

24 June 2025  
Project: (240500)

Ryan Oosterhoff  
Mattamy Homes  
6696 Financial Drive  
Mississauga ON L5N 7J6

## **RE: SOUTH POPPY DRIVE SUBDIVISION, GUELPH – TRANSPORTATION IMPACT ASSESSMENT**

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Paradigm Transportation Solutions Limited (Paradigm) has been retained to prepare a Transportation Impact Assessment for the proposed South Poppy Drive Subdivision located on the south side of Poppy Drive west of Gosling Gardens.

**Figure 1** illustrates the location of the subject site and the development to the north as well as the surrounding road system and land uses.

### **Background**

The subject development and an approved subdivision on the north side of Poppy Drive are the only developments on section of Poppy Drive between Gosling Gardens to the east and the current terminus of Poppy Drive to the west located at 195 metres south of Clair Road.

The approved Clair-Maltby Secondary Plan (CMSP) provides for a new north-south road (Street A) that will extend from the current terminus of Poppy Drive in the north to Maltby Road in the south. The CMSP lands are generally located to the south of the subject subdivision and other developments along Clair Road.

Given the current stage of land use development and background road traffic along Poppy Drive west of Gosling Gardens, the transportation impact assessment for the subject subdivision is based on the base year (2015 and 2016) and future (2031) traffic projections included in the CMSP Transportation Study.<sup>1</sup>

The traffic projections and impact assessment in the CMSP Transportation Study are comprehensively based on existing land uses and proposed developments south of Clair Road in addition to future developments in the CMSP area.

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<sup>1</sup> Prepared by BA Group for the City of Guelph, *Clair-Maltby Secondary Plan Transportation Master Plan Study*, 06 March 2019.

The subject development is a moderate trip generator located on Poppy Drive that provides a new continuous connection between Clair Road and Gosling Gardens. The impact assessment for the subdivision is provided herein as a Transportation Impact Brief and includes the following:

- ▶ Poppy Drive – Roadway Specificities and Traffic Volumes
- ▶ Poppy Drive Developments & Trip Generation – West of Gosling Gardens
  - South Poppy Drive Subdivision (subject development)
  - Subdivision Development north of Poppy Drive
- ▶ Impact Assessment

## Poppy Drive

Poppy Drive is a two-lane, east-west collector road located south of Clair Road, intersecting Gordon Street at approximately 180 metres south, and extending east and west of Gordon Street to connect with Clair Road on either side. The roadway provides access to developments located between Clair Road and the CMSP lands.

West of Gordon Street, Poppy Drive has been built up to Gosling Gardens 230 metres from Gordon Street, and for a length of 195 metres from south of Clair Road. The section of Poppy Drive in between is included in the Draft Plan of Subdivision (the Neumann Subdivision) for lands located to the north of Poppy Drive and west of Gosling Gardens.

As noted above and shown in **Figure 1**, Poppy Drive will also connect to the proposed north-south road (Street A) in the Clair-Maltby Secondary Plan (CMSP) area.

### Background Traffic Volumes

The CMSP Transportation Study<sup>2</sup> provides base year (2015 and 2016) and future (2031) traffic volumes at the intersections along Poppy Drive, for the analytically significant weekday PM peak hour.

**Figure 2** includes the base year intersection traffic volumes along Poppy Drive between Clair Road and Gordon Street, as provided in the CMSP Transportation Study.

**Figure 3** includes 2031 traffic volumes including background road traffic volumes, CMSP development traffic volumes, and background development traffic volumes for identified developments outside the CMSP, including the Newman Subdivision.

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<sup>2</sup> Prepared by BA Group for the City of Guelph, *Clair-Maltby Secondary Plan Transportation Master Plan Study*, 06 March 2019.



As shown in **Figure 3**, the section of Poppy Drive fronting the subject (South Poppy Drive) subdivision is projected to carry 84 vph in the eastbound direction and 130 vph in the westbound direction during the PM peak hour in 2031.

