

May 13, 2022

Ministry of Transportation
 Eastern Region Engineering Office
 1355 John Counter Blvd.
 Kingston, ON K7L 5A3

Town of Carleton Place
 175 Bridge Street
 Carleton Place, Ontario
 K2C 2V8

Attention: Mr. Stephen Kapusta
Corridor Management Planner

Attention: Ms. Niki Dwyer
Director of Development Services

Dear Sir and Madam:

Reference: McNeely Landing, Carleton Place
Traffic Impact Study Addendum
Our File No. : 119221

A Traffic Impact Study (TIS) was prepared in June 2021 in support of a Draft Plan of Subdivision application for McNeely Landing (formerly RSSR/Laing Lands) in the Town of Carleton Place. The development lands are located south of Captain A. Roy Brown Boulevard and east of Highway 15. The June 2021 concept included a total of 198 single detached houses, 32 semi-detached houses, 214 townhouses, and a 5-acre school block. One connection to Captain A. Roy Brown Boulevard and one connection to McNeely Avenue were proposed.

Comments were received from the Town in August 2021 and from the MTO in March 2022. This TIS Addendum has been prepared as part of a resubmission package to address any comments and changes to the Draft Plan of Subdivision.

REVISED CONCEPT

The revised concept includes 204 single detached houses, 171 townhouses, 56 high-density units, and a 4-acre school block. One connection to Captain A. Roy Brown Boulevard and one connection to McNeely Avenue are proposed, along with a future connection to lands south of the subdivision.

The development will be phased, with Phase 1 built out in 2028, and Phase 2 in 2032. A breakdown of the unit count is included in **Table 1**.

Table 1: Unit Breakdown

Land Use	Phase 1 (2028)	Phase 2 (2032)	Total
Single Detached Houses	94	110	204
Townhouses	70	101	171
High-Density Units	56	-	56
School Block	-	4-acre	4-acre

A copy of the revised concept plan and draft plan is included as **Attachment 1**.

TRIP GENERATION

Trip generation assumptions are based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition). **Table 2** outlines the trip generation results using the relevant rates for the proposed development.

Table 2: Site Trip Generation

Dwelling Type	Land Use	ITE Code	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOT	IN	OUT	TOT
<i>Phase 1</i>									
Single Family	Single Family Detached Housing	210	94	18	52	70	59	35	94
Townhouses	Single Family Attached Housing	215	70	10	21	31	22	16	38
High Density Units	Multi-Family Housing (Low-Rise)	220	56	9	31	40	28	17	45
Total Phase 1				37	104	141	109	68	177
<i>Phase 2</i>									
Single Family	Single Family Detached Housing	210	110	21	62	83	70	41	111
Townhouses	Single Family Attached Housing	215	101	15	32	47	32	25	57
School	Elementary School	520	580 students	232	197	429	43	50	93
Total Phase 2				268	291	559	145	116	261
Total Site				305	395	700	254	184	438

Based on the above table, the proposed development is anticipated to generate a total of 700 trips (305 in, 395 out) during the AM peak hour and 438 trips (254 in, 184 out) during the PM peak hour. This represents an increase of 34 trips during the AM peak hour (approximately a 5% increase) and a decrease of 17 trips during the PM peak hour (approximately a 4% decrease), compared to the previous concept.

As the revised concept is anticipated to generate approximately the same number of trips overall than the previous concept, the conclusions of the June 2021 TIS are considered valid, and no new analysis is required.

ON-SITE DESIGN

The subdivision proposes to provide nine local roadways with one connection (Street One) to Captain A. Roy Brown Boulevard, one connection (Street Three) to McNeely Avenue and one future connection (Street One) to lands south of the subdivision. During the first few phases of the subdivision construction access will be provided via McNeely Avenue as the primary access. Secondary access via Captain A. Roy Brown Boulevard will occur once this corridor has been constructed by the Town.

In general, wider rights-of-way (ROWs) have been provided where townhouses are located on both sides of the street. Road widths of 8.5m are proposed on all streets, which will accommodate parking on one side of the roadway. The proposed ROW widths are shown on the draft plan and are described as follows:

- Streets One, Five, Six, and Seven will have 20-meter ROWs.
- Streets Two, Three, Four, Eight, and Nine will have 18-meter ROWs.

Within the subdivision sidewalks are proposed to be constructed along one side of the street to provide pedestrian connections throughout the subdivision and to the surrounding community. Pathway blocks are also proposed within the subdivision to increase connectivity to adjoining lands. Proposed pathway blocks are shown on the draft plan and are described as follows:

- Block 222 is proposed along Street Two for connectivity to the south;
- Block 223 is proposed along Street Eight for connectivity to the south;
- Block 224 is proposed to connect Streets Eight and Nine;
- Block 225 is proposed to connect Streets Six and Nine; and
- Block 226 is proposed at the northwest corner of the site, to connect Street Seven and the future pathway along Captain A. Roy Brown Boulevard at Highway 15.

