

11 October 2017

File

170242

To

Jeff Neumann on behalf of
McEnery Industries Limited,
H & J Produce Limited,
Herbert Neumann,
Sieben Holdings Limited,
Frank Cerniuk

From

Stew Elkins, B.Sc., MITE
Vice-President
Paradigm Transportation Solutions Limited

Neumann Subdivision 132 Clair Road West Guelph, Ontario - Transportation Impact Study Addendum

Jeff Neumann on behalf of the landowners, retained Paradigm Transportation Solutions Limited (Paradigm) to carry out the October 2014 Transportation Impact Study¹ (TIS) for the Neumann Subdivision located at 132 Clair Road West in the City of Guelph.

Since the completion of the TIS, the draft plan has been revised to respond to the road geometric comments and other comments received. **Figure 1** (attached) details the draft plan of subdivision. This memorandum outlines the changes in the draft plan and summarizes and updates the original conclusions and recommendations of the October 2014 Transportation Impact Study.

A City of Guelph email² from Engineering and Capital Infrastructure Services confirms that;

- ▶ “Our Transportation Planning Engineer and I have reviewed the recent submission for sight distances. Based on our review, the City can accept a design that maintains the intersection location, protects the wetland, and satisfies the following road geometric criteria:
 - 1) A 115 metre (m) centreline radius with a 20 m tangent; and
 - 2) Horizontal and Vertical stopping sight distances of 85 m”

Draft Plan Changes

The proposed Corporate Business Park area has decreased in size from 3.22 hectares to 2.88 hectares. The Commercial Block has decreased in size from 0.98 hectares to 0.97 hectares.

Blocks 4 & 5 are described as future development lands and measure 0.21 hectares in total. These lands are segregated from

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¹ Neumann Subdivision Guelph, Ontario Transportation Impact Study, October 2014, Paradigm Transportation Solutions Limited, 141300

² From: Terry.Gayman@guelph.ca Sent: Friday, May 05, 2017 11:41 AM
Subject: RE: 114107 132 Clair Road - Road Alignment Options

the rest of the development by the proposed road network. The size of these two blocks would likely not yield any significant amount of future development.

The proposed alignment of Poppy Drive has been modified to include a 115-metre centerline radius and Horizontal and Vertical stopping sight distances of 85 m. The modified design also protects the wetland. The previous alignment had a 70-metre centerline radius.

The minor changes in the development block size and the larger centerline radius for Poppy Drive are not expected to significantly change the site's trip generation estimates.

Study Findings

The original TIS recommended two improvements to accommodate the forecast traffic volumes. The identified improvements include:

- ▶ A westbound left-turn lane on Clair Road at Gosling Gardens with storage for 40 metres.
 - No geometric changes are required at this location. The built form at the intersection currently allows for 40 metres of storage.
- ▶ A northbound left-turn lane be constructed at the intersection of Gordon Street and Poppy Drive with storage for 50 metres.
 - No geometric changes are required at this location as the existing pavement width can be reconfigured to allow for a northbound left-turn lane through line painting.

Conclusions

Based on the foregoing, the following is concluded:

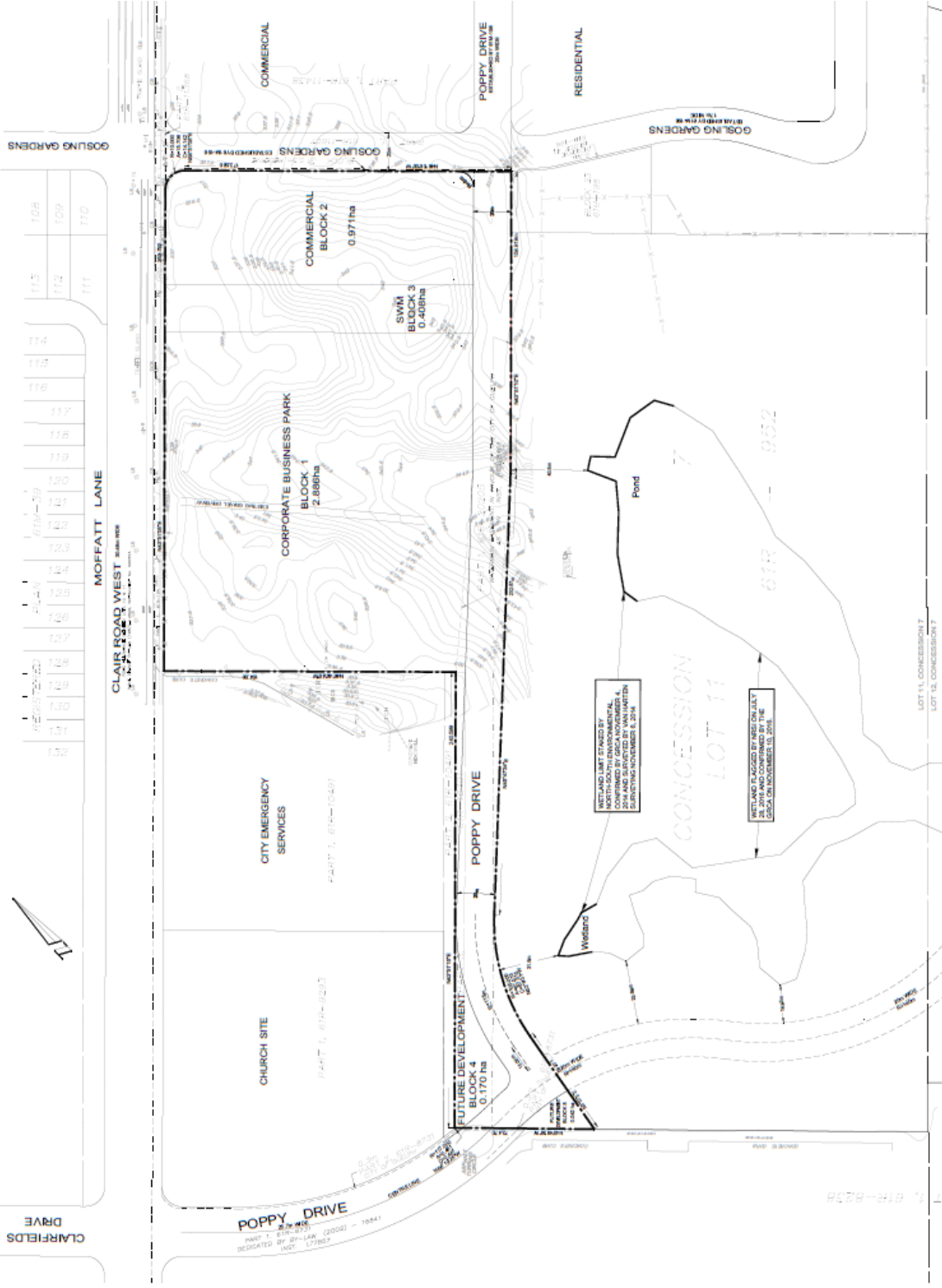
- ▶ The revised site concept plan will have similar traffic impacts as documented in the original October 2014 Transportation Impact Study.
- ▶ The general conclusions and recommendations of the October 2014 Transportation Impact Study remain valid.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

A handwritten signature in black ink, appearing to read 'Stew Elkins', with a long horizontal stroke extending to the right.

Stew Elkins
B.Sc., MITE
Vice-President



NTS



132 Clair Road West TIS Addendum
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Site Concept Plan

Figure 1