

04 March 2021
Project: 190017

Mario Cotroneo
Mar-Cot Developments
375 Southgate Drive, Unit 1
Guelph ON N1G 3W6

Dear Mr. Cotroneo:

**RE: 1871 AND 1879 GORDON STREET, GUELPH
TRAFFIC IMPACT STUDY ADDENDUM**

In August 2019, Paradigm Transportation Solutions Limited (Paradigm) completed a Traffic Impact Study (TIS)¹ for the proposed residential development located at 1871 and 1879 Gordon Street in the City of Guelph.

Since the August 2019 submission, the site plan has been updated with the relocation of the access to the southerly end of the property and City of Guelph staff have provided comments dated 26 January 2021.

The access relocation and City staff comments on the 2019 TIS are addressed in this addendum, as outlined below.

Site Access

In the August 2019 TIS, the site entrance onto Gordon Street was located towards the northerly limits of the property. The site plan has been updated with the site entrance located towards the southerly limits of the property (**Figure 1**, attached). The number of units on-site remains the same at 43 dwelling units.

As the number of trips generated by the subject site remains the same, the relocation of the site access will not impact the results and conclusions of the August 2019 TIS.

City Staff Comments

- ▶ **Comment #1:** *Staff are concerned about the traffic conditions on Gordon Street to the south of Clair Road. The existing traffic conditions are not conducive for site related*

¹ 1871 & 1879 Gordon Street Traffic Impact Study. Prepared by Paradigm Transportation Solutions Limited, August 2019.

turning movements due to heavy traffic flows (near 1,000 vph for peak hour in the peak direction), high level of operating speeds (almost 80 km/h for the 85th percentile), and a large proportion of trucks (over 20% for a typical day) on Gordon Street. This traffic condition will be exacerbated with additional traffic generated from the future Clair-Maltby Secondary Plan. To avoid direct access on Gordon Street, City will only be receptive of an access connection through an existing road stub in the townhouse development site to the west, or through a north-south access connection to Poppy Drive.

- Response:

- a) The subject site encompasses two residential properties, with three all-moves driveways on Gordon Street. The proposed redevelopment will reduce the number of driveways from three to one on Gordon Street.
- b) The development's preferred access location would have been on Gosling Gardens. But access on Gosling Gardens (to the west or south) is not feasible because no provision was made in earlier developments to include a future access. Also, the two subject properties on Gordon Street were not identified for land assembly and redevelopment at that time.
- c) An alternative access on Poppy Drive is also not feasible because the subject lands have no frontage on Poppy Drive, and there is an existing property between Poppy Drive and the subject site. Attempts to include the northerly property as part of this redevelopment were not successful.
- d) Without access on Gordon Street, the subject site will be left technically land-locked.
- e) That said the proposed access on Gordon Street is neither unusual, nor operationally problematic. There are currently five (all-moves) driveways on the west side and two on the east side on Gordon Street between Poppy Drive and Gosling Gardens. The proposed redevelopment will replace three driveways on the west side with one.
- f) The new development is a low-trip generator. The critical peak hour left-turn movements are: 8 (AM) & 6 (PM) outbound; and 1 (AM) & 3 (PM) inbound. The proposed single (all-moves) driveway will operate with acceptable levels of service, and does not require an exclusive northbound left-turn lane on Gordon Street.
- g) However, with back-to-back left-turn lanes on Gordon Street at Poppy Drive (northbound) and at Gosling Gardens (southbound, anticipated in the future as part of the Tricar development to the east), it would be appropriate to provide a continuous two-way centre-turn lane on Gordon Street between Poppy Drive and Gosling Gardens. Although, not necessary for the subject development, a two-way centre-turn lane will enhance safe driveway operations.

