



January 09, 2024

Mr. David Hill

Beachcroft Investments Inc.
6-20 Cachet woods Court
Markham, ON
L6C 3G1

**Re: Traffic Addendum Letter
Proposed Residential Subdivision
63 and 63A Trafalgar Road (Wellington Road 24),
Town of Erin, County of Wellington
File Number: 23T-23003, OP23-01, Z23-02**

On behalf of Beachcroft Investments Inc., CGE Consulting hereby acknowledges the comments received from the Town and peer reviewers concerning our first Transportation Study submission.

Accompanying this addendum letter is the REVISED/second edition of the Transportation Study, addressing the feedback received on our first submission. This revision includes the latest draft plan of subdivision, dated November 14th, 2023. The updated plan proposes 376 single-family detached homes (inclusive of a heritage house) and 286 units of low-rise multifamily housing, for a total of 662 residential units.

The Draft Plan of Subdivision also designates certain lands for future development. Notably, blocks 423 and 424 are under consideration for potential development as low-rise senior housing, with an estimated 75 low-rise senior townhouse units in block 423 and 188 senior mixed-use apartment units in block 424. Discussions with the property owner suggest that the development timeline for these future blocks extends beyond the scope of this current study. However, in response to feedback received during the initial submission, the anticipated traffic generated by these future blocks has been included for a conservative analysis.

The updated Draft Plan of Subdivision is included in **Appendix A**.

REVIEW COMMENTS:

Comment 1: The Town's Engineering Department will confirm if the Spruce Street and Currie Street need to be included in the traffic volume assessment.

Response:

The proposed development includes five external access points. These include connections to Spruce Street via Street "3" and to Currie Drive via Street "4". The draft

conceptual plan suggests that the access points on both Spruce Street and Currie Drive will cater to a relatively low number of units and are situated near other major access points. Given their proximity, it is anticipated that the traffic volume at these points would be low, potentially less than 10 vehicles per hour.

Comment 2: The Town of Erin is in a unique position of having the majority of its future growth already known and forecasted by the Town. Confirm all identified subdivision growth within the Hillsburgh Urban Area is being utilized in the formulation of the Traffic Impact Study findings.

Response: As of December 2023, the Regions and Towns Planning Website, beyond the seven background developments already incorporated into the REVISED transportation study, does not list any further anticipated developments in the Hillsburgh Urban Area that could potentially affect traffic in the study area.

Comment 3: Staff would like to include the evaluation of a traffic signal at Station Street and Market Street, as the Traffic Impact Study does not appear to consider the desire for the community on the west side of Trafalgar to access the school lands or other amenities such as parkland and future community facilities at Barbour Field.

Response: The REVISED transportation study includes a signal warrant analysis at the intersections of Trafalgar Road (Wellington Road 24) with Market Street/Street '16' and Trafalgar Road (Wellington Road 24) with Station Street/Street '2'. The analysis indicates that a traffic signal is not warranted at these locations.

Comment 4: The study states that the posted speed limit on Wellington Road 22 east of Wellington Road 24 is 70 km/h, but a review of Google Streetview (April 2022) shows it is posted at 80 km/h. This would have an impact on the actual design speed used for any exclusive turn lanes.

Response: Noted. The REVISED transportation study has been updated to include a posted speed limit of 80 km/h on Wellington Road 22, east of Trafalgar Road (Wellington Road 24).

Comment 5: The study also considers a separate TIS that was completed in November 2021. It should be noted that this separate TIS has been revised several times in 2022 and 2023 based on changes to the concept plan as well as based on comments from various governing agencies.

Response: Noted. The REVISED transportation study has been updated to reflect the most recent version of the background study TIS.

Comment 6: The study did not provide a figure showing how the background development trips were assigned through the Study Area. The study also has relied on a separate TIS that was completed in November 2021. It should be noted that this separate TIS has been revised several times in 2022 and 2023 due to changes to the concept plan as well as based on comments from various governing agencies.

Response: Noted. The REVISED transportation study now includes figures showing trips from each background development as assigned through the study area. Additionally, it incorporates trips from the most recent versions of the background study's TIS.

Comment 7: The study did not consider a large mixed-use block within the subject subdivision as the specific uses and timeline have not been determined.

