

RESPONSE TO COUNCIL MOTION FAWCETT AVENUE SUBDIVISION

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September 3, 2024

Mr. Matt Coffey

Planning Coordinator, Approvals
Engineering, Development & Works Department
The Corporation of the County of Prince Edward

RE: Fawcett Avenue Subdivision
Response to Council Motion
OPA-01024, 13-T-24-501, and Z1-24

Dear Mr. Coffey,

Fotenn Planning + Design is pleased to submit this letter in response to Council Motion 2024-281 received during the statutory public meeting on June 19, 2024.

Council Motion 2024-281 states *“THAT report DS-33-2024 of the Development Services department dated June 19, 2024 regarding File No. Plan of Subdivision 13-T-24-501, Official Plan Amendment OPA-01-2024 & Zoning By-law Amendment File No. Z1-24 be referred to staff to further negotiate with the developer with respect to the following for Committee’s consideration at the next feasible Planning & Development Committee meeting:*

- *an updated traffic impact study and consider peer review;*
- *the consideration of green space onsite instead of financial parkland dedication;*
- *the review of a tree management plan;*
- *addressing concerns of the community and encourage that a second public meeting occur;*
- *ensuring safe and comprehensive active transit (the need for a sidewalk and connection to the Millennium Trail) options;*
- *encouraging a phased approach to the development;*
- *contacting Hastings & Prince Edward School Board to determine a safe school bus stop location;*
- *installation of a sidewalk from the proposed subdivision to HWY 49;*
- *the establishment of a construction route, not on Fawcett Avenue; and*
- *the construction of a second access route.”*

The requests of Council have been reviewed in detail, and the following letter provides detail as to how each consideration has or will be addressed.

The following revised and new materials are being submitted together with this letter:

- / Revised Draft Plan of Subdivision
- / Draft Plan of Subdivision with the Butternut Tree Location Overlay
- / Memorandum regarding Pedestrian Lane on Fawcett Avenue
- / Revised Traffic Impact Study
- / Revised Stormwater Management Report
- / Revised Servicing Report

Overview of Changes

The following changes have been made to the proposed development:

- / A 15-metre-wide green corridor has been added in the centre of the proposed subdivision providing green space and a separated pedestrian connection from the terminus of Fawcett Avenue to proposed ‘Street C’ which runs parallel to the Millenium Trail; and

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- / The unit mix has been changed to 27 single detached dwellings, 54 townhouse dwellings and 4 semi-detached dwellings from the original mix of 31 single detached dwellings and 54 townhouse dwellings.

Response to Council Motion

1. An updated traffic impact study and consider peer review

An updated Traffic Impact Study (TIS) was prepared by Ainley Group dated August 19, 2024 and is submitted with this letter. A summary of the updated TIS is provided below:

The purpose of the study was to (1) compile existing hourly background traffic volumes for the study area based on the weekday AM and PM peak periods; (2) determine future background traffic conditions for 5 and 10 years after the full build-out of the proposed development; (3) estimate the traffic volume generated by the proposed development using the methods outlined in the ITE's Trip Generation Manual and the principles specified in the ITE's Trip Generation Handbook; (4) identify the impacts of the proposed development over a 5-year and 10-year period after completion; and (5) identify any potential safety issues, which may include implications for pedestrians and active transportation movements.

The updated TIS indicated based on the Institute of Transportation Engineer's Trip Generation Manual (11th edition), which is nationally recognized and locally accepted as a method for predicting generated trips, the trip rates for Single-Family Detached Housing category (ITE land use code 210) and Multifamily Housing (Low-Rise) – Not Close to Rail Transit (ITE land use code 220) were used. The proposed development is expected to generate 66 and 77 Auto trips in the AM and PM peak hours (both inbound and outbound trips), respectively. The allocation of trips expected to be generated by the proposed development was determined by analyzing current existing travel patterns in the surrounding area during the AM and PM peak hours, in conjunction with the estimated traffic from the proposed development. Traffic counts for Fawcett Avenue and County Road 49 were collected on Tuesday, May 28, 2024.

For the purpose of the study and considering a conservative scenario, traffic impacts were based on the full build-out and occupancy of the subdivision in 2026. The analysis assessed weekday AM and PM peak hour conditions for the existing conditions (2024) as well as future background and future total traffic study horizon years. Background traffic volumes expected for the horizon years 2026, 2031 and 2036 (five and ten years after the built-out) were determined from the existing 2024 volumes and future growth projections.

In the study of the intersections within the designated area, the methodology employed to assess the level of service, delay, and volume to capacity ratio is based on the Highway Capacity Manual (HCM), which provides a systematic approach to evaluating transportation facilities and their performance. The HCM categorizes six levels of service (LOS) from A to F, representing a spectrum of operating conditions. LOS A indicates the most favorable conditions, while LOS F indicates the least desirable, reflecting congestion and poor traffic flow.

