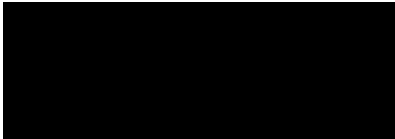


2026-10-01
Project: 230576

Briarwood Homes



RE: BRIARWOOD RESIDENTIAL DEVELOPMENT, DUNDALK ON TRANSPORTATION IMPACT STUDY ADDENDUM

In January 2025, Paradigm prepared the Transportation Impact Study¹ for the proposed residential development located on Ida Street in Dundalk, Township of Southgate, Grey County.

The Township of Southgate has since provided comments on the January 2025 TIS in August 2025 and the development concept has been revised.

The purpose of this letter addendum is to address the Township's comments and review impacts to the January 2025 TIS as a result of revisions to the development concept.

TIS

Revised Development Concept

The January 2025 TIS was prepared based on a development concept for four three-storey buildings accommodating 376 units (94 units per building). Two full-movement driveways were proposed to Ida Street.

The development concept has since been updated to accommodate two five-storey buildings accommodating 240 units (120 units per building). No changes to the access arrangement are proposed. **Figure 1** illustrates the revised development concept.

Trip Generation and Assignment

The January 2025 TIS forecasted a total trip generation of 139 AM peak hour trips and 182 PM peak hour trips. Trips were generated using Land Use Code (LUC) 220 Multifamily Housing

¹ Paradigm Transportation Solutions Limited, *Briarwood Residential Development Dundalk ON Transportation Impact Study Project #230576*, January 2025.

(Low-Rise) based on the 11th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*².

Revised trip generation estimates have been prepared using LUC 221 Multifamily Housing (Mid-Rise) from the 12th Edition of the *ITE Trip Generation Manual*³ which has since been published. **Table 1** summarizes the updated trip generation based on the revised development concept.

TABLE 1: UPDATED TRIP GENERATION

Land Use	Number of Units	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
LUC 221 - Multifamily Housing (Mid-Rise)	240	Eq	21	72	93	Eq	57	32	89
Total Trip Generation			21	72	93		57	32	89

AM: $T = 0.42(X) - 7.77$ | PM: $T = 0.36(X) + 3.07$

The updated trip generation forecasts result in a decrease of 46 AM peak hour trips and 93 PM peak hour trips from the trip generation forecasts in the January 2025 TIS.

Figure 2 illustrates the revised site generated trip assignment.

Total Traffic

As a result of changes to the site-generated traffic, total traffic forecasts have also been revised. **Figure 3** and **Figure 4** illustrate the revised 2034 and 2039 total traffic volumes.

The January 2025 TIS identifies that the study area intersections are forecast to operate with acceptable levels of service under future traffic conditions, except for the northbound and southbound approaches at Ida Street and Grey Road 9, which are forecast to operate with poor levels of service starting under background traffic conditions. Although the trip generation based on the updated development concept is significantly less than the January 2025 TIS, the northbound and southbound approaches at Ida Street and Grey Road 9 would remain operating with poor levels of service as already identified under background conditions.

Site Access

The January 2025 TIS identifies that a southbound left-turn lane with 15 metres of storage is warranted at both site driveways under 2034 and 2039 total traffic conditions.

Based on the methodology used in the January 2025 TIS and revised 2034 and 2039 total traffic volumes (**Figure 3** and **Figure 4**), southbound left-turn lanes are still warranted at both driveways with 15 metres of storage. **Appendix A** contains the left-turn lane warrant nomographs.

² Institute of Transportation Engineers, *Trip Generation Manual*, 11th ed., (Washington, DC: ITE, 2021).

³ Institute of Transportation Engineers, *Trip Generation Manual*, 12th ed., (Washington, DC: ITE, 2025).



Ida Street and Grey Road 9

The January 2025 TIS reviewed traffic control signal warrants at the intersection of Ida Street and Grey Road 9 under future traffic conditions, indicating that traffic signal control was not warranted. Although not warranted, an operational analysis of the intersection was conducted under traffic signal control. In addition, the Township was considering a single-lane roundabout at the intersection, which was also analyzed. The results indicated that the intersection is forecast to operate well for both alternatives. Given that the trip generation based on the updated development concept is lower than in the January 2025 TIS, the results of the analysis would likely be similar or improved.

It is noted that the *OTM Book 12*⁴ has since been updated with the following criteria for traffic signal control warrants:

- ▶ Case 1: The traffic signal is certainly warranted – the suggested threshold for this condition is meeting 200% or more of Justifications 1 and 2. The traffic signal can be installed at the time of development;
- ▶ Case 2: The traffic signal might be warranted – falls between Cases 1 and 3, somewhere between 100% and 199% of Justifications 1 or 2. The need for traffic signal control cannot be known for certain; and
- ▶ Case 3: Signal warrant is unlikely – meets less than 100% of Justifications 1 or 2. The intersection can be monitored post development.

Appendix B contains the signal warrants.

The results of the warrants indicate Case 2 starting under 2034 background traffic conditions.

Summary

Based on the above review, the conclusions of the January 2025 TIS remain valid for the updated development concept.

Comment Response

Comment #85: The TIS is to assess the operational impacts at the Ida Street and Eco Parkway intersection, and the future intersection of Eco Parkway and Highway 10, as contemplated in the previous completed Municipal Class EA and the Eco Park Subdivision draft plan. Please refer to the Township's Planning Applications and Public Notices website.

Response: As shown in the Class EA for the Eco Parkway Extension, the road network planned as part of the Eco Parkway Extension and development of surrounding lands is not a direct connection to Highway 10, as it would wind through the planned industrial development. Residents of the Briarwood residential development travelling south on Highway 10 would

⁴ Ontario Ministry of Transportation, *Ontario Traffic Manual Book 12: Traffic Signals*, (Toronto: Queen's Printer for Ontario, 2024).



likely use 260 Sideroad, Dufferin Road 17 or travel directly to Highway 89, as these are more convenient and less circuitous routes. Based on this, and given the reduction in trip generation and assignment as a result of the updated development concept, development trips travelling to/from Highway 10 via the Eco Parkway Extension would likely be minimal.

It is also noted that the Township and County were contacted prior to preparing the January 2025 TIS. Neither the County nor Township requested additional study area intersections from the scope of work proposed. This correspondence was appended to the January 2025 TIS.

Appendix C contains this information again for ease of reference.

Comment #86: Include an evaluation of pedestrian connectivity, including safe and direct access to and from the site to the downtown businesses and schools. This is to consider sidewalk continuity, and crossings at key intersections and completed in the context and reference to how it is in alignment with the Southgate Official Plan.

Response: The development is proposing pedestrian connections throughout the site including internal walkways and crosswalks, and connections to the undeveloped portion of the property to the east to facilitate a future trail network. The developer will work with neighbouring property owners to create connections to the rest of Dundalk and the Grey County Rail Trail.

The developer intends to urbanize Ida Street along the frontage of the site including installing sidewalks with connections to the internal walkways.

Although there is currently no pedestrian infrastructure on Ida Street, the development is designed to provide appropriate pedestrian connections if the roadway is urbanized in the future.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Matt Brouwer

P.Eng.