## Poppy Drive Developments

As noted, the subject subdivision is located to the south of Poppy Drive, west of Gosling Gardens, and an approved subdivision to the north. Trip generation estimates for the two developments were prepared as outlined below.

### South Poppy Drive Draft Plan

The Draft Plan for the subdivision includes 24 single-detached lots (Blocks 1 to 24) and one medium density block (Block 25) that will accommodate between 11 and 48 dwelling units. In total, the subdivision will accommodate 35-72 dwelling units with frontage along Poppy Drive.

Each of the 24 single-detached lots will have individual driveway access to Poppy Drive. The multi-unit Block 25 will also have access to Poppy Drive that will be finalized through the Site Plan process.

**Figure 4** includes the proposed Draft Plan of Subdivision.

The ITE Trip Generation Manual (11<sup>th</sup> Edition) rates were used to estimate the peak hour traffic volumes generated by the subject development based on the following ITE Land Use Codes:

- ▶ 210, Single-Family; and
- ▶ 220, Multifamily Housing (Low-Rise).

**Table 1** summarizes the forecast number of net new trips generated by the proposed development.

**TABLE 1: SOUTH POPPY SUBDIVISION TRIP GENERATION**

Land Use Code	Units	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
<b>210: Single-Family Detached Housing</b>	24	Eq	5	15	<b>20</b>	Eq	16	10	<b>26</b>
<b>220: Multifamily Housing (Low-Rise)</b>	48	Eq	9	29	<b>38</b>	Eq	26	15	<b>41</b>
<b>Total Trip Generation</b>			<b>14</b>	<b>44</b>	<b>58</b>		<b>42</b>	<b>25</b>	<b>67</b>

**LUC 210** | **AM:**  $\ln(T) = 0.91 \ln(X) + 0.12$  | **PM:**  $\ln(T) = 0.94 \ln(X) + 0.27$

**LUC 220** | **AM:**  $T = 0.31(X) + 22.85$  | **PM:**  $T = 0.43(X) + 20.55$

As shown in **Table 1**, the proposed maximum of 72 dwelling units will generate 58 vehicle trips during the AM peak hour and 67 trips during the PM peak hour.



The site trips were split 50/50 east-west on Poppy Drive.

**Figure 5** illustrates the South Poppy Subdivision traffic volumes for the AM and PM peak hours.

The peak-hour, peak directional trips are less than 25 vph.

### Subdivision Development to the North

The subdivision development to the north was initially approved as a plan of subdivision comprising office and commercial land uses. A Transportation Impact Study<sup>3</sup> was prepared in 2014 for the subdivision based on a 7.96-acre Business Park and a 2.41 Commercial Block. The Commercial Block has since been changed to accommodate a 60-unit Townhouse Block.

**Table 2** summarizes the trip generation for the Business Park portion of the site from the 2014 TIS.

**TABLE 2: BUSINESS PARK TRIP GENERATION**

Land Use Code	Acres	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
<b>770: Business Park</b>	7.96	18.86	128	23	<b>151</b>	16.84	27	107	<b>134</b>
<b>Total Trip Generation</b>			<b>128</b>	<b>23</b>	<b>151</b>		<b>27</b>	<b>107</b>	<b>134</b>

The ITE Trip Generation Manual (11<sup>th</sup> Edition) equations were used to estimate the peak hour traffic volumes generated by the Townhouse Block based on ITE LUC 215, Single-Family Attached Housing, as shown **Table 3**.

**TABLE 3: TOWNHOUSE TRIP GENERATION**

Land Use Code	Units	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
<b>215: Single-Family Attached Housing</b>	60	Eq	7	19	<b>26</b>	Eq	19	13	<b>32</b>
<b>Total Trip Generation</b>			<b>7</b>	<b>19</b>	<b>26</b>		<b>19</b>	<b>13</b>	<b>32</b>

LUC 215 | AM:  $T = 0.52(X) - 5.70$  | PM:  $T = 0.60(X) - 3.93$

**Figure 6** illustrates the total site traffic volumes for both the Office and Residential components.

**Figure 7** illustrates the total Poppy Drive traffic volumes, including the subject South Poppy Drive Subdivision and the Subdivision Development to the north.