Response: Discussions with the property owner indicate that the development timeline for the future blocks extends beyond the scope of this current study. However, for a more conservative analysis, the REVISED transportation study includes estimated trips from these future blocks. Notably, blocks 423 and 424 are being considered for potential development as low-rise senior housing. This development could include an estimated 75 low-rise senior townhouse units in block 423, and 188 senior mixed-use apartment units in block 424.

Comment 8: The study references 445 single family homes and 353 townhouse dwellings in the paragraph but shows a slightly different number of dwelling units in Table 1 (i.e., 443 single family homes and 357 townhouse dwellings). However, the trip generation calculations as found in Table 1 were based on 443 single family homes and 357 townhouse dwellings and were found to be calculated correctly.

Response: Noted. The REVISED transportation study incorporates an updated draft plan of subdivision, which features 376 single-family detached homes (including a heritage house) and 286 units of low-rise multifamily housing, amounting to a total of 662 residential units. Additionally, for a more comprehensive analysis, the updated study also accounts for 75 low-rise senior townhouse units and 188 senior mixed-use apartment units.

Comment 9: The trip distribution considers that 35% of site trips will be distributed to the north on Wellington Road 24, 35% to the south on Wellington Road 24, 15% east on Wellington Road 22 and 15% west on Wellington Road 22. When considering the existing traffic volumes, the locations of other communities surrounding Hillsburgh and the surrounding County Road network, it would be anticipated that the majority of trips would likely head to/from the east and south, rather than to the west and north so some volumes may be over or under representative. The existing traffic volumes clearly show there is a peak direction of traffic, going to the south and east during the AM and then returning in a northbound and westbound manner in the PM.

Response: Noted. The trip distribution has been updated in the REVISED transportation study.

Comment 10: The study does not comment on how trips were assigned through the specific Study Area intersections and simply goes right to Figure 4.

Response: Trips were to the proposed access points, taking into account the trip distribution patterns, the location of these access points, and the density of development.

Comment 11: The traffic volumes as shown in Figure 4 are lower than what has been calculated in Table 1. In the AM peak hour, Figure 4 shows 418 site-generated trip volumes (five fewer) while in the PM peak hour, 563 site-generated trip volumes (16 fewer). The missing trips may have been assumed to use the internal roadways located north of the subject site (Street 3 and Street 4) although this is not documented in the report.

Response: The REVISED transportation study presents a site trips diagram, detailing the assignment of trips among the five access points, including access connections to Spruce Street via Street '3' and to Currie Drive via Street '4'. It's important to note that, owing to the percentage-based method of trip assignment, a normal rounding variation of plus or minus one trip per access point is commonly observed.

Comment 12: The study finds that right-turn only lanes are warranted at two intersections based on an hourly threshold of 60 vehicles per hours during the design hour although the study states the right-turn lanes are not actually warranted based on capacity analysis. However, since at the two county road intersections, the percentage of right-run volume is projected to be more than 10%, it is recommended that right-turn only lanes are constructed at these locations regardless of capacity analysis, as the approach lane is free-flow at these intersections, although the recommendations may be changed at some intersections dependent on the revisions to the trip distribution and assignment calculations.

Response: Noted. The REVISED transportation study recommends the construction of right-turn lanes at locations where they are warranted.

Comment 13: The study finds that left-turn only lanes are warranted at a number of intersections based on the left-turn lane warrants and nomographs. However, the nomographs and design speeds for each intersection aren't provided within the study or as an appendix. However, the study states the left-turn lanes aren't warranted based on capacity analysis. However, the results from the nomographs should determine whether or not left-turn lanes are warranted. Should they be found to be warranted, they should be constructed upfront. Left turn lanes not only provide additional lane capacity, they also improve traffic safety.

Response: Noted. The REVISED transportation study recommends the construction of left-turn lanes at locations where they are warranted. Graphs are included in the updated study.

Comment 14: Table 3's headings label "Full Build 2031 Volumes" twice, although it is has been confirmed that the bottom half of the table actually refers to the "Future Year 2036 volumes.

Response: Noted and revised.