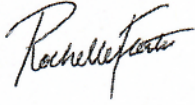
Each house is proposed to have an attached garage to provide tandem parking within both the garage and driveway. The single detached dwelling models will have a two-car garage and driveway.

The Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads* suggests a minimum spacing of 60 meters between intersections along collector and local roads. For adjacent tee intersections on local roads TAC suggests a minimum spacing of 40 meters. The proposed road pattern conforms to the minimum TAC guidelines.

Based on TAC guidelines, the angle of intersection between two roadways should be a minimum of 70 degrees. The angle of the right-of-way at the Street Two/Street Three intersection is 70-degrees and all other intersections are generally angled at 90-degrees. In order to establish clear sightlines at the Street Two/Street Three intersection, on-street parking should not be permitted on the south side of Street Three between Street Two and Street Four.

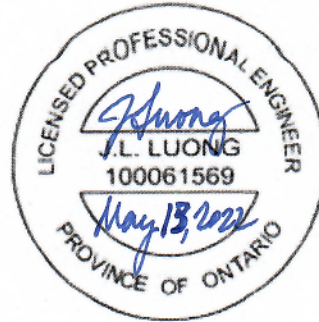
NOVATECH

Prepared by:



Rochelle Fortier, B.Eng.
E.I.T. | Transportation/Traffic

Reviewed by:



Jennifer Luong, P.Eng.
Senior Project Manager | Transportation/Traffic

Attachment 1

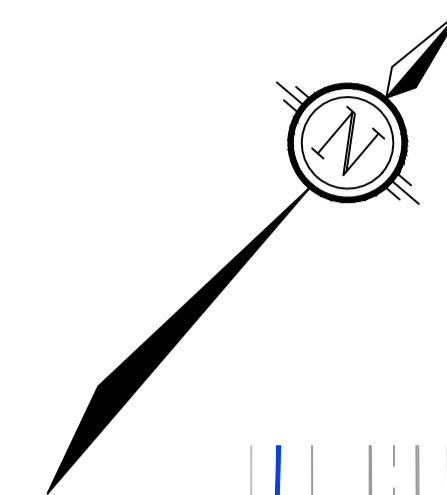
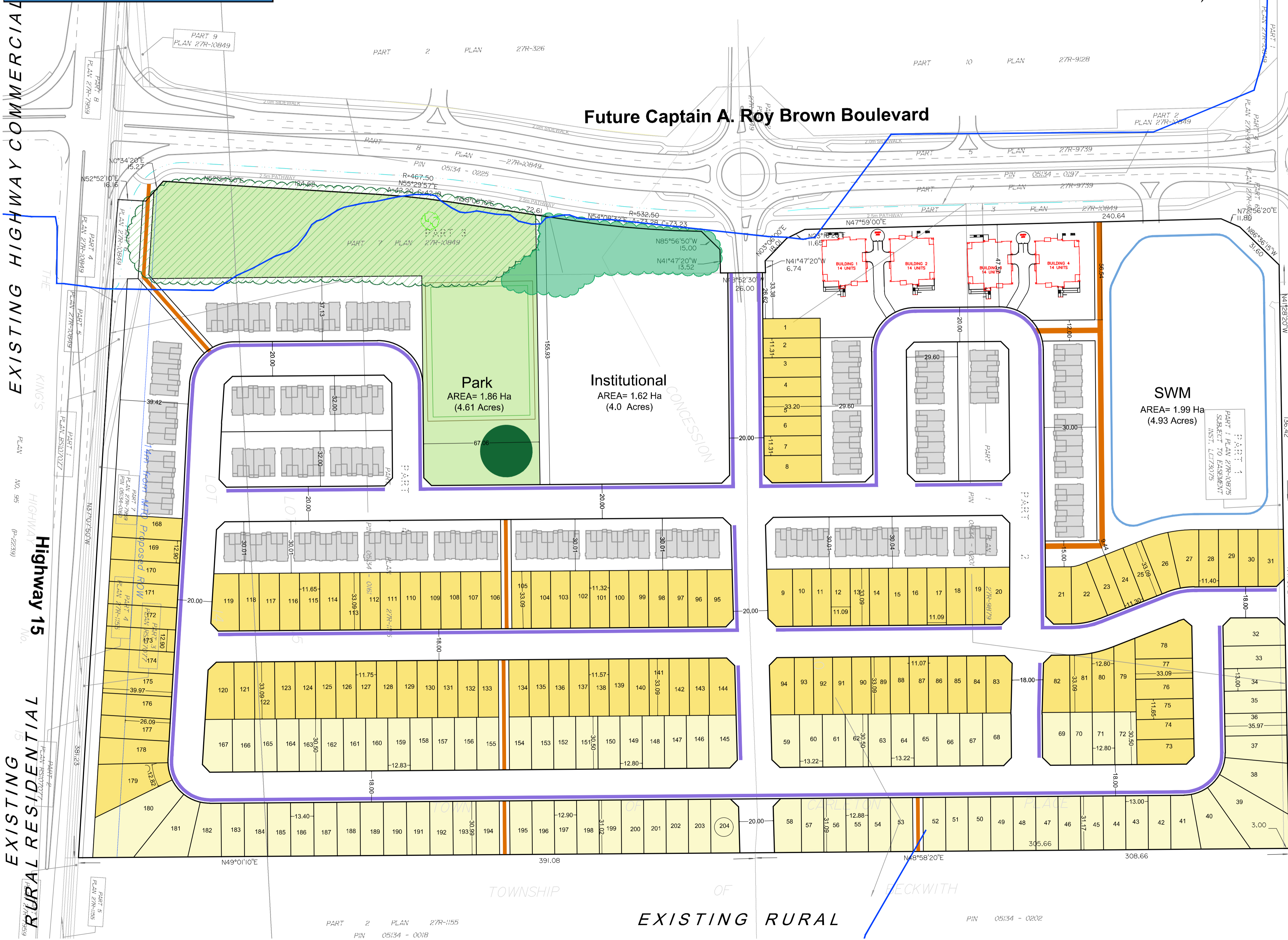
Proposed Concept Plan and Draft Plan