<sup>3</sup> Prepared by Paradigm Transportation Solutions Limited, *Neumann Subdivision, Guelph, ON Transportation Impact Study*, October 2014.



As shown, the total development traffic volumes on the new section of Poppy Drive are projected to reach 73 vph in the westbound direction and 37 vph in the eastbound direction during the PM peak hour.

## Impact Assessment

The projected development traffic volumes for the PM peak hour – 73 vph westbound and 37 vph eastbound – compare with the CMSP 2031 projections for PM peak hour, viz., 130 vph westbound and 84 vph eastbound.

The projected volumes are moderate and are well within the single lane capacity of Poppy Drive.

The combined transportation impacts of the subject South Poppy Drive subdivision and the Subdivision Development to the north are minimal and can be accommodated by the study area road system.

We trust that this Letter addresses the requirements for transportation impact assessment for the proposed South Poppy Drive subdivision. Please do not hesitate to contact us if you need additional information.

Yours very truly,

## PARADIGM TRANSPORTATION SOLUTIONS LIMITED



**Rajan Philips**  
M.Sc. (PI), P.Eng.  
Senior Transportation Consultant



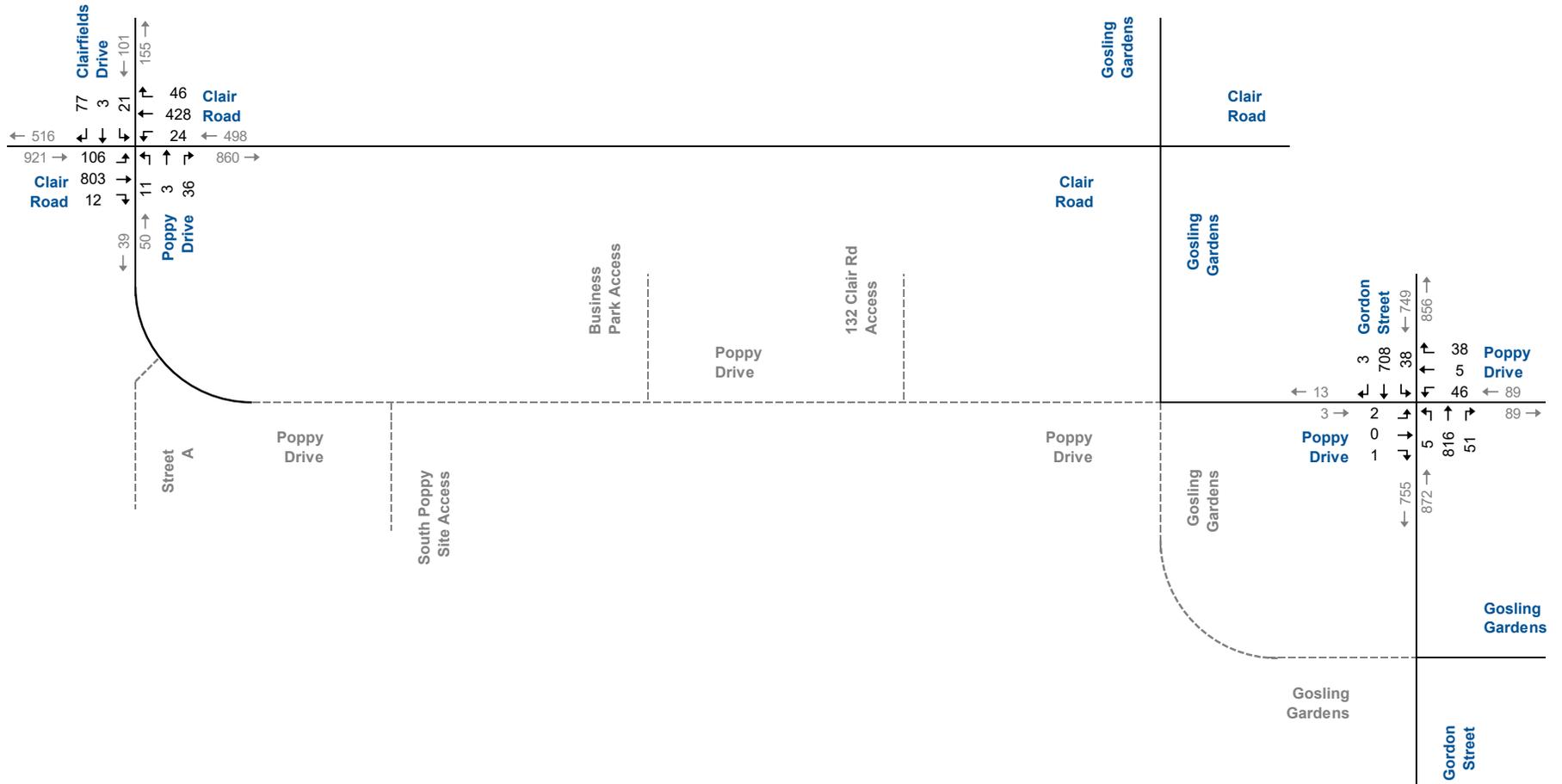
# Attachments





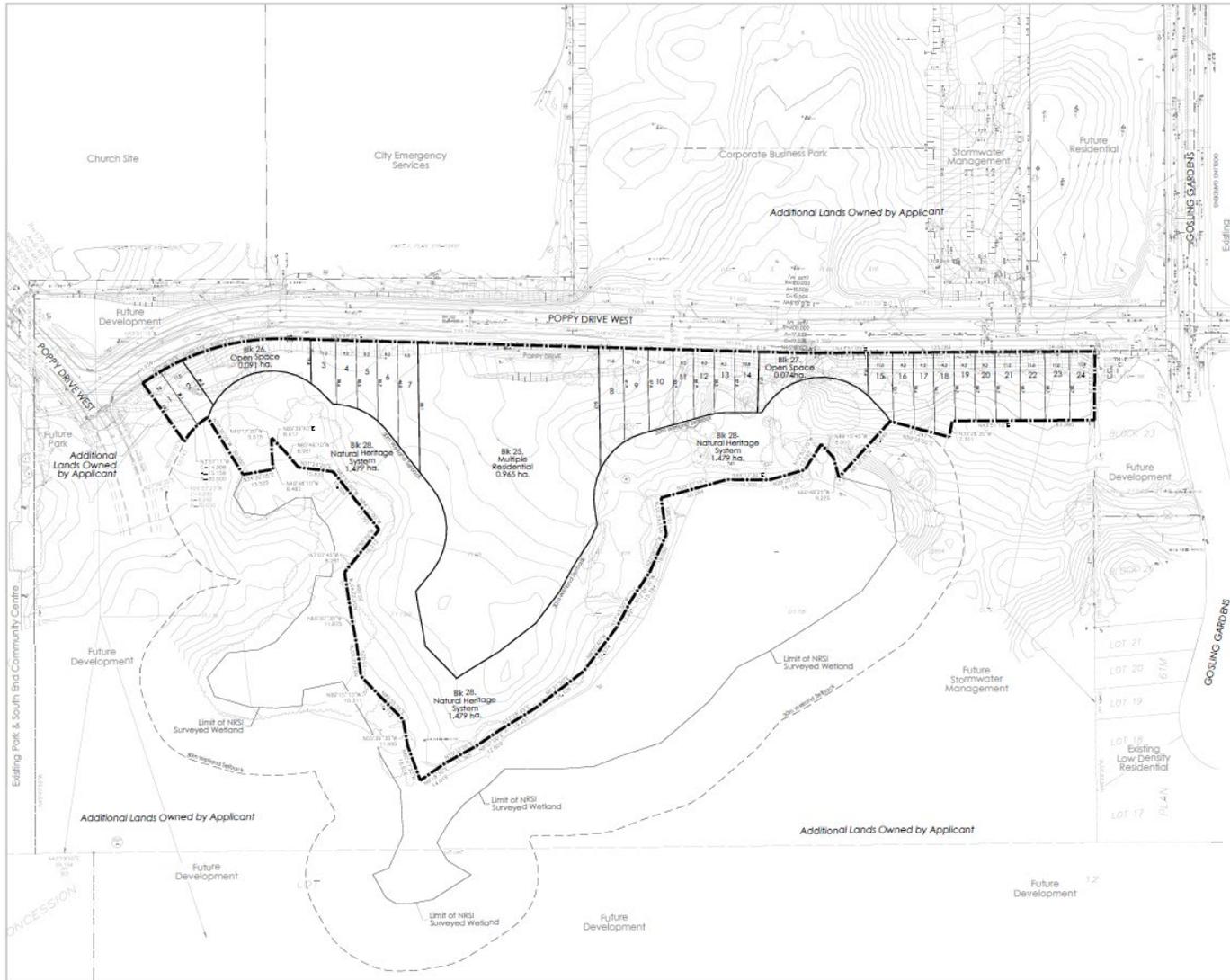
## Location of Subject Site

**PM Peak Hour**



**CMSP Base Year Traffic Volumes  
PM Peak Hour**





**DRAFT PLAN OF SUBDIVISION**

**Legal Description**  
 PART OF LOT 11 CONCESSION 1 (GEOGRAPHIC TOWNSHIP OF FULBROOK  
 NORTH 16E CITY OF GUELPH  
 COUNTY OF WELLINGTON

**Owner's Certificate**  
 I HEREBY AUTHORIZE MACQUINN HENNESSY BRITTON CLARISON PLANNING LIMITED  
 TO SUBMIT THIS PLAN FOR APPROVAL.  
 DATE: \_\_\_\_\_ OWNER: \_\_\_\_\_

**Surveyor's Certificate**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN  
 AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY  
 SHOWN.  
 DATE: \_\_\_\_\_ O.S.: \_\_\_\_\_

**Key Plan**

**Subject Lands**

SCALE: NTS

**Additional Information Required Under Section 5(1)(7) of the Planning Act  
 R.S.O. 1990, c.P.13 as Amended**

A. AS SHOWN B. AS SHOWN C. AS SHOWN  
 D. RESIDENTIAL PARK, OPEN SPACE E. AS SHOWN F. AS SHOWN G. AS SHOWN  