Comment 15: The study doesn't identify the required storage length of any left-turn lanes where they have found to be warranted. The study does not note the design speed and

percentage of left-turn traffic volume assessed in each of the left-turn lane warrant analysis, noting these details would confirm the required storage lengths. The study should use a higher design speed on Wellington Road 22 as the posted speed limit here is 80 km/h.

Response Noted. The REVISED transportation study specifies recommended storage lengths for warranted left and right-turn lanes. Furthermore, it includes the percentage of left-turn volumes factored into the assessment and adopts a design speed that aligns with the posted 80 km/h speed limit on Wellington Road 22.

Comment 16: The first paragraph in this section notes the incorrect road names (2nd Line and Coles Crescent). It has been assumed this has been copied over from a separate study.

Response: Noted and revised.

Comment 17: Other than confirming the decision sightline is met at all four locations, the sightline distance review doesn't confirm just how much distance is available at the four locations. The study also does not appear to have completed any sight assessment in the field, and it is unclear how the assessment was conducted and verified.

Response: The REVISED transportation study includes a sightline analysis based on onsite observations, complemented by site photos to confirm the available sightlines.

Comment 18: Table 4 in the TIS notes the incorrect posted speed limit on Wellington Road 22 as it's currently posted as 80 km/h, as a result, the sightlines would need to be reassessed with a higher design speed.

Response: Noted and revised.

Comment 19: The study notes that the Wellington Road 22 and Wellington Road 24 has some capacity issues on the westbound approach during the AM peak hour during the total 2026 Traffic Conditions. The study notes that modified signal timing plans would improve intersection operations. However, no mitigation Synchro files showing how operations would improve were provided, nor did the study identify the need for any additional lanes at the intersection.

Response: The REVISED transportation study indicates that, under future 2031 conditions, the single-lane approaches for both eastbound and westbound traffic are expected to experience poor Level of Service (LOS), especially during the PM peak hour. Additionally, the queue length for the southbound left turn is noted to exceed the existing storage capacity. In response, the study recommends the construction of an eastbound left-turn lane with a storage length of 45 metres, a westbound left-turn lane with a storage length of 55 metres, and an extension of the southbound left-turn lane to 55 metres.

Comment 20: The study concludes that the subdivision can be constructed noting the only change being recommended is signal timing adjustments at the Wellington Road 22

and Wellington Road 24 intersection to improve operations, but did not recommend any additional lanes or adding any protected left-turn signal phases.

Response: The REVISED transportation study recommends several improvements to key intersections: a westbound right-turn lane and an eastbound left-turn lane with 30 metres storage at Wellington Road 22/East Collector Road; northbound right-turn and southbound left-turn lanes with 25 metres storage at Trafalgar Road (Wellington Road 24)/Market Street; a southbound left-turn lane with 40 metres storage at Trafalgar Road/Station Street; and at Wellington Road 22/Trafalgar Road, an eastbound left-turn lane with 45 metres storage, a westbound left-turn lane with 55 metres storage, and an extension of the southbound left-turn lane to 55 metres.

Comment 21: Trip generation projections for the mixed-use block should be built into the analysis, even if the projections are completed at a high-level. This would ensure the study's findings are more conservative.

Response: The REVISED transportation study incorporates estimated trips from future development blocks. Specifically, blocks 423 and 424 are under consideration for development as low-rise senior housing, potentially comprising 75 low-rise senior townhouse units in block 423 and 188 senior mixed-use apartment units in block 424.

Comment 22: The study needs to confirm the actual and specific number of units being developed within the residential subdivision.

Response: The REVISED transportation study incorporates an updated draft plan of subdivision, which features 376 single-family detached homes (including a heritage house) and 286 units of low-rise multifamily housing, amounting to a total of 662 residential units. Additionally, for a more conservative analysis, the updated study also accounts for 75 low-rise senior townhouse units and 188 senior mixed-use apartment units.

Comment 23: Revisions to the trip distribution and assignment calculations as it is anticipated more traffic will actually travel to/from the south and east compared to what was assumed. This is based on the current traffic volumes that are travelling during the AM and PM peak hours.

Response: The trip distribution has been updated in the REVISED transportation study.

Comment 24: Based on the revised future traffic volumes, confirm what left-turn and right-turn lanes are actually warranted at the various study area intersections along Wellington Road 22 and Wellington Road 24.