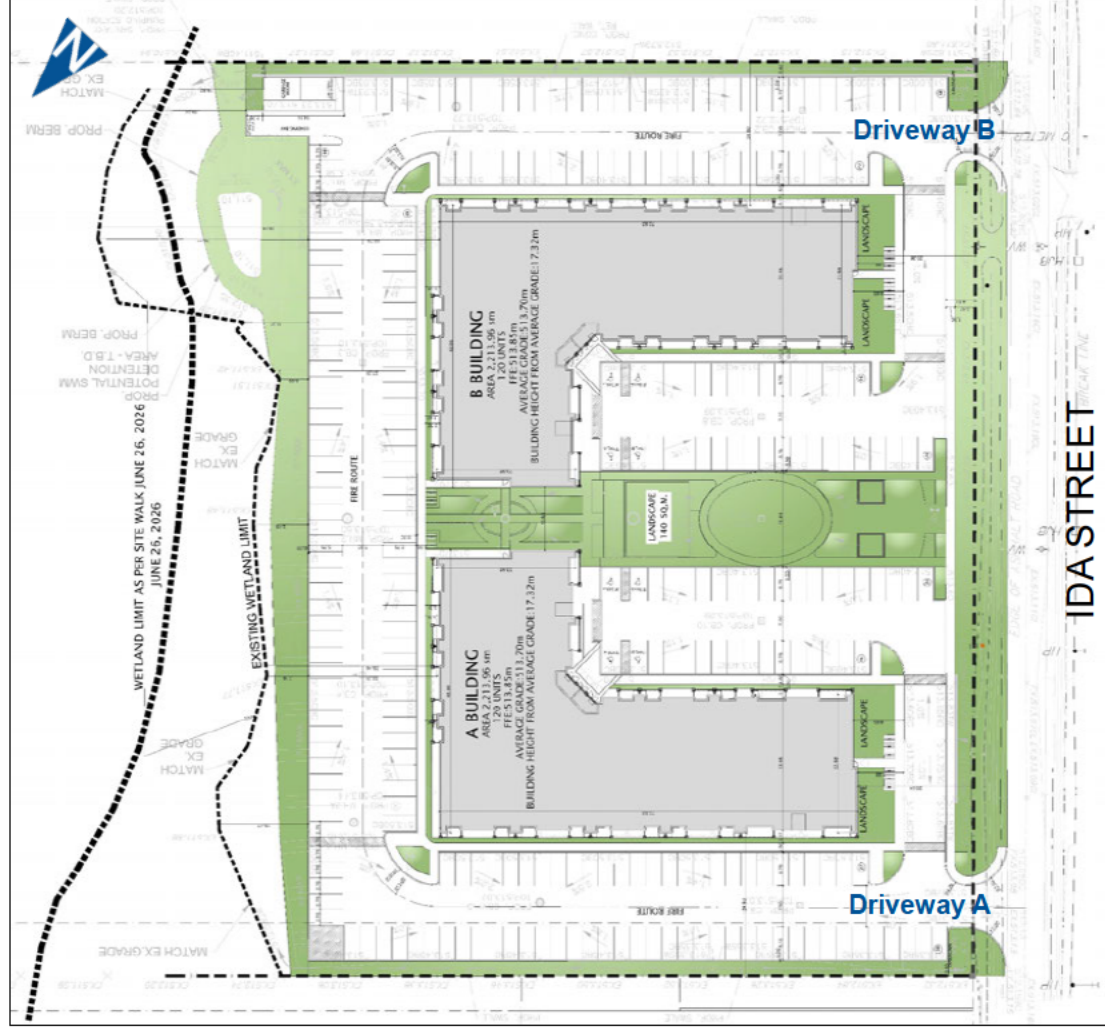
Operations Principal, Senior Project Manager

Maddison Murch

P.Eng.