- LEGEND**
- 42' Single
 - 35' Single
 - Existing Waterway
 - Proposed Realignment of Beckwith Drain (By Others)
 - Proposed Sidewalk
 - Proposed Pathway

McNeely Landing - Concept 22			
* Setback Assumptions: Singles: 6.0m FY, 7.0m RY, 4.5m Ext Side, 1.2m Int			
Towns: 6.0m FY, 6.5m RY, 4.5m Ext Side, 1.5m Int	length (m)	length (ft)	Unit Count
Saleable Frontage			
Singles	2494.80	8185.01	204
Towns	1179.28	3869.02	171
High Density	127.36	417.85	56
Total frontage	3801.44	12471.88	
Total Units			431
Road Lengths			
Local Roads	2910.23	9547.97	

**FUTURE COMMERCIAL
(VACANT)**

Future Captain A. Roy Brown Boulevard



KEY MAP
NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 14 and 15
CONCESSION 10
Geographic Township of Beckwith
TOWN OF CARLETON PLACE
COUNTY OF LANARK
SCALE
1 : 12500

DATE: JUNE, 2021
REVISED: MAY, 2022

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.

DATED _____
Ed Herweyer, OLS
ONTARIO LAND SURVEYOR
Annis O'Sullivan Vollebek Ltd.
ONTARIO LAND SURVEYORS
Job No. 20696-20

OWNER'S CERTIFICATE

WE, UNIFORM URBAN DEVELOPMENTS LTD., BEING THE REGISTERED OWNER, HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF LANARK FOR REVIEW AND APPROVAL.

DATED _____
John MacDougall, President
I have the Authority to bind the Corporation

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

- A) The boundaries of the land proposed to be subdivided, certified by an Ontario Land Surveyor. **As shown on Draft Plan**
- B) The locations, widths & names of the proposed highways within the proposed subdivision & of existing highways on which the proposed subdivision abuts. **As shown on Draft Plan**
- C) On a small keyplan, on a scale of not less than 1cm to 100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the boundaries of the land to be subdivided to the boundaries of the township of which the land forms the whole part. **As shown on Draft Plan**
- D) The purpose for which the proposed lots are to be used: **Residential, Institutional, Open Space, and SWM shown on Draft Plan**
- E) The existing uses of all adjoining lands: **Rural, and Open Space shown on Draft Plan**
- F) The approximate dimensions & layout of the proposed lots: **As shown on Draft Plan**
- G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided: **As shown on Draft Plan**
- H) The availability and nature of domestic water supplies: **Development will be supplied with full municipal piped water service**
- I) The nature & capacity of the soil: **Please refer to Soils Report.**
- J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided: **Contours shown at 0.25 metre intervals on Draft Plan**
- K) The municipal services available or to be available to the land proposed to be subdivided: **Development will be supplied with full sanitary and storm water sewer services.**
- L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30 (1996, c. 4, s. 28 (1)). **As shown on Draft Plan.**