Response: The REVISED transportation study recommends key intersection improvements: a westbound right-turn lane and an eastbound left-turn lane at Wellington Road 22/East Collector Road; northbound right-turn and southbound left-turn lanes at Trafalgar Road (Wellington Road 24)/Market Street; a southbound left-turn lane at Trafalgar Road/Station Street; and at Wellington Road 22/Trafalgar Road, enhancements

include an eastbound left-turn lane, a westbound left-turn lane, and an extended southbound left-turn lane.

Comment 25: Where left-turn and right-turn lanes are found to be warranted at any existing or future intersections along Wellington Road 22 or Wellington Road 24, ensure they are designed and constructed with the required storage lengths, parallel lengths and taper lengths (as found in TAC's Geometric Design Guide).

Response: The REVISED transportation study recommends several improvements to key intersections: a westbound right-turn lane and an eastbound left-turn lane with 30 metres storage at Wellington Road 22/East Collector Road; northbound right-turn and southbound left-turn lanes with 25 metres storage at Trafalgar Road (Wellington Road 24)/Market Street; a southbound left-turn lane with 40 metres storage at Trafalgar Road/Station Street; and at Wellington Road 22/Trafalgar Road, an eastbound left-turn lane with 45 metres storage, a westbound left-turn lane with 55 metres storage, and an extension of the southbound left-turn lane to 55 metres.

Comment 26: Where left-turn lanes are being assessed in the study, identify the percentage of left-turn traffic volumes utilized in the warrant as well as the design speed, noting the design speed on Wellington Road 24 needs to be 50 km/h and on Wellington Road 22 should be 90 km/h.

Response: Noted. The REVISED transportation study accounts for the percentage of left-turn volumes in its assessment and used the recommended design speeds: 90 km/h on Wellington Road 22 and 50 km/h on Trafalgar Road (Wellington Road 24).

Comment 27: At the Wellington Road 22 and Wellington Road 24 signalized intersection, the recommended changes to signal timings to improve operations should be noted and highlighted in the study and associated Synchro reports as a mitigation scenario. The study should also identify if any additional lanes (i.e., a westbound left-turn lane and a northbound right-turn lane) should be introduced to improve operations, particularly on movements in where the subject subdivision may add a notable amount of traffic.

Response: The REVISED transportation study indicates that, under future 2031 conditions, the single-lane approaches for both eastbound and westbound traffic are expected to experience poor Level of Service (LOS), especially during the PM peak hour. Additionally, the queue length for the southbound left turn is noted to exceed the existing storage capacity. In response, the study recommends the construction of an eastbound left-turn lane with a storage length of 45 metres, a westbound left-turn lane with a storage length of 55 metres, and an extension of the southbound left-turn lane to 55 metres.

Comment 28: It was also noted that the submitted study was not stamped by a Professional Engineer, nor does it appear this subject study was scoped out with staff at the Town of Erin and/or Wellington County.

Response: The REVISED transportation study has been officially stamped.

Comment 29: A review of a student drop-off zone on Street 9 be provided as part of the detailed design.

Response: Street “9” is now shown in the updated draft plan of subdivision as no longer extending to the school, reflecting a change in the layout.

Comment 30: Plans be updated to include the proposed sidewalk layout and active transportation connections.

Response: Acknowledged. The internal function design study, along with the detailed design plans, will incorporate the proposed layout for sidewalks and the active transportation connections.

Comment 31: Details regarding the feasibility of the pedestrian connections through Open Space Blocks 523 and 524, including preliminary grading, are to be included prior to Draft Plan Approval.

Response: The latest revision of the subdivision plan excludes Open Space Blocks 523 and 524. A high-level preliminary and desktop analysis of the updated layout suggests that Open Space Blocks 441 and 442 do not appear to be impacted by grading issues, indicating their suitability for pedestrian connections. Detailed confirmation and additional information about pedestrian pathways will be provided in the forthcoming internal function design study.

Comment 32: An analysis of the pedestrian connectivity be included in the Transportation Assessment during detailed design.

Response: Acknowledged. The internal function design study, along with the detailed design plans, will incorporate an analysis of the pedestrian connectivity.

Comment 33: Typical cross-sections for all proposed streets are to be included in the detailed design.