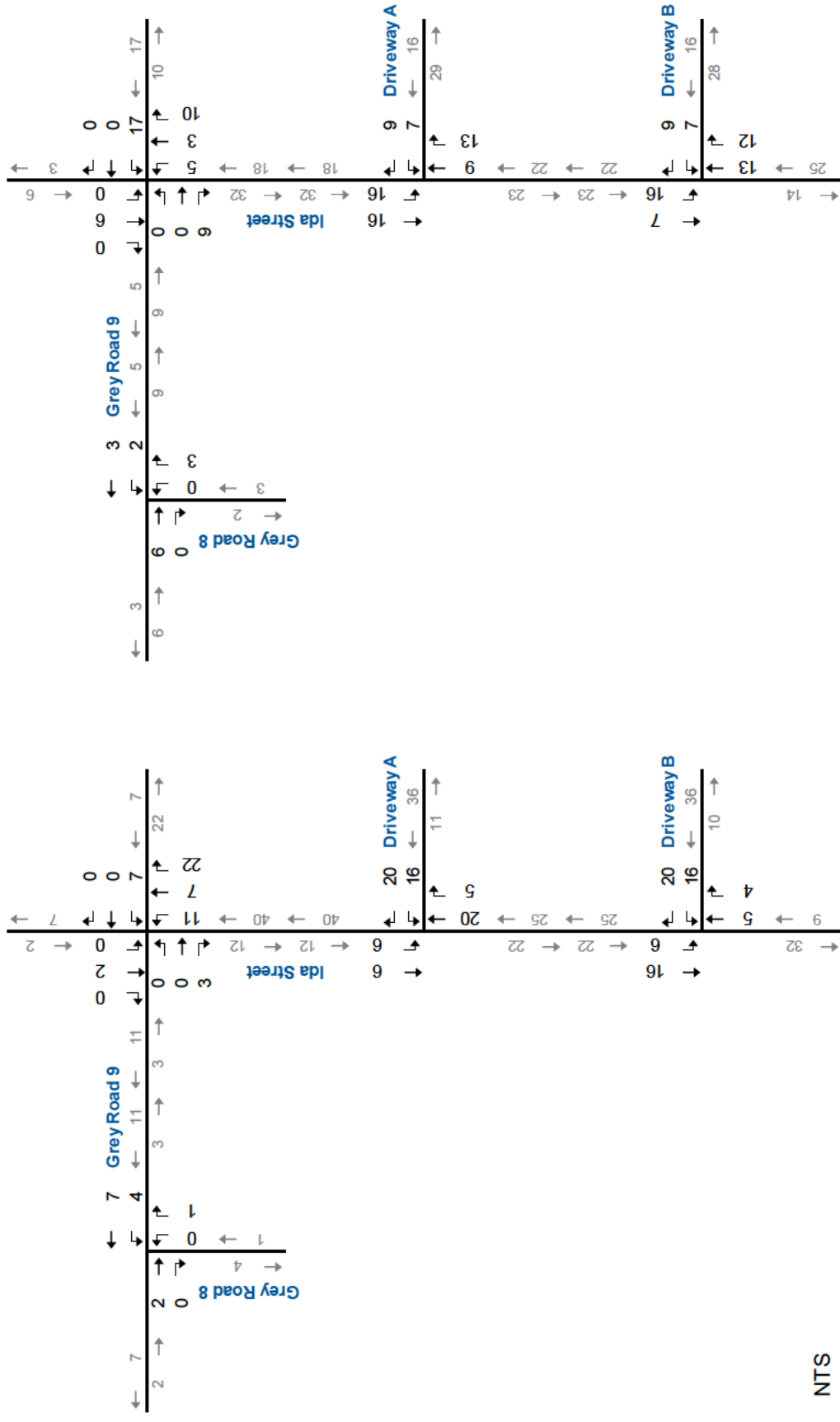
Transportation Engineer





AM Peak Hour

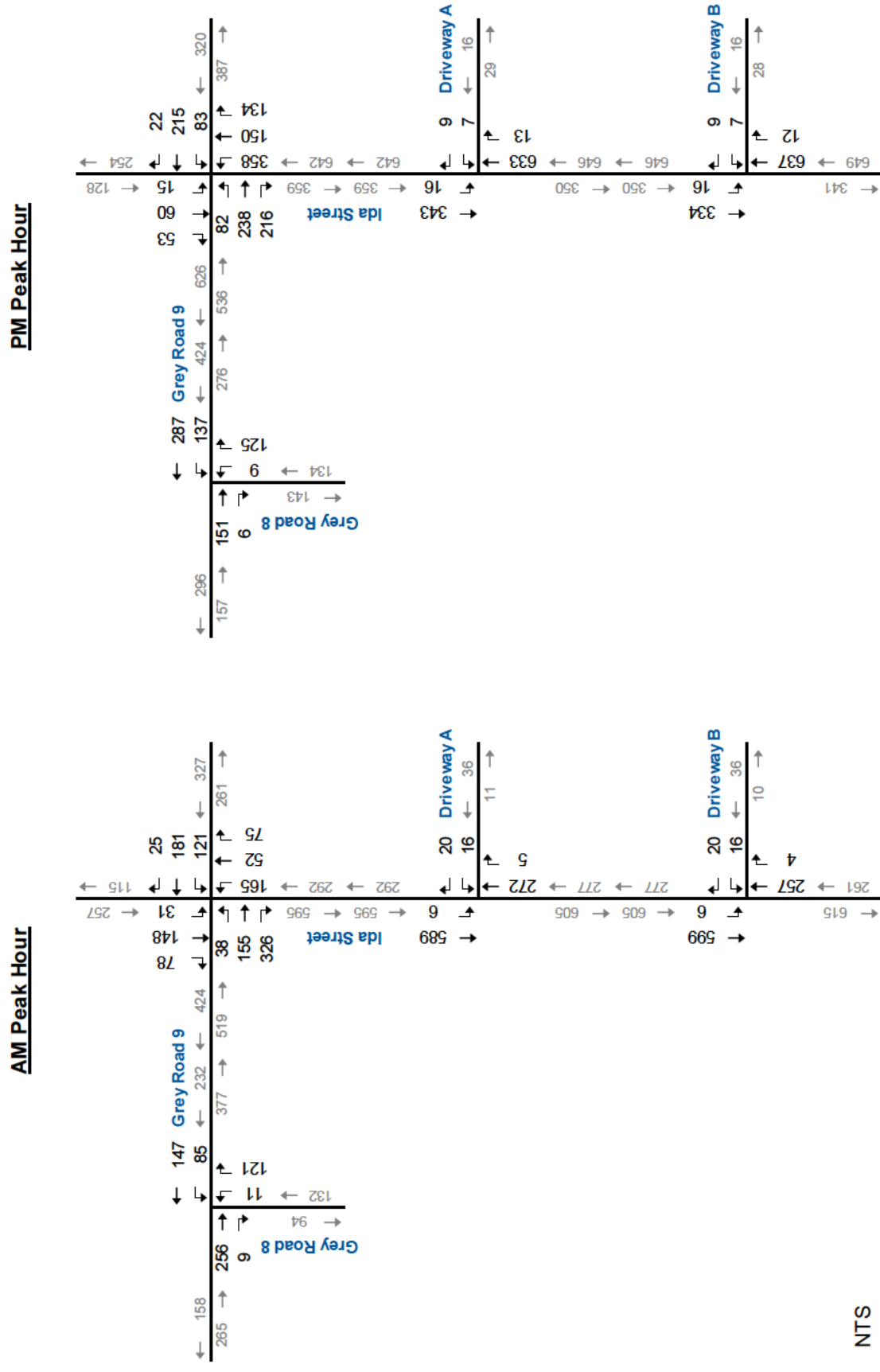
PM Peak Hour



NTS

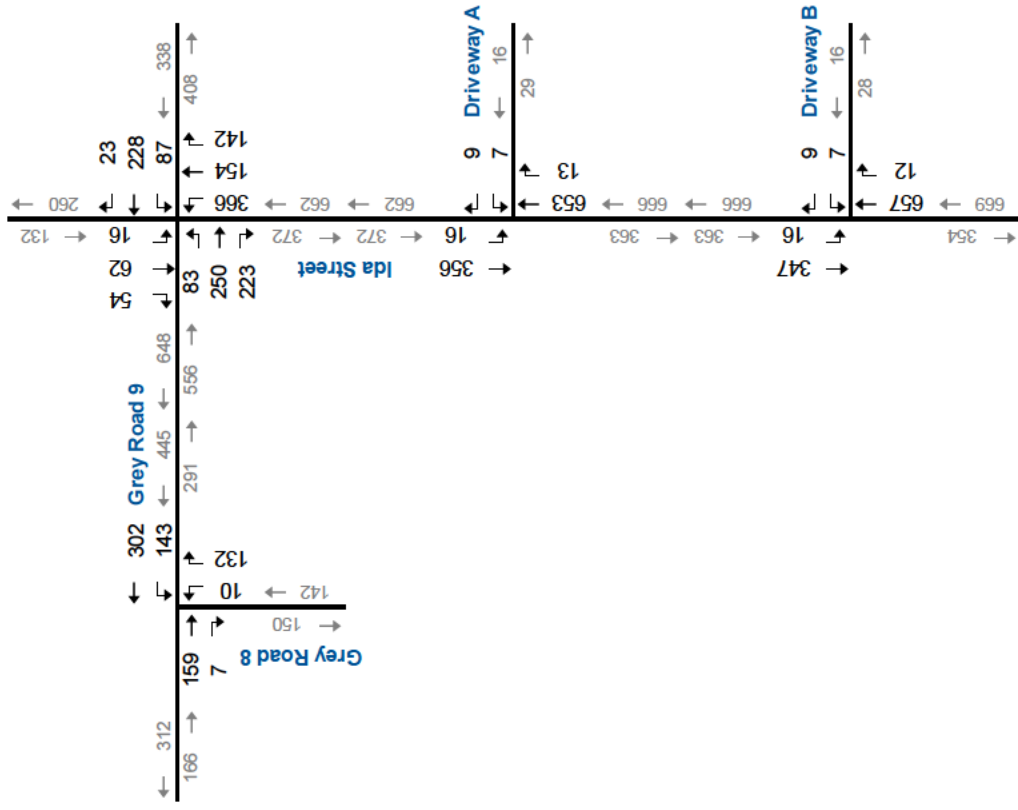
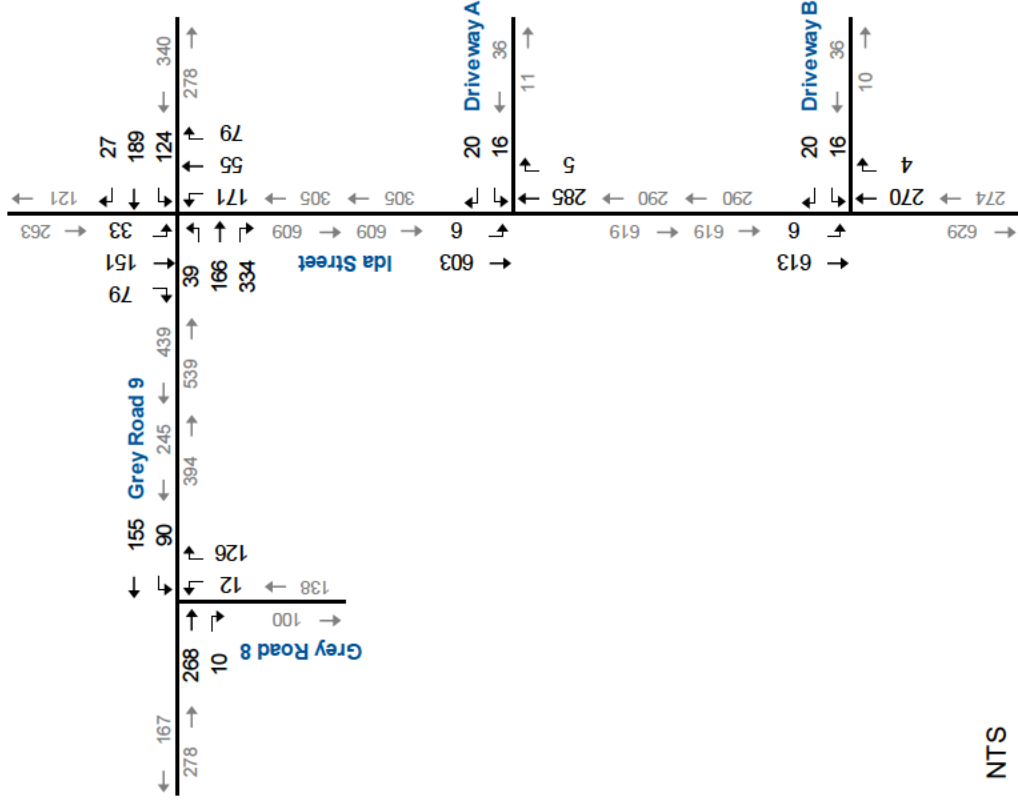