The baseline traffic analysis is based on the 2024 traffic volumes and the existing intersection configuration and control. The analysis shows that the intersection of Fawcett Avenue and County Road 49 is expected to operate at LOS of A for approach and individual movement. The outputs for horizon year 2036 indicate that the increases in traffic volumes have minimal impacts on the operational conditions of the intersection. Based on the capacity analysis, the intersection is expected to maintain the same LOS A.

The proposed development features three access points to the road network. However, since two of those access points are dependent on future development of adjacent lands only one access point (Access A) was used for trip distribution and capacity analysis to reflect the 'worst case scenario' for the intersection of Fawcett Avenue and County Road 49. The assessment of future traffic conditions in 2026, 2031 and

2036 considered both the existing background traffic volumes and the effects of the trips generated by the proposed development. The analysis found the proposed development will have minimal impacts on traffic operations at the intersections within the study area for both AM and PM peak hours in the horizon years. While there may be a slight increase in the volume/capacity (v/c) ratios and delay times for individual traffic movements, the Fawcett Avenue and County Road 49 intersection is anticipated to function at LOS B or better.

The Traffic Impact Study analysis indicates that the proposed development is anticipated to have an insignificant impact on traffic operations within the road network.

2. The consideration of green space onsite instead of financial parkland dedication

The proposed development plan has been revised to incorporate a 15-metre-wide green corridor area through the centre of the subdivision. The corridor will start from the existing terminus of Fawcett Avenue and end at proposed 'Street C' which runs parallel to the Millenium Trail. The proposed green corridor represents a total of 5.6 percent on-site parkland area and is intended to provide an area of on-site green space as well as a separated pedestrian pathway through the proposed development providing connection to the Millenium Trail.

3. The review of a tree management plan

A Butternut Health Assessment was completed by qualified personnel for the subject property which identified 44 Butternut trees. Through the completion of the Butternut Health Assessment, 16 of the 44 trees were determined to be retainable and 28 of the 44 were determined to be non-retainable. A non-retainable Butternut tree is one that is affected by Butternut canker to such a degree that it is not necessary to retain it at its current location to support the protection or recovery of Butternut. A retainable Butternut tree is one whose health has not been severely affected by Butternut Canker. Refer to the draft plan of subdivision with an overlay of the Butternut trees submitted with this letter which provides the locations of the trees relative to the proposed roadway and proposed residential lots and blocks. Due to required site grading and installation of underground services, all on-site trees are proposed to be removed. The Ministry of the Environment, Conservation and Parks (MECP) has been consulted regarding the proposed removal of the Butternut trees and has advised that an Overall Benefit Permit will be required, and compensation plantings will be sought as part of the Overall Benefit Permit. It is our understanding, the Overall Benefit Permit process will require the selection of a suitable location, in consultation with MECP, and the planting of 150 Butternut trees and 150 companion trees as well as the establishment of a monitoring process to ensure the success and growth of the planted trees. Approval by and issuance of an Overall Benefit Permit by the MECP will be required before any retainable Butternut trees can be removed from the subject property. Further, condition #16 of Draft Plan of Subdivision will require *"The Owner demonstrate that the MECP has approved the Butternut Health Assessment and has issued an Overall Benefit Permit"*.

Prior to obtaining final plan of subdivision approval, the applicant would also be required to prepare a tree planting plan to be reviewed and approved by the County, which will ensure new tree planting and re-vegetation of the property. Condition #13 of Draft Plan of Subdivision will require *"That the owner shall provide a Tree Preservation, Management and Planting Report prepared by a Qualified Individual in accordance to the Municipality's Tree Management and Preservation policy to the satisfaction of the Director of Development Services"*.

4. Addressing concerns of the community and encourage that a second public meeting occur

The following letter and supporting materials are submitted in response to Council Motion 2024-281 related to questions and concerns raised by the community at the June 19, 2024, statutory public meeting. A second non-statutory public meeting is being held on September 4, 2024.

5. Ensuring safe and comprehensive active transit (the need for a sidewalk and connection to the Millennium Trail) options

Pedestrian connectivity and support for active transportation will be provided by the proposed central green corridor, facilitating a direct, separated pedestrian connection between the existing terminus of Fawcett Avenue and the Millennium Trail. Refer to the discussion under Motion Item 8 below related to sidewalks.

6. Encouraging a phased approach to the development

The applicant intends to construct the development in a single phase to limit disruption to the existing community.

7. Contacting Hastings & Prince Edward School Board to determine a safe school bus stop location

It is our understanding that County staff will facilitate this discussion with the school board to ensure a safe school bus stop location is provided. The applicant has advocated for a transit stop, to support both school pick up/drop off and County transit, to be located at the northwest corner of County Road 49 and Fawcett Avenue, at the discretion of the County.

8. Installation of a sidewalk from the proposed subdivision to HWY 49

The applicant retained Ainley Group to evaluate the feasibility of adding a sidewalk or pathway for pedestrians to the existing roadway of Fawcett Avenue. A summary of Ainley's Memo dated August 16, 2024, and submitted with this letter, is provided below:

Ainley reviewed as-built drawings by G.D. Jewell Engineering Inc., dated October 15, 2007, and visually reviewed the site using online imagery and mapping, including Google Streetview and Google Earth.