Response: Acknowledged. The internal function design study, along with the detailed design plans, will include typical cross-sections for all proposed streets.

Comment 34: An updated TIS is to be provided for review.

Response: Noted. A **REVISED** transportation study has been completed.

Comment 35: Future background 2036 conditions should be included.

Response: This action is not considered necessary, as it is anticipated that Full Build conditions will be reached by 2031.

Comment 35: Future background 2036 conditions should be included.

Response: This action is not considered necessary, as it is anticipated that Full Build conditions will be reached by 2031.

Comment 35: Future background 2041 conditions and full build 2041 full build conditions should be included.

Response: In the context of the subject site peri-urban area, it is not recommended to conduct a traffic analysis for the year 2041. Projecting to 2041 poses a challenge in providing a meaningful and accurate traffic analysis. Over such an extensive timeframe, numerous variables and conditions affecting traffic are subject to change, making precise predictions difficult. Secondly, the accuracy of long-term projections becomes notably uncertain in an area with distinct characteristics. The unique attributes of the peri-urban environment introduce additional complexities, further diminishing the reliability of traffic forecasts for 2041. As a result, it is recommended to focus on nearer-term planning and assessments to ensure more practical and actionable decisions in the study area.

Comment 35: In Section 2.1, Existing Roadway Conditions, “Wellington Road 22 ... maintains a posted speed limit of 70 km/h east of Trafalgar Road (Wellington Road 24) and 80 km/h west of Trafalgar Road” should read “Wellington Road 22 ... maintains a posted speed limit of 80 km/h east of Trafalgar Road (Wellington Road 24) and 70 km/h west of Trafalgar Road.

Response: Noted and revised.

Comment 36: A map showing the specific background developments locations should be included.

Response: Noted. The REVISED transportation study includes a map showing the location of the background developments.

Comment 37: A figure showing the development volumes for each specific background development should be provided.

Response: Noted. The REVISED transportation study includes a figure showing the development volumes for each specific background development.

Comment 38: “Recreational Community Centre” land use (code 495 vs 411 “Public Park”) should be used for the Barbour Fields Sports Plex.

Response: The Barbour Field Multi-Use Community Centre conceptual plan notes that it is a public park with various facilities, such as ball fields, basketball courts, soccer fields, picnic areas, dog parks and ice pads covering approximately 66 acres.

The *ITE Trip Generation Manual, 11th Edition* describes Land Use: 495 Recreational Community Center as a stand-alone public facility, including and similar to YMCAs. Characterized by a diverse array of amenities, these centers typically feature adult and children's classes and clubs, day care or nursery schools, various social facilities

including meeting rooms, as well as recreational amenities like swimming pools, whirlpools, saunas, and courts for tennis, racquetball, handball, pickleball, basketball, and volleyball. They also offer outdoor athletic fields and courts, diverse exercise classes, equipment for weightlifting and gymnastics, locker rooms, and even a restaurant or snack bar. These centers are usually accessible to the public, often requiring a membership fee for usage.

In contrast, the conceptual plan for Barbour Field Multi-Use depicts it not as a Recreational Community Center as outlined by ITE, but rather as a Public Park. Managed and operated by a municipal agency, this park is planned to include facilities like ball fields, soccer fields, campsites, and picnic areas. The usage of these individual sites is expected to vary significantly, influenced by the diverse range of facilities and local conditions, including seasonal weather variations.

Comment 39: In Section 3.4, Site Trip Generation, for the townhouse units, land use "Single Family Attached Housing" Code 215 should be used instead of land use code 220.

Response: In the context of the proposed housing development, the application of the "Single Family Attached Housing" Code 215 for the townhouse component results in an estimated 143 vehicle trips during the AM peak hour and 168 trips in the PM peak hour. In contrast, if the "Multi-Family (Low-Rise)" Code 220 is applied, the estimated traffic is slightly lower, with 112 trips in the AM peak hour and 144 trips in the PM peak hour. Despite these differences, the variation in traffic impact is considered negligible for this scale of analysis. This assessment takes into account the overall size and scope of the development, which includes not only the townhouses but also an additional 376 detached units and 263 senior residences. Moreover, the development is designed with five access points, which helps in distributing the traffic more evenly. This dispersion of traffic flow reduces the potential impact of the small differences in trip generation between the two housing codes, suggesting that either code could be applicable without significantly affecting the overall traffic patterns in the area.