Revised Site Generated Traffic Volumes



AM Peak Hour

PM Peak Hour



NTS

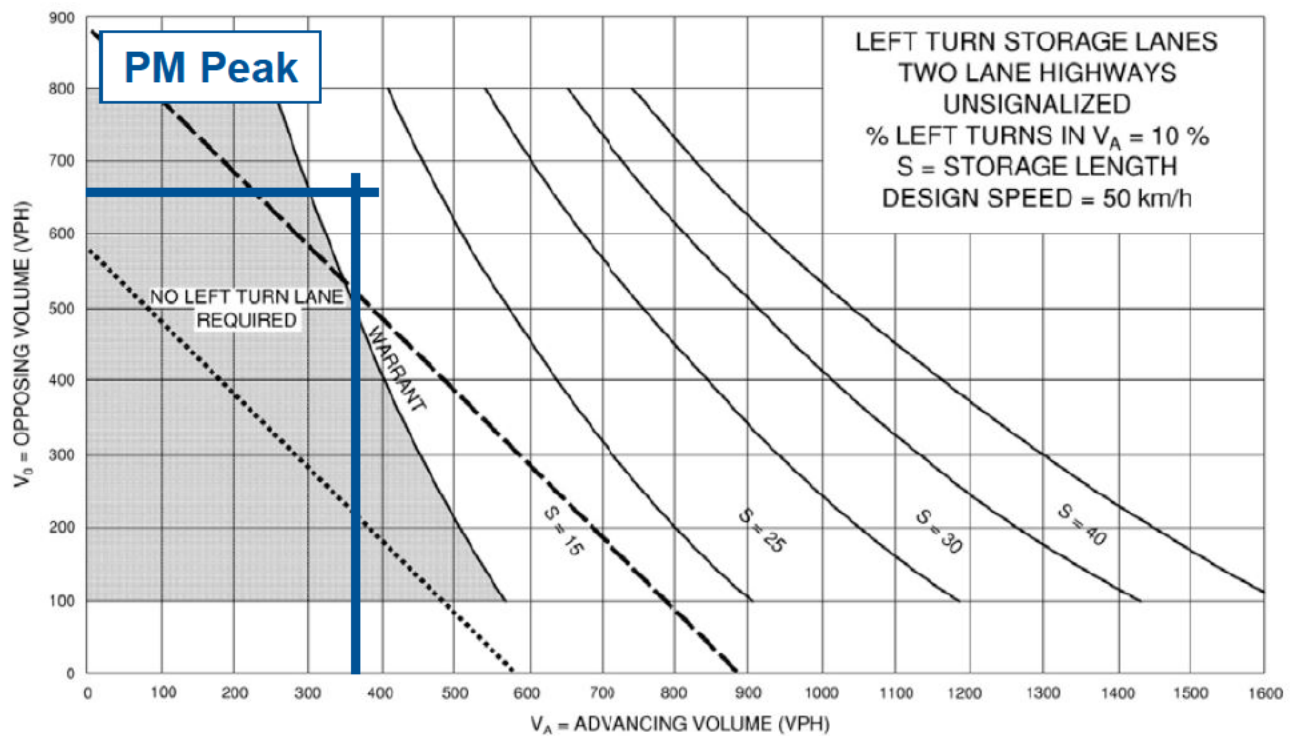
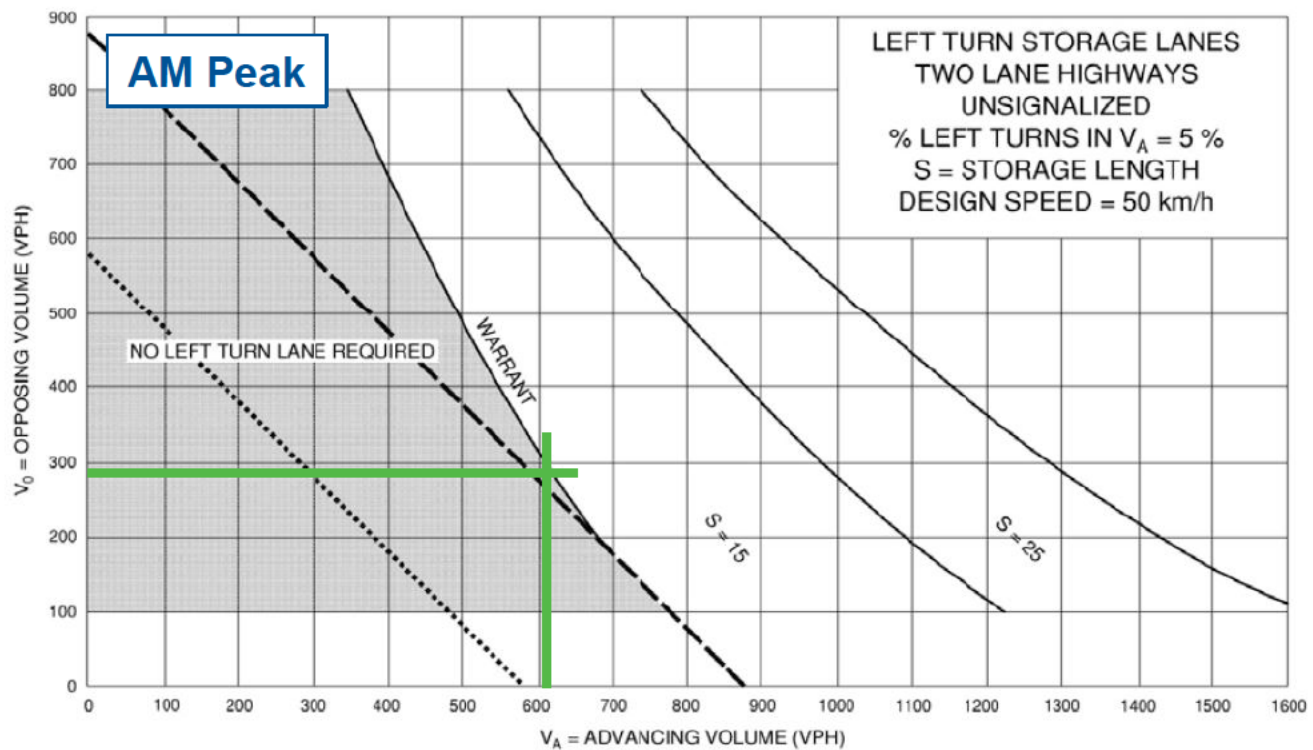