Existing Gordon Street Corridor



- h) North of Gosling Gardens, Gordon Street has a four-lane, urban cross-section with a signalized intersection and turn-lanes at Poppy Drive, and future signalization and turn-lanes anticipated at Gosling Gardens. Four lanes (two in each direction) provide adequate capacity for the existing peak-hour (PM) peak directional (northbound) traffic volume of 1000 vph and future (Clair-Maltby) 1400 vph. The subject development will add a total (inbound and outbound) of 15 vehicles in the AM peak hour and 20 vehicles in the PM peak hour to the corridor in both directions (6 of them northbound).
- i) South of Gosling Gardens, the road cross-section is narrow (two lanes – one lane in each direction), rural, and has no signalized intersections. This contributes to – inadequate capacity, unsafe speeding, and truck traffic concerns. However, Gordon Street is slated to be widened to four lanes south of Gosling Gardens and its character transformed in multiple ways as part of the Clair-Maltby Secondary Plan.
- **Comment #2:** There is an incorrect statement in the TIS report about the Clair-Maltby Secondary Plan that in the future, “Some of the existing driveways will either remain or consolidated into fewer driveways between the proposed signalized intersections. The subject development with a single all-moves access is consistent with the overall development of the Clair-Maltby Secondary Plan area.” The Secondary Plan provides a clear direction to use the planned collector road network to service future development areas. Direct access to arterial roads, such as Gordon Street, are restricted in an effort to promote orderly traffic operation on the surrounding arterial roads.

- Response:

We regret the misunderstanding caused by the TIS statement.

It was not the intention to promote direct development access on Gordon Street.

The purpose was to address the situation involving existing driveways and corridor intensification along Gordon Street, especially where intensification involves properties with frontage on Gordon Street and which cannot be incorporated into larger development parcels with multiple access options identified by the proposed Clair-Maltby Secondary Plan and road system. The proposed road system includes networks of roads east and west of Gordon Street and intersecting Gordon Street at four new signalized intersections between Gosling Gardens and Maltby Road. The subject property is outside the proposed new road system.

The Clair-Maltby Secondary Plan – Transportation Master Plan study (March 2019, p.16) includes the following characterization of the Gordon Street corridor:

- *The Gordon Street corridor is a central element in the local transportation network, connects the area with the wider City and County, provides an opportunity for transit priority, and is envisioned as a main street / village core destination.*
- *The Gordon Street right-of-way is intended to accommodate all street users through the delivery of multimodal infrastructure. Its design will support the*



efficient and effective routing of transit services, the comfortable movement of cyclists and pedestrians, and accommodate for automobile travel.

- *A 4-lane Gordon Street cross-section is anticipated to appropriately accommodate traffic demands along the corridor given optimized signal timing and coordination, and the inclusion of ancillary turn lanes where necessary. Separate left-turn lanes should be provided at all junctions where left-turns are permitted, which may further support the introduction of a continuous left-turn / centre median lane along the extent of Gordon Street within the Secondary Plan area.*

Summary

The proposed development at 1871 & 1879 Gordon Street is located on the existing four-lane roadway section between two signalized intersections at Poppy Drive (existing) to the north and Gosling Gardens (future) to the south.

The development contributes to the intensification of the Gordon Street corridor, but has no access alternatives except on Gordon Street. The proposed all-moves single access on Gordon Street is consistent with City standards and is operationally satisfactory.

Traffic operations could be enhanced by providing a two-way, centre-turn lane between Poppy Drive & Gosling Gardens.

This would be consistent with the “continuous left-turn / centre median lane along the extent of Gordon Street within the Secondary Plan area,” as envisaged in the TMP for the Clair-Maltby Secondary Plan.

- ▶ **Comment #7:** Please correct Existing Conditions description of Clair Road, in Sections 2.1 and 2.3, to include references to existing sidewalks and bike lanes.

- Response:

Noted and corrected as below.

Clair Road is a four-lane, east-west roadway with an urban cross-section and a posted maximum speed limit of 60 kilometres per hour. Parking is not permitted on either side of the roadway and no stopping is permitted within 25 metres of Gordon Street. The intersection at Clair Road and Gordon Street operates under traffic signal control. Sidewalks and designated bike lanes are provided on both sides of this roadway within the study area.

- ▶ **Comment #8:** Staff support the proposal to include one carshare vehicle on-site, and recommend coupling this offer with fully unbundled parking for residents.

- Response: Noted.

- ▶ **Comment #9:** Please expand the Education/Promotion and Incentives section to include information in the building’s lobby regarding the cycling network (such as the City of Guelph’s cycling map) and wayfinding signage to nearby amenities, for instance number of minutes it takes to walk or cycle to the nearest grocery store/cinema/restaurants.



- Response:

Noted and expanded as below.

Increasing awareness of sustainable transportation opportunities for residents and visitors of the development should be considered. Posting transit routes and schedules, and the City's cycling network map in the lobby will inform residents of the alternative mode opportunities nearby and encourage usage. This can assist in further mitigating the development's impact on the adjacent road network, promote a strong and vibrant economy and create a livable community.