Comment 39: In Section 3.5, Trip Distribution, based on the existing traffic pattern on Trafalgar Road (i.e., more traffic traveling to the south during the AM peak hour and more traffic returning from the south during the PM peak hour) and on Wellington Road 22, the site trip distribution should be as follows:

- 20% to/from the north on Trafalgar Road rather than 35%
- 50% to/from the south on Trafalgar Road rather than 35%
- 18% to/from the east on Wellington Road 22 rather than 15%
- 12% to/from the west on Wellington Road 22 rather than 15%.

Response: The REVISED transportation study presents several key updates to the traffic patterns and distributions. Notably, it now differentiates between the AM and PM peak hours, reflecting distinct traffic behaviors and volumes during these times. Additionally, the study has been adjusted to include a small percentage of trips to and from Station Street. This inclusion accounts for alternative routes used by residents to/from west of the site. Existing traffic volumes show that during both peak hours, the traffic volumes to and from the south on Trafalgar Road (Wellington Road 24) do not exceed 35%.

Comment 40: Table 3, where a left turn lane is warranted, a left turn lane storage length should also be included.

Response: The REVISED transportation study recommends the construction of left-turn lanes at locations where they are warranted and proposed a storage length for each.

Comment 41: Given the higher speed limit and rural cross-section on Wellington Road 22, the warranted eastbound left turn lane on Wellington Road 22 at the East Collector Road should be recommended.

Response: The REVISED transportation study shows that both an eastbound left-turn lane and a westbound right-turn lane are warranted at the intersection of Wellington Road 22 and the proposed East Collector Road. The study recommends the construction of these lanes.

Comment 42: In Section 4.3, Intersection/Decision Sight Distance, the posted speed on Wellington Road 22 east of Trafalgar Road is 80 km/h. Therefore, the design speed should be 100 km/h (posted speed limit + 20 km/h for higher speed roads). The required site distance should be revised.

Response: The peer reviewer (Dillon Consulting) comments and feedback note that the design speed on Wellington Road 24 needs to be 50 km/h and on Wellington Road 22 should be 90 km/h. This design speed calculation (posted speed limit + 10 km/h) aligns with standard industry practice and has been incorporated in the REVISED transportation study.

Comment 43: In Section 6.1.1, Wellington Road 22 & Trafalgar Road (Wellington Road 24), the 95th percentile queue lengths should be compared with the existing left turn lane storage lengths to identify if the future queue lengths can be accommodated by the existing turn lane lengths.

Response: A review of the existing northbound and southbound left-turn lanes at the intersection of Wellington Road 22 and Trafalgar Road (Wellington Road 24) against future year conditions shows that the southbound left-turn lane is anticipated to exceed the current storage length. The REVISED study recommends extending this lane's storage length to 55 meters to accommodate anticipated future traffic demands.

Comment 44: The transportation study should include discussion on the pedestrian connectivity, including the safe route to school, associated with the collector road (Street "1") crossings.

Response: A review of the pedestrian connectivity will be provided in the internal function design study, along with the detailed design plans.

Comment 45: In summary, an addendum to report should be prepared to address the Transportation Study comments.

Response: Noted. This addendum report is accompanying a REVISED transportation study.

We trust the above satisfactorily addresses the Region's and Town's concerns, should you have any questions please feel free to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING

A handwritten signature in blue ink, appearing to read 'Casey Ge', is positioned above the typed name.