 H. MUNICIPAL WATER SUPPLY I. SANDY LOAM J. AS SHOWN  
 K. ALL SERVICES AS REQUIRED L. AS SHOWN

**Area Schedule**

Description	Blocks	Units	Area (ha)
Low Density Residential	1, 2, 4	24	13.785
Multiple Residential	25	11-48	0.165
Open Space	26, 27		1.479
Natural Heritage System	28		3.390
<b>Total</b>	<b>28</b>	<b>35-72</b>	<b>3.390</b>

3.	June 16, 2025	Issued for formal submission	DS
2.	May 20, 2025	For Client Review	DS
1.	May 01, 2025	For Client Review	SC

**Revision No.**    **Date**    **Issued / Revision**    **By**

**Notes**

1. All dimensions are in meters unless otherwise stated.
2. Topographic survey data is property boundary information provided by MHC Consultants Inc.
3. Existing wetlands and NRSI wetlands are provided by MHC Consultants Inc.
4. All other property markings are approximate for information purposes only.
5. All other information is provided by the City of Guelph under an Open Government Licence.
6. Consultation information is provided by the City of Guelph under an Open Government Licence.

**Stamp**

Date: June 16, 2025  
 File No.: 2401AD  
 Plan Scale: 1:750 (Arch D)  
 Drawn By: OC/DS  
 Checked By: A.S.