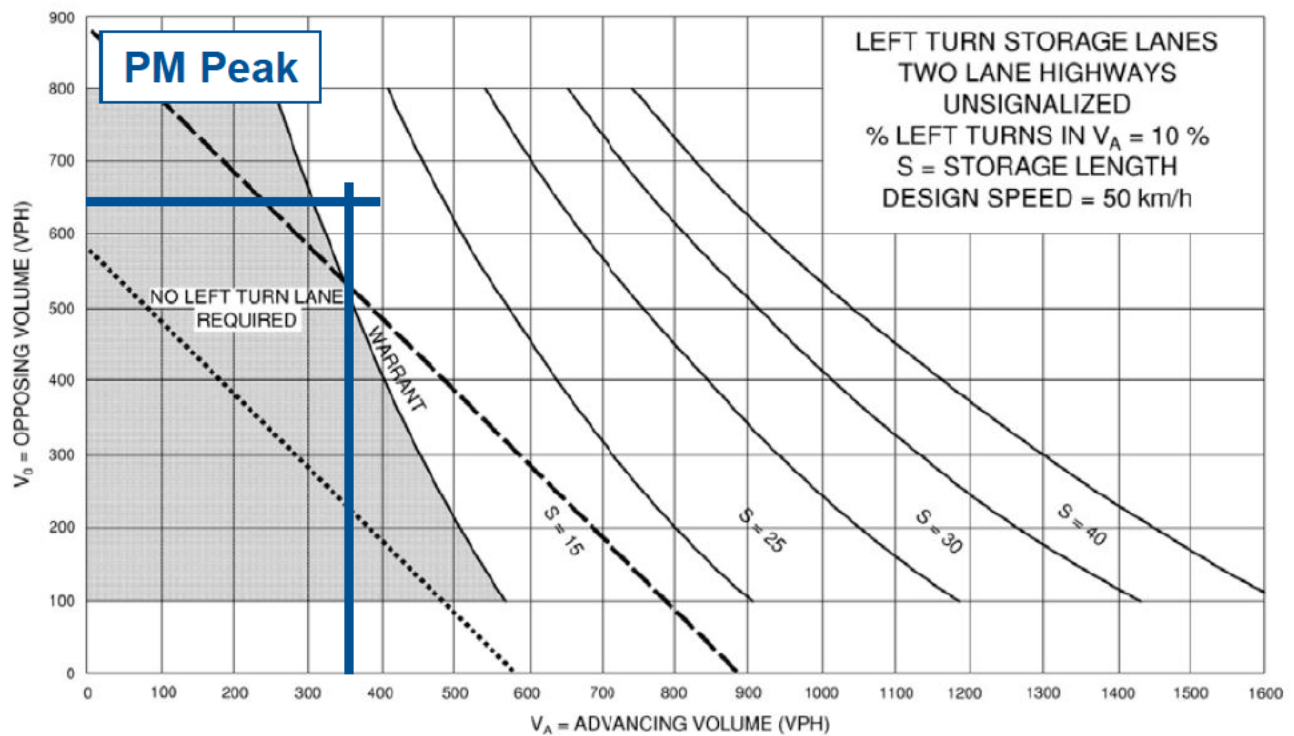
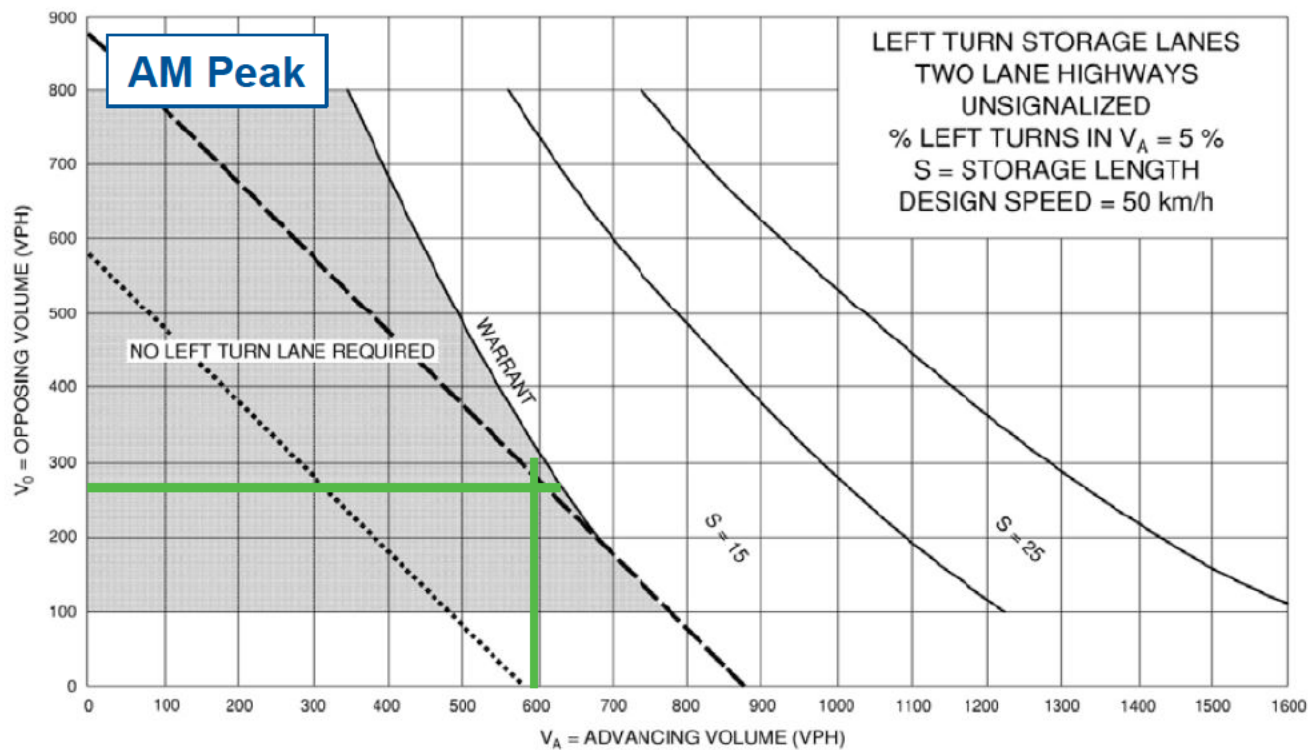
Revised 2039 Total Traffic Volumes

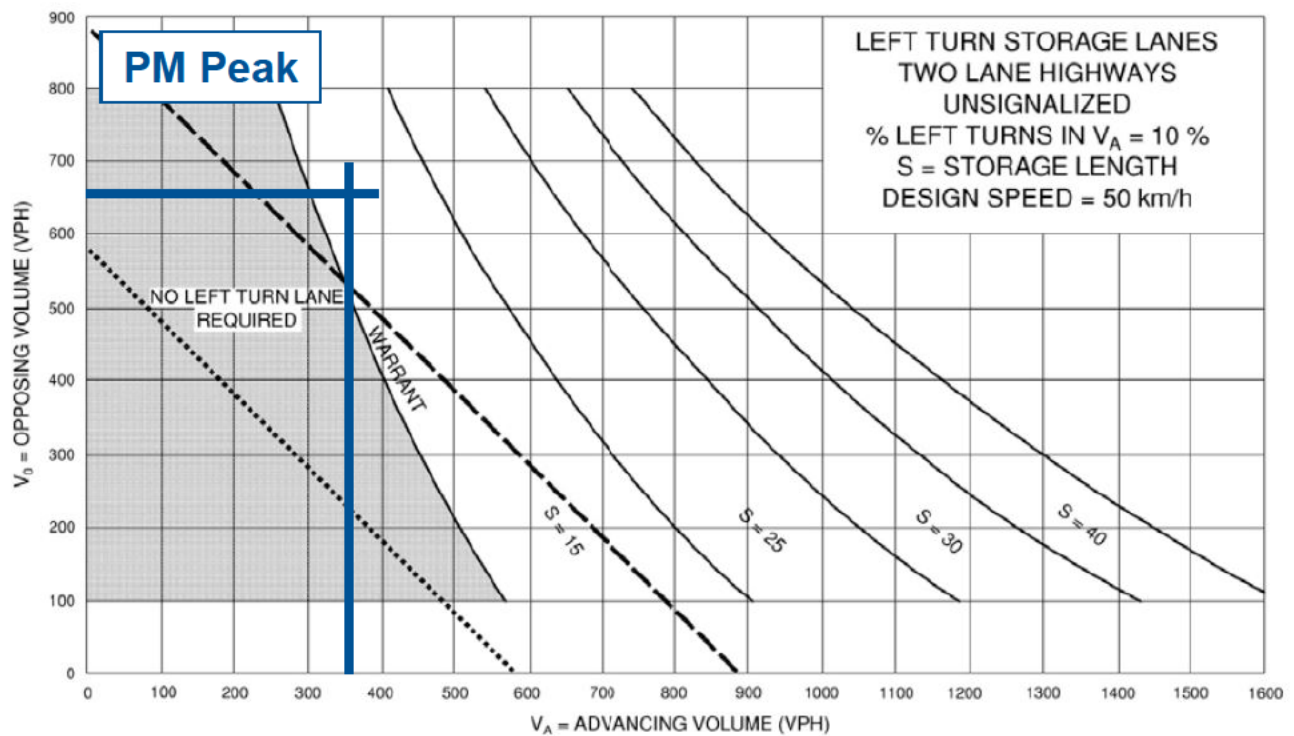
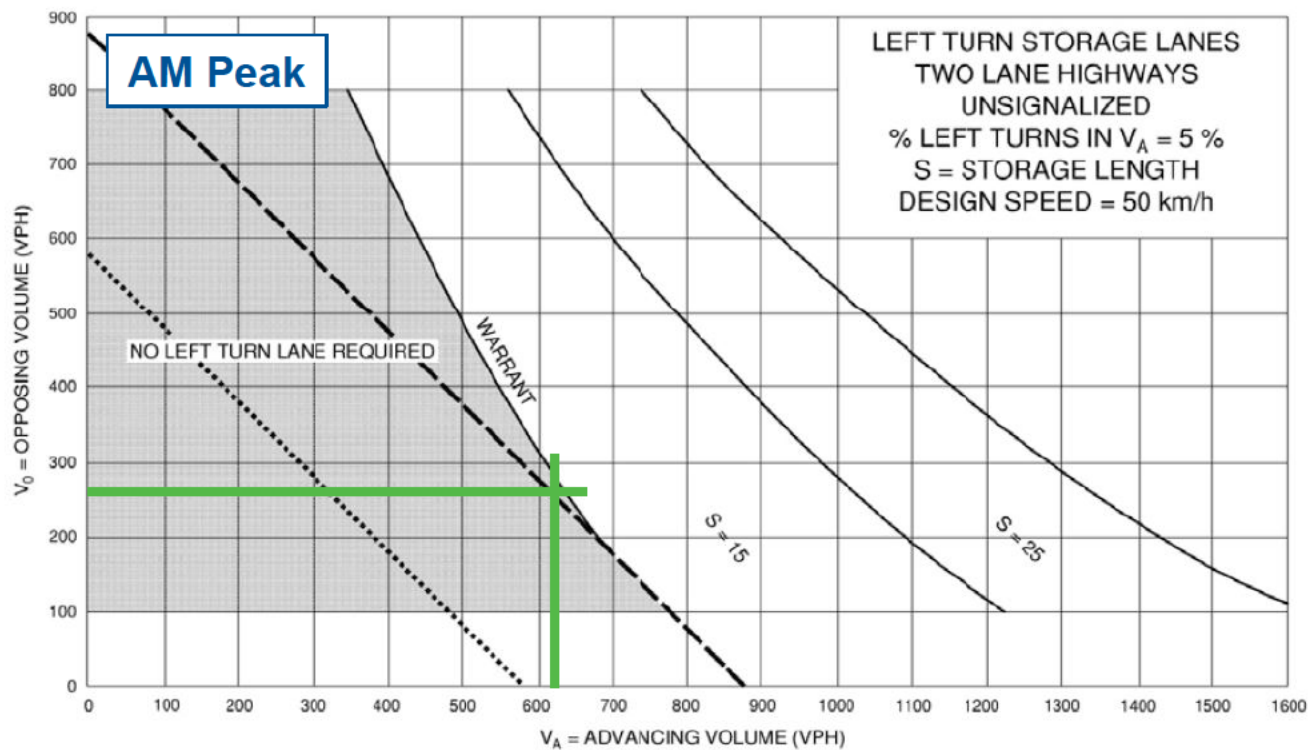
Appendix A