Casey Ge, P.Eng.
President

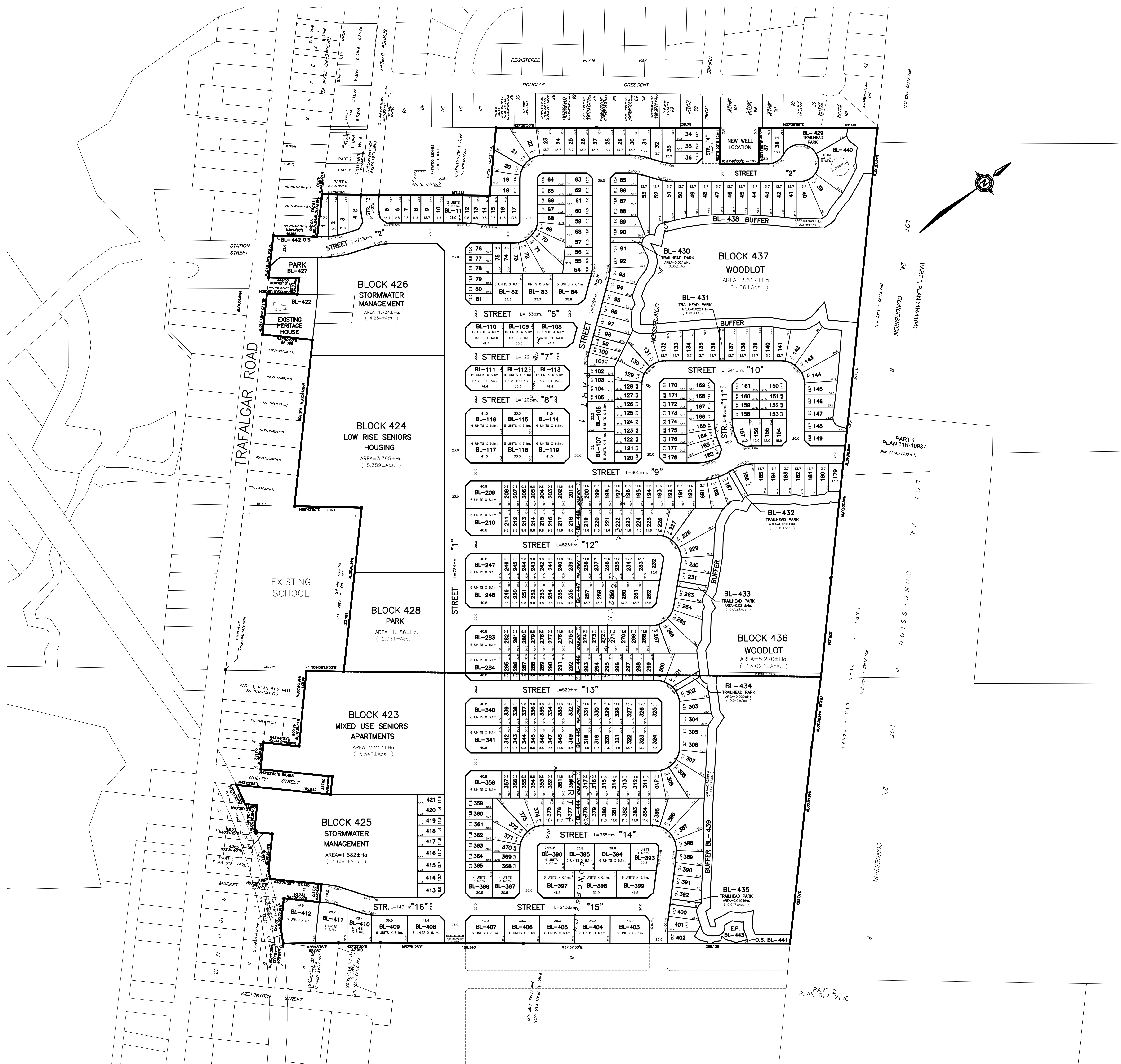
APPENDIX A: Draft Plan of Subdivision

Appendix A:

