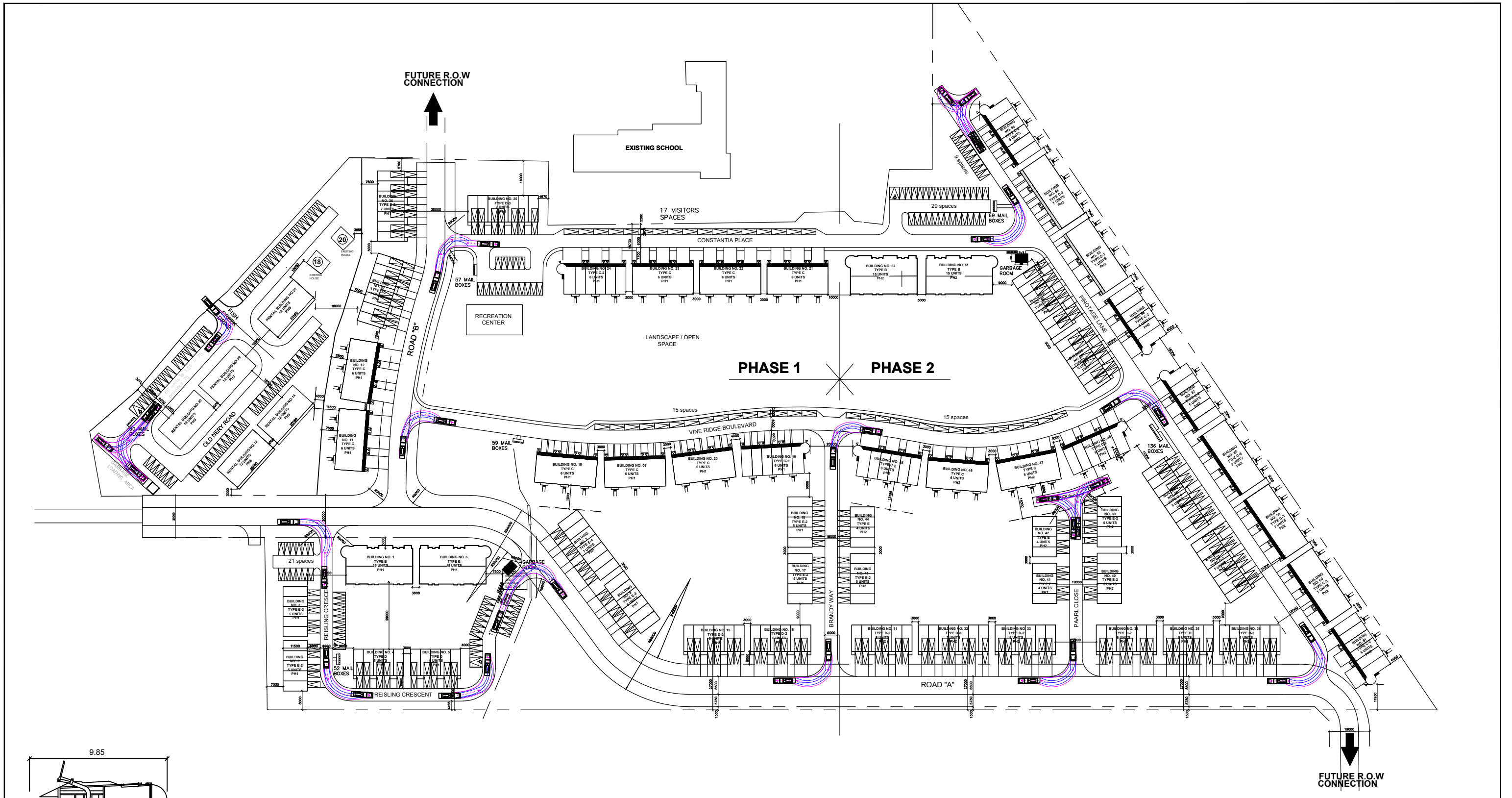
ROAD "B"
LOCAL STREET
18 m R.O.W.



NOTES

- SUBGRADE TO BE COMPACTED TO 95% STANDARD PROCTOR DENSITY
- PAVEMENT DESIGN TO BE DETERMINED BY SOILS REPORT / MINIMUM TOWN STANDARDS
- 150mmØ SUBDRAINS SHALL BE INSTALLED UNDER ALL CURBS
- BOULEVARDS TO BE SODDED ON 300mm TOPSOIL WITH No. 1 NURSERY SOD
- ALL UNITS ARE IN METRES UNLESS OTHERWISE NOTED

<p>PICTON, PRINCE EDWARD COUNTY</p>		<p>DATE: APRIL 7, 2022</p>
<p>ROAD "A" LOCAL STREET 20 m R.O.W.</p>		<p>DRAWN BY: CM</p>
		<p>REVIEWED BY: DWA</p>
		<p>SCALE: N.T.S.</p>
		<p>DWG. NO. 1</p>