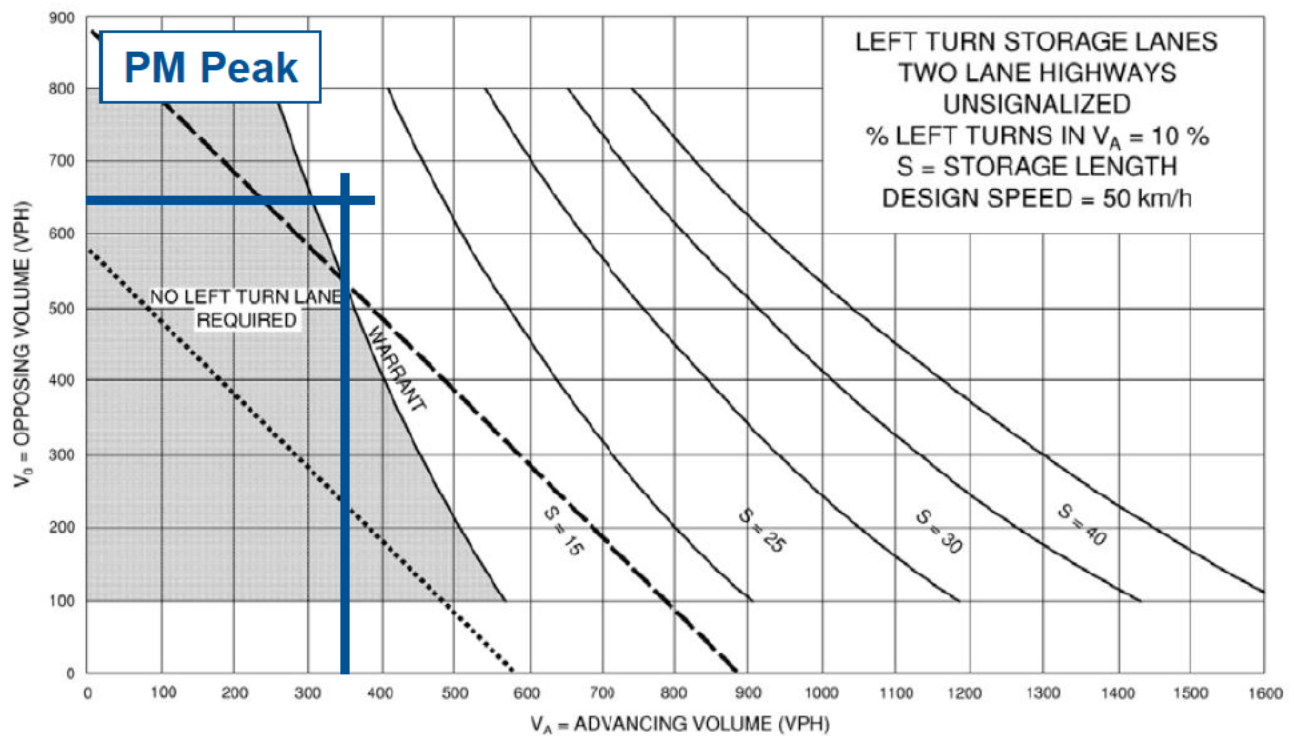
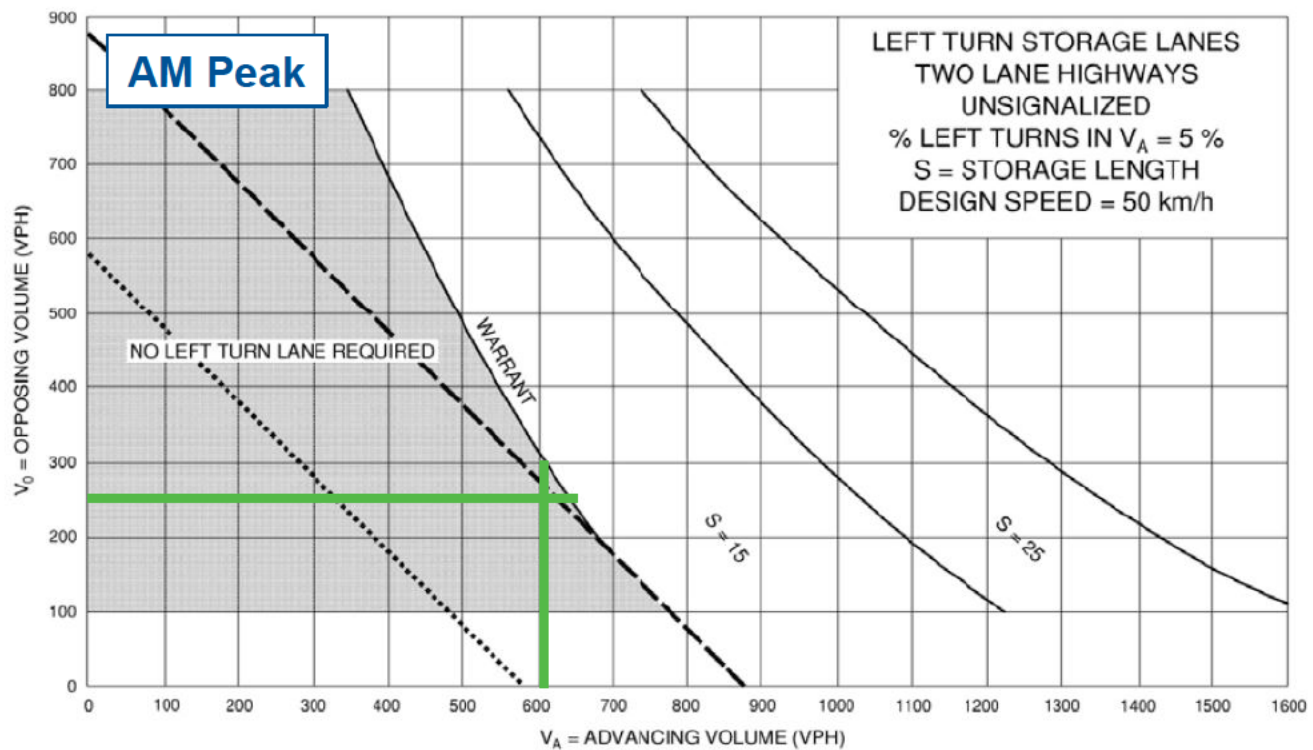
Left-Turn Lane Warrants