MCNEELY LANDING

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

PROJECT No. 119221

CP22

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UNIT MIX BREAKDOWN			
LOT/BLOCK #'s	LOT SIZE	UNITS	%
32-72, 145-204	42' (12.8m)	101	23.43
1-31, 73-144	36' (11.04m)	103	23.90
205-209, 211-216	19.8' (6.0m) Town	171	39.68
210	High Density Unit	56	12.99
Total		431	100.0



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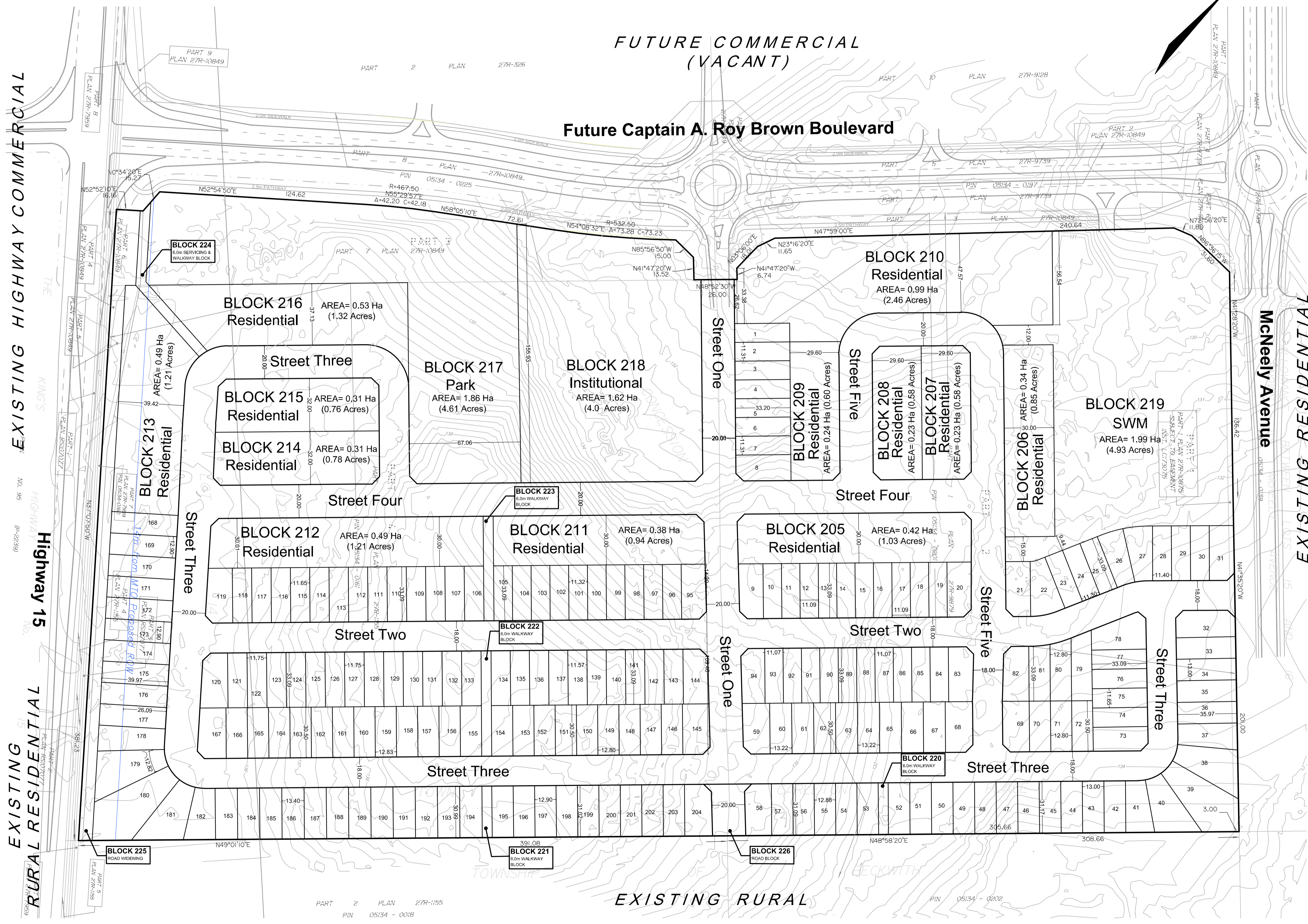
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EXISTING HIGHWAY COMMERCIAL

EXISTING RESIDENTIAL

RURAL RESIDENTIAL

McNeely Avenue

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