



May 13, 2019

KMD Community Planning and Consulting Inc.
560 Romaine Street
Peterborough, ON K9J 2E3

Attention: Mr. Kevin Duguay

Dear Mr. Duguay,

**Re: Traffic Brief, Building Expansion in an Existing Industrial Development
H. Burley Truck and Bus Repair Limited, D.M. Wills Project No. 10869**

D.M. Wills Associates Limited. (Wills) has been retained by H. Burley Truck and Bus Repair to complete a Traffic Brief in support of the proposed storage facility modifications at 1291 Mann Road, Bridgenorth, within the Township of Selwyn, County of Peterborough. The site modifications include construction of an indoor parking building (1 storey) within the property.

Roadway Existing Conditions

The proposed development site is located on the northeast corner of the intersection of Ward Street and Mann Road. Mann Road is a local road serving the residential area with no exit at the southeast end. Ward Street is a two-lane undivided County road. The intersection of Ward Street and Mann Road is a Stop controlled T- intersection with a STOP sign at Mann Road.

Existing Site Conditions

The existing facility includes a single storey aluminum clad workshop building for bus and truck repair. The area beyond the building, i.e. the backside of the property, includes a large graveled parking area for the vehicles. The proposed indoor parking building has an area of 225 square meters. The entrance / exit to / from the proposed development is provided by a driveway connected to Mann Road approximately 10 m southeast of Ward Street. The property is generally surrounded by residential land use with the exception of one restaurant at the southwest corner of the Ward Street and Mann Road intersection.

Existing Traffic Conditions

The County of Peterborough provided the Annual Average Daily Traffic (AADT) of Ward Street for the year 2017 as 6,450 vehicles per day. Mann Road is a short (approximately 500 m long) low volume residential road.

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Existing and Future Trip Generation

To estimate the amount of traffic that will be generated by the existing and proposed development, the first principle was used. The proponent was contacted and the following information was gathered.

- Between 7:30 AM and 9 AM , there are 12 buses, 23 cars and 2 trucks inside the property.
- Between 3:30 PM and 5 PM , there are 12 buses, 23 cars and 2 trucks inside the property.
- There would be 2-3 vehicles maximum, per peak-hour time entering / exiting the property.
- The parking building is expected to be in operation in 2020.
- There will be no change in the volume of traffic due to the proposed covered parking development.

Based on the above information from the proponent, the following trips can be estimated to be generated by the existing facility and proposed facility in future year (2020).

Year	Peak Hour (AM)		Peak Hour (PM)	
	Entering (Northbound)	Exiting (Southbound)	Entering (Northbound)	Exiting (Southbound)
2017 (Existing)	3	3	3	3
2020 (Existing and Proposed Development combined)	3	3	3	3

Traffic Operation

It is clear from the above table that, the addition of the covered parking building will not add any extra trips. Hence, it can be asserted that there would be no change in traffic operation in the adjacent roads due to the proposed development.

Sight Distance at the Entrance for Proposed Development

The Intersection Sight Distance (ISD) and the Stopping Sight Distance (SSD) related to the site entrance was measured on May 6, 2019. As the entrance lies very close to the Stop Controlled intersection of Ward Street and Mann Road on the north, only the sight distance to the southeast was taken into consideration.

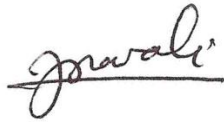
The following table shows the respective sight distances. Intersection sight distance was based on the assumption that the vehicle from the subject driveway would stop before turning onto Mann Road. For ISD, the observer's eye was considered at 1.08 m and the object height was considered as 1.3 m. For SSD, height for observer's eye was considered 1.08 m and the object height was considered 0.6 m.

Posted Speed Limit	Available Sight Distances (Southeast side)		Requirement		Meet or Not
	ISD	SSD	ISD (County of Peterborough By-law 2012-26)	SSD (MTO available for minimum speed of 50 KMPH for existing Driveways)	
40 KMPH	More than 288 m	154 m	100 m	105m	Meet

Conclusions and Recommendations

Based on the nature of the proposed development and information provided by the proponent, it is clear that the proposed development will not increase the volume of traffic entering and exiting the property. Hence, the proposed development will not have any impact on traffic operation of the adjacent streets.

Sincerely,



Sunil Gyawali, Ph.D.
 Transportation Engineer

Appendix
Site Plan



1
A0 SITE PLAN
SCALE 1 cm = 5 meters

A	A Detail No
B	B Location Sheet
C	C Detailed On
A	A Detail No
B	B Sheet No where detailed

PLOTTED: JAN/30/2019

LEGEND

	EXISTING BUILDING
	PROPOSED BUILDING

No.	Date	Revision	By
1	-	-	-



Client

Project
BURLEY PROPERTY
1201 MAIN STREET
ENNISMORE, ON

Drawing Title
SITE PLAN

Scale AS NOTED Date November 2018

Drawn By Fabienne Lehmann BCIN 28161

Project No	Sheet No	Rev. No
2018-58	A0	

SITE SUMMARY:

LOT AREA:	12,012.099 m ²
EXISTING BUILDING AREA:	402.707 m ²
PROPOSED BUILDING AREA:	225.00 m ²
TOTAL BUILDING AREA:	627.707 m ²
COVERAGE BUILDING:	5.225%
PARKING AND GRAVEL AREA:	6,453.236 m ²
COVERAGE GRAVEL / PARKING:	53.7228%
OPEN LANDSCAPE AREA:	4,931.156 m ²
COVERAGE OPEN LANDSCAPE AREA:	41.0516%
PROPOSED PARKING SPACES:	13 [3.00m x 6.00m]