**Project**

South Poppy Lands  
 132 Clair Road West, City of Guelph  
 Mattamy (TruVila) Limited  
 6696 Financial Drive, Mississauga, ON

**File Name**: DRAFT PLAN    **Doc No.**: 1 of 1

**Scale Bar**

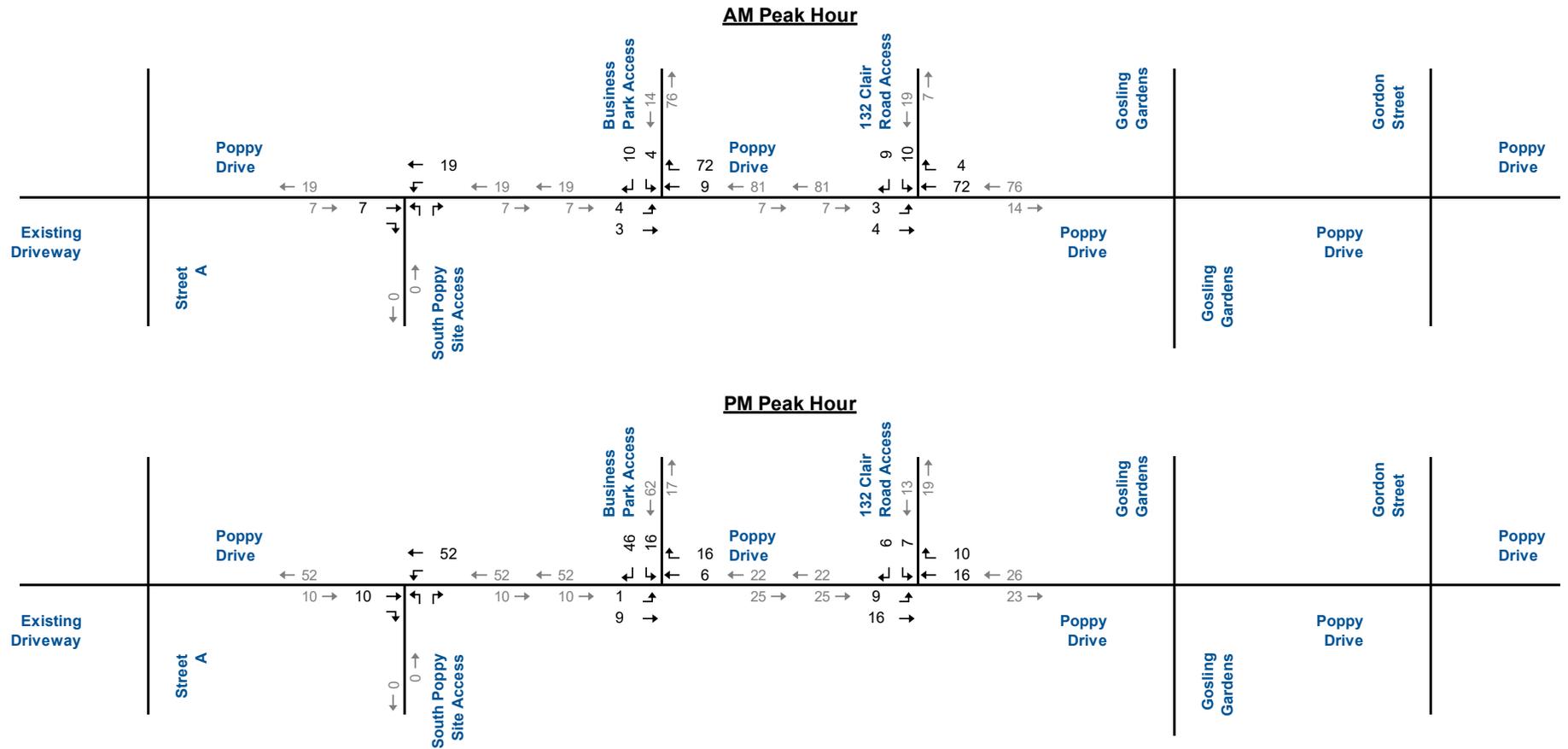