As existing, Fawcett Avenue is approximately 385 metres long with a 20-metre-wide road allowance. It is designed to a rural cross-section with ditches for drainage and the paved surface width is approximately 7.5 metres. There is some variation between the edge of the pavement to property lines, including curb and storm sewer at the intersection with County Road 49, buried shallow culverts with grass, driveway, decorative stone and/or, landscaping cover, small gravel, approximately 0.3 metre wide, shoulders, and rounding to ditch and boulevard. There are also poles with overhead hydro and bell as well as underground gas mains located within the boulevard and sometimes under the ditch alignment. As well, there are several trees located within the area from edge of pavement to property line or within the private property close to the property line. Hydrants and community mailboxes are located on the north side of the road. The existing front yards are relatively small with potential encroachment of fences and front porches into the right of way.

The Prince Edward County Transportation Master Plan (2021) provides typical rural cross-sections for roads in the County. The Typical Rural Cross Section incorporates two paved shoulders, 1.5 metres to 2.0 metres wide, and two vehicle lanes, 3.0 metres to 3.5 metres wide, for a total required pavement width of 9.0 metres to 11 metres. The Enhanced Rural Cross Section incorporates two paved shoulders, 1.5 metres wide, two 0.5 metre buffers between the shoulder and lane of vehicle travel and two vehicle lanes, 3.5 metres wide, for a total required pavement width of 11 metres.

As existing, the 7.5 metre paved width of Fawcett Avenue is not sufficient to accommodate a pedestrian lane. An additional paved surface of 3.5 metres or 1.75 metres would be required for two paved shoulders or one paved shoulder, respectively, resulting in an overall pavement width of 11 metres or 9.25 metres. Due to the proximity of houses to the property line and hydrants being located on the north side of Fawcett Avenue, the south side of the road would be preferred if only one paved lane was provided (9.25 metre full width).

The increased pavement width will require the following adjustments where a paved surface is added to either side of the street:

- Realignment and regrading of ditching and culverts.
- Removal and reinstatement of driveways, culverts, landscaping, utilities poles with lighting, bell, hydro, etc., a wooden fence.
- Other potential adjustments to utilities such as lowering of gas main, may be required however would require a detailed investigation and design to confirm.
- Loss of several established trees and landscaping.
- Reduction in driveway lengths and front yard appearance.

In conclusion, the work required to add a pedestrian paved lane to the existing Fawcett Avenue right of way is significant. The information provided in the memorandum is based on a preliminary review only. To determine the full extent of feasibility, further investigations would be required. Upon doing further investigations such as topographical surveying and grading design, it may be determined that maintaining a rural cross section is not feasible and upgrades to urban cross section with storm sewer and curbs would be required.

As confirmed by Ainley, the current Fawcett Avenue roadway is not currently sufficiently constructed to support a paved pedestrian lane, and the work required to add a pedestrian paved lane to the existing Fawcett Avenue right of way is significant. Should County staff be interested, the applicant is open to having the funds necessary to construct sidewalks in the proposed subdivision reallocated to the existing Fawcett Avenue community for necessary upgrades to support the addition of a paved pedestrian lane.

9. The establishment of a construction route, not on Fawcett Avenue

The applicant is working closely with County Development Services and Engineering staff to review options for a construction access route that does not rely on Fawcett Avenue. These discussions are on-going.

10. The construction of a second access route.

Section 3.3 of the revised Traffic Impact Study states *“the development will be connected to the existing road network through three access points. Nonetheless, to account for a conservative scenario, only Access A –via Fawcett Avenue, was assumed to be operational. It should be noted that this assumption aligns with the requirements outlines in the Geometric Design Guideline for Canadian Roads and is not expected to pose any safety concerns”*.

Furthermore, the transportation engineer has indicated *“To the best of our knowledge, there is no mandate in Ontario or Canadian design guidelines specifying when more than one access point is required, unlike guidelines for signalization, dedicated left-turn lanes, and similar considerations. While we understand that having multiple operational access points can enhance flexibility for emergency vehicles, from a traffic and transportation engineering perspective, as highlighted in the [revised Traffic Impact Study], there are no operational or safety concerns associated with the current design. Typically, requirements for additional access points, if any, originate from the Fire Marshal. However, for small developments like the one in this report, such requests are uncommon. As long as the Level of Service (LOS) is adequate, and queue lengths and delays are within acceptable thresholds, the number of access points are determined by the planning/ engineering team.*

[The] proposed single access point is sufficient to handle traffic without causing congestion or safety issues. While not technically required, this development will eventually benefit from two additional access points (Access B & C) that will be connected to the future land development network and will enhance flexibility for emergency vehicles.”

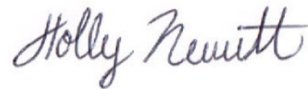
As indicated by the transportation engineer, a second access is not required for the proposed subdivision.

We trust these responses, revised materials, and new supporting materials are sufficient to address the considerations of Council Motion 2024-281.

Respectfully submitted,



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