We trust that this letter-addendum addresses the proposed access relocation and the City's comments on the 2019 TIS. Please contact us if there are questions or need for clarification arising from this report.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Rajan Philips

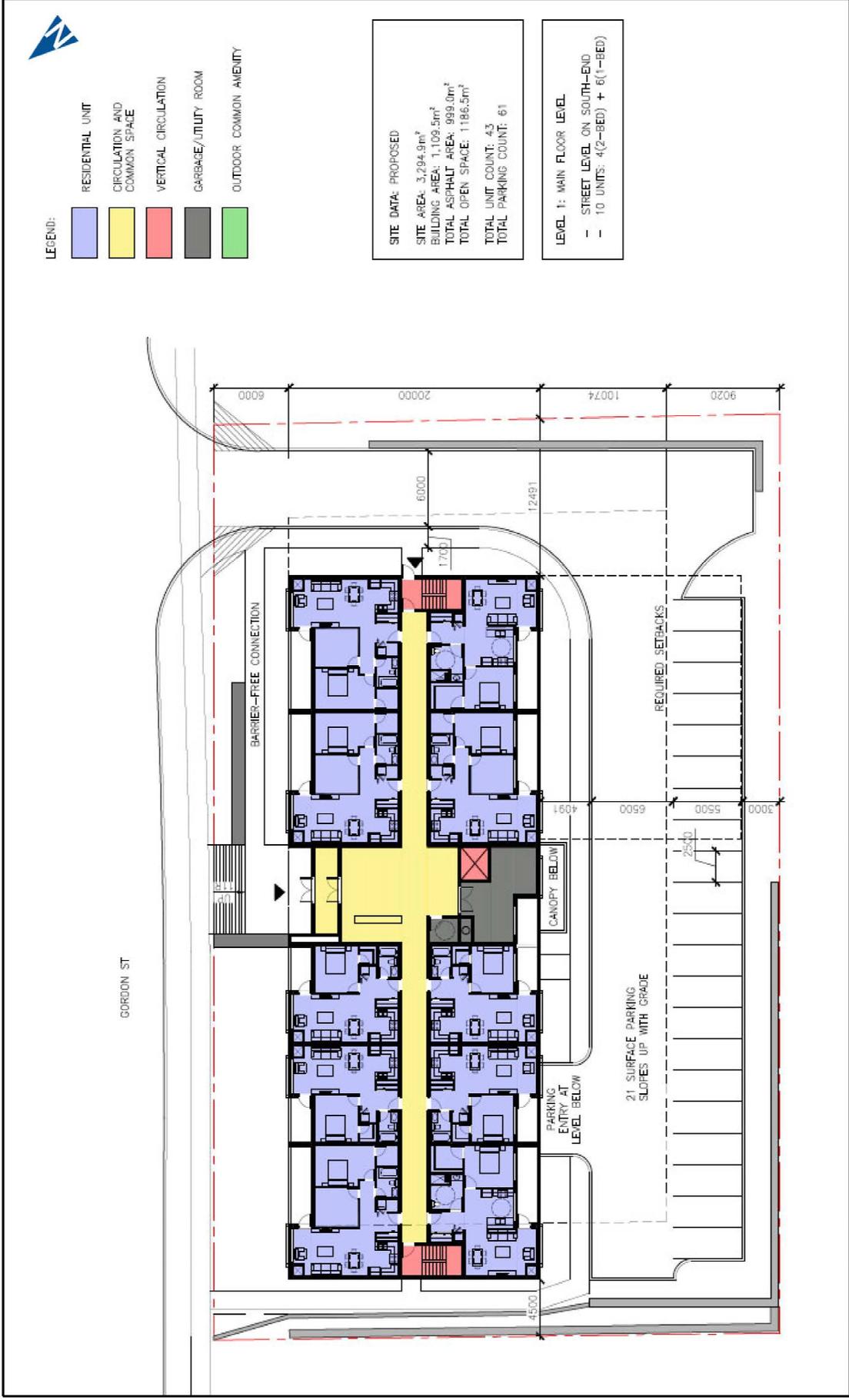
M.SC, P.Eng.

Senior Transportation Consultant



Attachments





Conceptual Site Plan

Figure 1