Appendix B

Signal Warrants



Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: Existing
Municipality: Southgate/Grey

Project number: 230576

Major Street: Grey Road 9
Minor Street: Ida Street

North/South?: N

Number of Approach Lanes: 1
Tee Intersection? N
Flow Conditions: Restricted

PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	No	Case 2: Signal might be warranted
Case 3: Signal warrant is unlikely		

Time Period	Major Street Grey Road 9						Minor Street Ida Street						Peds Crossing
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Peak Hour	11	114	21	28	83	27	18	10	29	27	13	7	
PM Peak Hour	6	130	17	36	145	16	21	25	59	11	17	7	
Average Hourly Volume	4	61	10	16	57	11	10	9	22	10	8	4	0

Warrant	AHV
1A - All	220
1B - Minor	61
2A - Major	159
2B - Cross	28

Warrant 1 - Minimum Vehicular Volume

1A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	All Approaches	480	720	600	900	
% Fulfilled						30.5%

1B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Minor Street Approaches	120	170	120	170	
% Fulfilled						35.9%

Warrant 2 - Delay To Cross Traffic

2A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Major Street Approaches	480	720	600	900	
% Fulfilled						22.0%

2B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Traffic Crossing Major Street	50	75	50	75	
% Fulfilled						37.3%

Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: 2034 Background
Municipality: Southgate/Grey

Project number: 230576

Major Street: Grey Road 9
Minor Street: Ida Street

North/South?: N

Number of Approach Lanes: 1
Tee Intersection? N
Flow Conditions: Restricted

PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	Yes	Case 2: Signal might be warranted
		Case 3: Signal warrant is unlikely

Time Period	Major Street Grey Road 9						Minor Street Ida Street						Peds Crossing
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Peak Hour	38	155	323	114	181	25	154	45	53	31	146	78	
PM Peak Hour	82	238	207	66	215	22	353	147	124	15	54	53	
Average Hourly Volume	30	98	133	45	99	12	127	48	44	12	50	33	0

Warrant	AHV
1A - All	730
1B - Minor	313
2A - Major	417
2B - Cross	188

Warrant 1 - Minimum Vehicular Volume

1A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	All Approaches	480	720	600	900	730
		% Fulfilled				101.4%

1B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Minor Street Approaches	120	170	120	170	313
		% Fulfilled				184.3%

Warrant 2 - Delay To Cross Traffic

2A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Major Street Approaches	480	720	600	900	417
		% Fulfilled				57.8%

2B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Traffic Crossing Major Street	50	75	50	75	188
		% Fulfilled				251.0%

Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: 2039 Background
Municipality: Southgate/Grey

Project number: 230576

Major Street: Grey Road 9
Minor Street: Ida Street

North/South?: N

Number of Approach Lanes: 1
Tee Intersection? N
Flow Conditions: Restricted

PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	Yes	Case 2: Signal might be warranted
		Case 3: Signal warrant is unlikely

Time Period	Major Street Grey Road 9						Minor Street Ida Street						Peds Crossing
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Peak Hour	39	166	331	117	189	27	160	48	57	33	149	79	
PM Peak Hour	83	250	214	70	228	23	361	151	132	16	56	54	
Average Hourly Volume	31	104	136	47	104	13	130	50	47	12	51	33	0

Warrant	AHV
1A - All	758
1B - Minor	324
2A - Major	434
2B - Cross	194

Warrant 1 - Minimum Vehicular Volume

1A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	All Approaches	480	720	600	900	
		% Fulfilled				105.3%

1B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Minor Street Approaches	120	170	120	170	
		% Fulfilled				190.6%

Warrant 2 - Delay To Cross Traffic

2A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Major Street Approaches	480	720	600	900	
		% Fulfilled				60.3%

2B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Traffic Crossing Major Street	50	75	50	75	
		% Fulfilled				258.3%

Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: 2034 Total
Municipality: Southgate/Grey

Project number: 230576

Major Street: Grey Road 9
Minor Street: Ida Street

North/South?: N

Number of Approach Lanes: 1
Tee Intersection? N
Flow Conditions: Restricted
PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	Yes	Case 2: Signal might be warranted
		Case 3: Signal warrant is unlikely

Time Period	Major Street Grey Road 9						Minor Street Ida Street						Peds Crossing
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Peak Hour	38	155	326	121	181	25	165	52	75	31	148	78	
PM Peak Hour	82	238	216	83	215	22	358	150	134	15	60	53	
average Hourly Volume	30	98	136	51	99	12	131	51	52	12	52	33	0

Warrant	AHV
1A - All	755
1B - Minor	330
2A - Major	426
2B - Cross	194

Warrant 1 - Minimum Vehicular Volume

1A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	All Approaches	480	720	600	900	755
					% Fulfilled	104.9%

1B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Minor Street Approaches	120	170	120	170	330
					% Fulfilled	194.0%

Warrant 2 - Delay To Cross Traffic

2A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Major Street Approaches	480	720	600	900	426
					% Fulfilled	59.1%

2B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Traffic Crossing Major Street	50	75	50	75	194
					% Fulfilled	259.0%

Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: 2039 Total
Municipality: Southgate/Grey

Project number: 230576

Major Street: Grey Road 9
Minor Street: Ida Street

North/South?: N

Number of Approach Lanes: 1
Tee Intersection? N
Flow Conditions: Restricted

PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	Yes	Case 2: Signal might be warranted
		Case 3: Signal warrant is unlikely

Time Period	Major Street Grey Road 9						Minor Street Ida Street						Peds Crossing
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Peak Hour	39	166	334	124	189	27	171	55	79	33	151	79	
PM Peak Hour	83	250	223	87	228	23	366	154	142	16	62	54	
Average Hourly Volume	31	104	139	53	104	13	134	52	55	12	53	33	0

Warrant	AHV
1A - All	784
1B - Minor	341
2A - Major	443
2B - Cross	200

Warrant 1 - Minimum Vehicular Volume

1A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	All Approaches	480	720	600	900	784
		% Fulfilled				108.9%

1B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Minor Street Approaches	120	170	120	170	341
		% Fulfilled				200.3%

Warrant 2 - Delay To Cross Traffic

2A	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Major Street Approaches	480	720	600	900	443
		% Fulfilled				61.6%

2B	Approach Lanes	1		2 or more		Average Hourly Volume
	Flow Conditions	Free	Restricted	Free	Restricted	
			X			
	Traffic Crossing Major Street	50	75	50	75	200
		% Fulfilled				266.3%

Appendix C

Pre-Study Correspondence



From: [Jim Ellis](#)
To: [Maddison Murch](#)
Cc: [Matt Brouwer](#)
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation
Date: September 25, 2024 2:57:40 PM
Attachments: [image005.jpg](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.jpg](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)

Hi Maddison

It appears as I have not been circulated with some of these emails. David Smith has not been with the Township for sometime now, so the messages are not getting through to me.

The Township was exploring if a roundabout could be considered at the Grey 9 & Ida intersection, it does have some limitations with the residential driveways in close proximity of a roundabout at the east side of the intersection. There is a possibility of shifting with the Flato lands on the northwest corner and limitations on the southwest corner which would involve acquiring lands from the Wesleyan Church. Without more detail we are not sure if this is possible.

Definitely we would support & recommend the speed reduction to 40 km/h as indicated.

Eco Parkway Phase 2 is slated to begin construction next year continuing from the current road out to Hwy 10. This is being designed and built at the County standards if in the future they may consider taking this roadway connecting Hwy 10 to the Main & Ida connection.

The intersection should also be considered for turn lanes and if traffic signalization is warranted if the roundabout cannot meet design within the lands available.

It was noted at the County planning meeting last week if roundabout could handle the tractor trailers and wide farm machinery travelling through.