**Draft Plan of Subdivision**

Poppy Drive South Subdivision T1B  
 240500

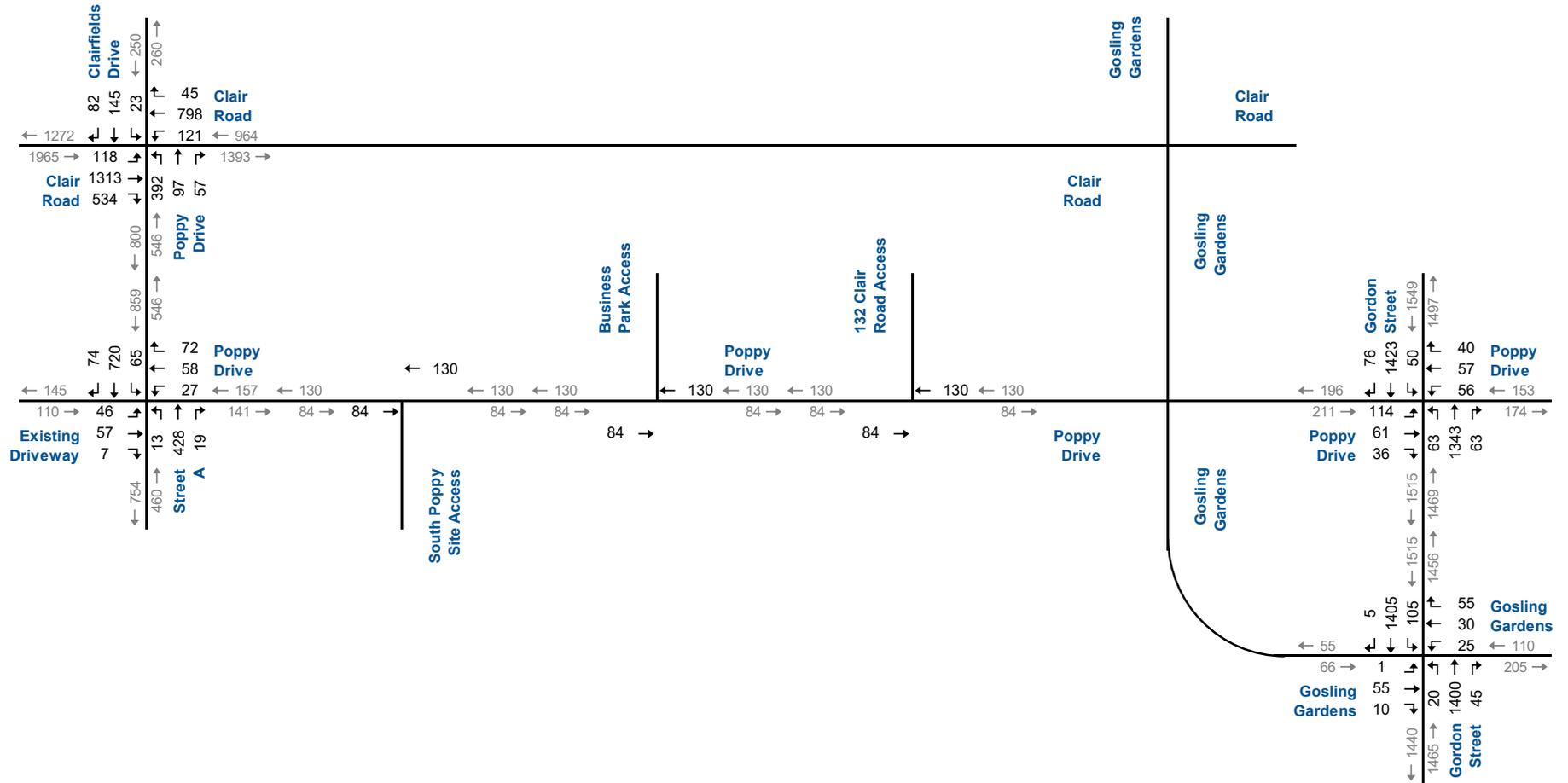
**Figure 4**





# North Subdivision Development Traffic Volumes

**PM Peak Hour**



# Poppy Drive Developments Total Traffic Volumes, PM Peak Hour