Contractor - FL Refuse Truck

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


meters

LEGEND

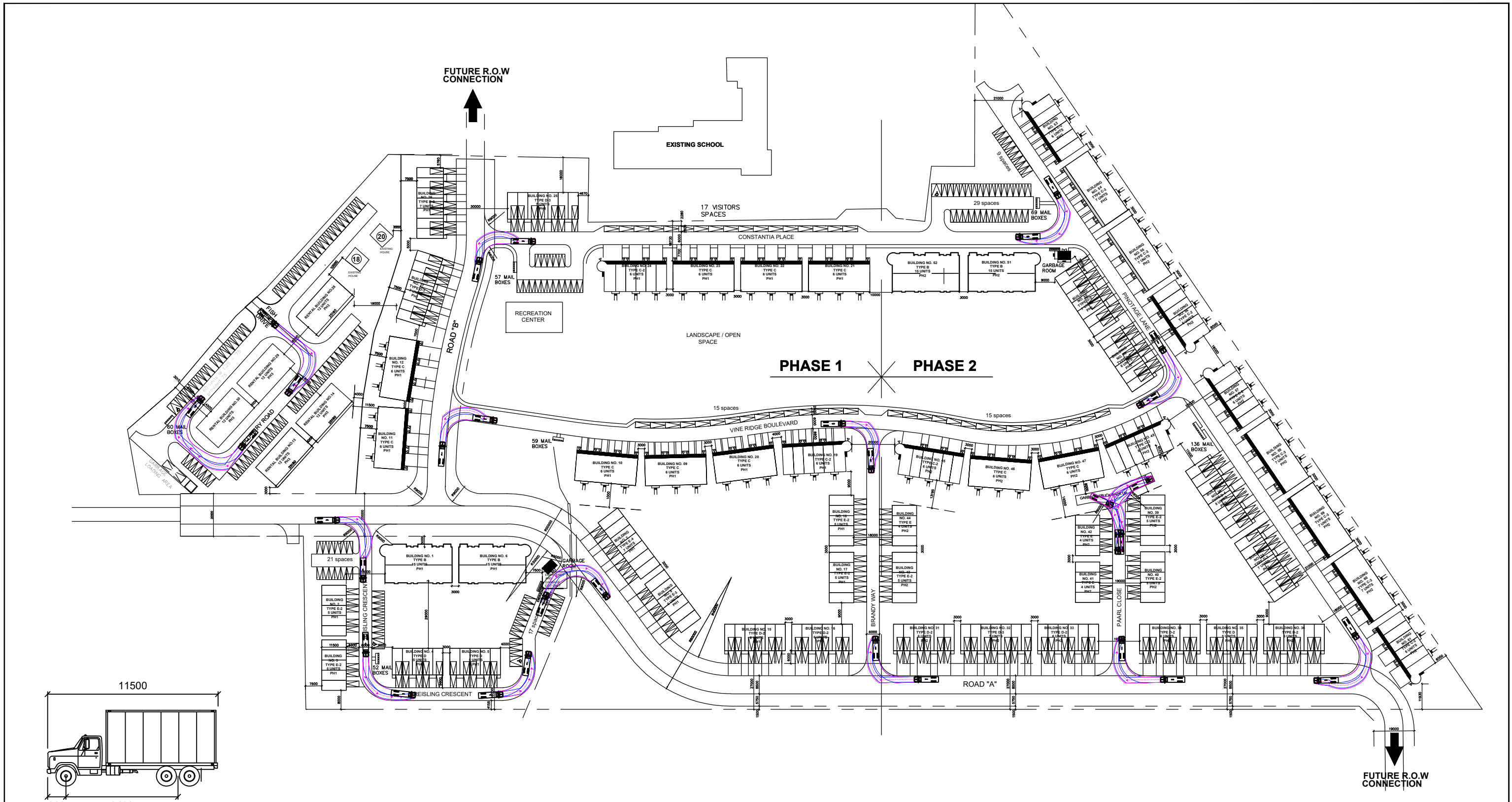
- VEHICLE TIRE PATH
- VEHICLE BODY PATH

**VINERIDGE BOUTIQUE TOWNS
 PICTON, ON**

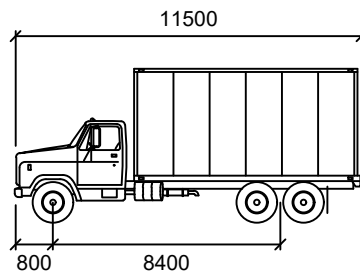
VEHICLE MANEUVERING ANALYSIS
 PRIVATE FRONT LOAD REFUSE TRUCK



R.J Burnside & Associates Limited
 CM/ DWA APR 29, 2022 N.T.S



PHASE 1 PHASE 2



HSU
 Width : 2600
 Track : 2600
 Lock to Lock Time : 6.0
 Steering Angle : 40.0


mm

LEGEND

- VEHICLE TIRE PATH
- VEHICLE BODY PATH

**VINERIDGE BOUTIQUE TOWNS
 PICTON, ON**

VEHICLE MANEUVERING ANALYSIS
 DELIVERY TRUCK



R.J Burnside & Associates Limited
 CM/ DWA APR 29, 2022 N.T.S