Regards

jim

Jim Ellis, CRS S, Dipl. M.M.
Public Works Manager
jellis@southgate.ca



Township of Southgate
185667 Grey Road 9
RR #1
Dundalk, ON N0C 1B0
1-888-560-6607 x 250
Fax 519-923-9262



From: Maddison Murch [REDACTED]
Sent: Wednesday, September 25, 2024 1:55 PM
To: David Smith [REDACTED]
Cc: Jim Ellis <jellis@southgate.ca>; Matt Brouwer [REDACTED]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Hi David,

I'm just following up to see if the Township has any comments on our TIS scope of work (see below).

Regards,

Maddison Murch, P.Eng.
Transportation Engineer



Paradigm is operating on a 4-day workweek. Our offices are closed Fridays.

From: Trevor Ireton <[REDACTED]>
Sent: September 9, 2024 7:28 AM
To: Maddison Murch [REDACTED]
Cc: Matt Brouwer <[REDACTED]>
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Hello Maddison,

The County accepts the noted changes in scope for this work. We will leave Southgate to provide their acceptance on their behalf.

One note regarding the roundabout. There has been some brief discussion regarding the potential for a roundabout at this location. This is being led by the Township. There are still only preliminary talks so nothing is known at this time.

Regards,

Trevor Ireton, P.Eng.
Engineering Manager



From: Maddison Murch [REDACTED]
Sent: Wednesday, September 4, 2024 1:53 PM
To: Trevor Ireton [REDACTED]
Cc: Matt Brouwer [REDACTED]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

[EXTERNAL EMAIL]

Hi Trevor and David,

In January, we were in contact with the County regarding the TIS scope of work for a proposed development in Dundalk on the east side Ida Street between Hanbury St and Eco Parkway. We did not complete the TIS at that time as a new concept was being prepared.

A new concept has since been prepared, see attached. We are reaching out to both the County and Township to confirm the TIS scope of work since its been a while since our last correspondence.

Our proposed scope of work generally remains the same as below, with the following changes/additions:

- Other Area Developments:
 - GlenElg Phase 2 and 3
 - White Rose Phase 3
 - Ida Street Development (northwest corner of Ida Street and Grey Road 9)
- Background roadway improvements:
 - We have a copy of the Industrial Access Road (Grey Road 9 and Ida Street) TIS completed for the Township in June 2017. During our original correspondence, there was no mention of the new access road. We just want to confirm if this project will be moving forward and if you are aware of the timing of this project. It also appears that a Class EA was prepared for the access road. Are you able to provide us with a copy of this document?
 - During our original correspondence, the county mentioned a potential future roundabout at Ida Street and Grey Road 9. We just want to confirm if theres been any updates on the status if these improvements. Is this still unknown at this time?

Please let us know if you have any questions or comments.

Regards,

Maddison Murch, P.Eng.
Transportation Engineer



From: Stephanie Lacey-Avon [REDACTED]
Sent: January 24, 2024 8:39 AM
To: Maddison Murch [REDACTED]; Trevor Ireton [REDACTED]
Cc: Matt Brouwer [REDACTED] Becky Hillyer [REDACTED]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Thanks for letting me know, it seems we're having some difficulties with our website at the moment.
Here you go - [05. Glenelg Phase 3 TIS - Crozier - August 2022.pdf](#)

Stephanie Lacey-Avon
Senior Planner

[REDACTED]



From: Maddison Murch [REDACTED]
Sent: Wednesday, January 24, 2024 8:24 AM
To: Stephanie Lacey-Avon [REDACTED]; Trevor Ireton [REDACTED]
Cc: Matt Brouwer [REDACTED] Becky Hillyer [REDACTED]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

[EXTERNAL EMAIL]

Thanks Trevor and Stephanie for the responses.

Stephanie, the traffic impact study link on the County's website seems to be broken. Are you able to send the study pdf via email?

Regards,

Maddison Murch, P.Eng.
Transportation Engineer



[REDACTED]

From: Stephanie Lacey-Avon [REDACTED]
Sent: Tuesday, January 23, 2024 7:00 AM
To: Trevor Ireton <[REDACTED]>; Maddison Murch [REDACTED]
Cc: Matt Brouwer <[REDACTED]> Becky Hillyer [REDACTED]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Hi Maddison,

I apologize for the delay, you can view active planning applications in the Township of Southgate on the County's website here: <https://www.grey.ca/government/land-use-planning/active-development>. More specifically, Glenelg – Phase 3 Plan of Subdivision will be one that you'll want to review their TIS. You can access this information all on our website via the link provided. Please let me know if you have any further questions. Thank you,



Stephanie Lacey-Avon
Senior Planner

[Redacted contact information]



From: Trevor Ireton [Redacted]
Sent: Thursday, January 18, 2024 9:22 AM
To: Maddison Murch [Redacted] Stephanie Lacey-Avon [Redacted]
Cc: Matt Brouwer [Redacted] Becky Hillyer [Redacted]
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Hello Maddison,

The terms of reference in general look good from Transportation Services perspective.

I do want to note some upcoming road reconstruction work on Grey Road 9 in 2026. We will be reconstructing Grey Road 9 including the underground infrastructure from Ida Street to Proton Street.

We are also aware that the Township of Southgate has been investigating a potential future roundabout at Ida Street and Grey Road 9. This is not a certainty but it is something that has been suggested.

In terms of growth rate and other area developments, I will leave that up to our planning team to fill in accordingly.

If you have any follow up questions or concerns, please let me know.

Thanks,

Trevor Ireton
Engineering Manager

[REDACTED]



From: Maddison Murch <[REDACTED]>
Sent: Wednesday, January 17, 2024 10:53 AM
To: Stephanie Lacey-Avon <[REDACTED]> Trevor Ireton <[REDACTED]>
Cc: Matt Brouwer <[REDACTED]> Becky Hillyer <[REDACTED]>
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

[EXTERNAL EMAIL]

Hi Stephanie,

Happy new year!

Thank you for the confirmation email, I'm just checking in on the status of the TIS scope of work review.

Regards,

Maddison Murch, P.Eng.
Transportation Engineer



[REDACTED]

From: Stephanie Lacey-Avon <[REDACTED]>
Sent: Thursday, December 21, 2023 9:39 AM
To: Maddison Murch <[REDACTED]>; Trevor Ireton <[REDACTED]>
Cc: Matt Brouwer <[REDACTED]> Becky Hillyer <[REDACTED]>
Subject: RE: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

Hi Maddison,

Thank you for reaching out, we have circulated your request to the appropriate individuals at the County for their review. You can expect to hear back from the County within the first few weeks of the new year, confirming the scope of the ToR.

Have a great holiday!

Stephanie Lacey-Avon

Senior Planner

Phone: [REDACTED]



From: Maddison Murch [REDACTED]

Sent: Tuesday, December 19, 2023 9:16 AM

To: Stephanie Lacey-Avon <[REDACTED]> Trevor Ireton <[REDACTED]>

Cc: Matt Brouwer <[REDACTED]>

Subject: (230576) Grey Rd 9 & Ida St, Dundalk TIS Pre-Study Consultation

[EXTERNAL EMAIL]

Hi Stephanie and Trevor,

We have been retained to complete the Transportation Impact Study (TIS) for the proposed residential development on Ida Street between Hanbury Street and Eco Parkway (CON 2 SWTSR PT LOT 234). The development proposes 477 units with two road connections to Ida Street. A preliminary concept plan is attached.

Based on the above information, we have prepared the following scope of work for review/approval:

- Weekday AM and PM peak hours for analysis
- Study area intersections:
 - Grey Road 9 and Ida Street;
 - Grey Road 9 and Grey Road 8;
 - Two connections to Ida Street.
- Horizon Year: existing conditions, and five and ten years from full build-out.
- Background Growth Rate: 2% per annum, **please confirm**.
- Other Area Developments: **Please confirm and provide relevant TIS reports or site statistics.**
- Background roadway improvements: **Please confirm**
- Trip Generation: ITE Trip Generation Manual 11th Edition
- Trip Distribution: Existing conditions
- Review of internal road length without a secondary access.

Please let us know if you have any comments or questions.

Regards,

Maddison Murch, P.Eng.

Transportation Engineer

Paradigm Transportation Solutions Limited



Holiday Office Closure: Friday 2023-12-22 through 2024-01-01



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