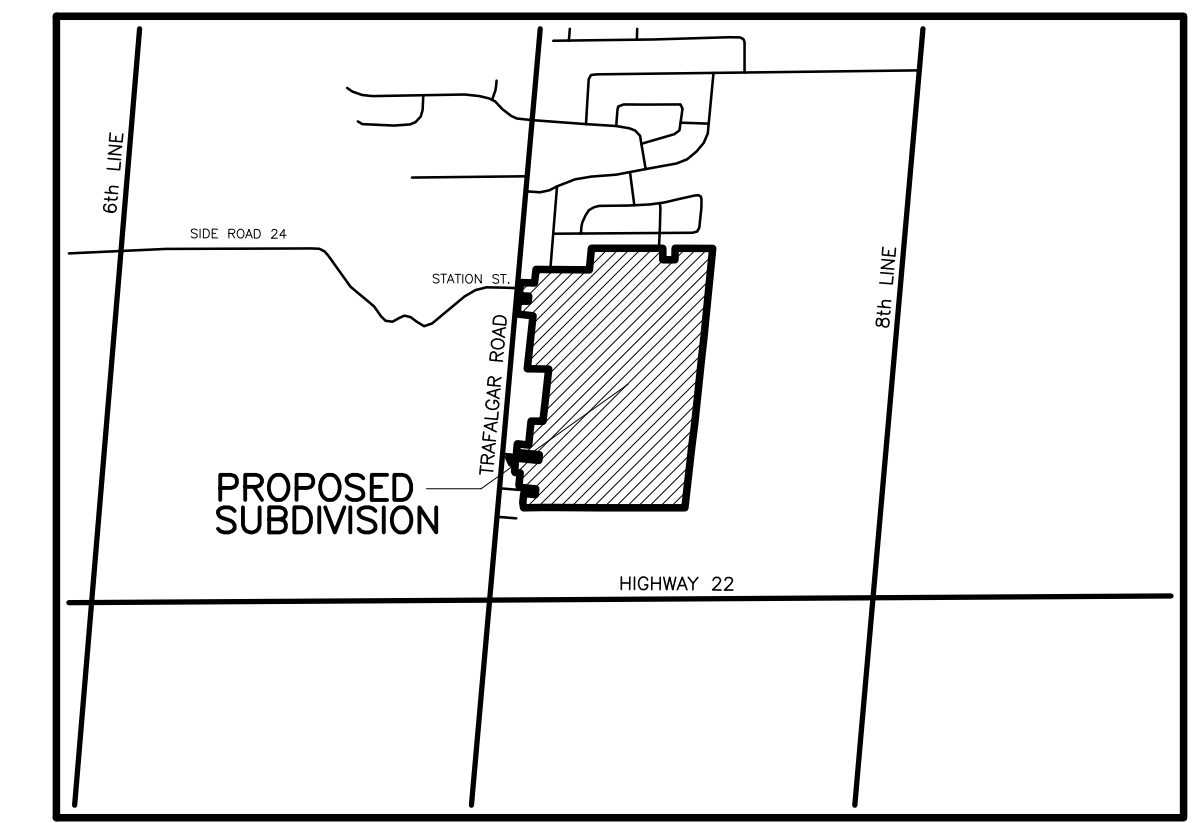
DRAFT PLAN OF SUBDIVISION

DRAFT PLAN OF SUBDIVISION
 PART OF LOTS 23 AND 24, CONCESSION 8
 (GEOGRAPHICAL TOWNSHIP OF ERIN)
 PART OF LOTS 11 & 12 EAST OF MARKET STREET, PART OF LOT 14
 ALL OF LOTS 15 & 16 WEST OF MARKET STREET, PART OF LOTS 4
 AND 17, ALL OF LOTS 18, 19 AND 20, EAST OF GUELPH STREET,
 PART OF LOTS 21 & 22, ALL OF LOTS 23 & 24, WEST OF
 GUELPH STREET, REGISTERED PLAN 95
 (FORMERLY VILLAGE OF HILLSBURGH)
 NOW IN THE TOWN OF ERIN
 COUNTY OF WELLINGTON

SCALE 1:2000



DRAFT PLAN 23T-



KEY PLAN

SECTION 51, PLANNING ACT,
 ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE -----, 2023

RAYMOND J. SIBTHORP
 OLS, OLP, B.Sc.

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF ERIN FOR APPROVAL.

OWNER

BEACHCROFT INVESTMENTS INC.

C/O
 BALLANTRAY HOMES
 20 CACHET WOODS COURT
 SUITE 6, MARKHAM ONTARIO
 L6C 3G1

DAVID HILL
 PRESIDENT

TOTAL AREA OF LAND TO BE SUBDIVIDED = 52.272±Ha. (129.166±Acres)

SCHEDULE OF LAND USE

DETACHED DWELLINGS	BLOCKS	LOTS	UNITS	±Ha.	±Acres.
LOTS 9, 21-34, 37-53, 91-97, 131-149, 154, 179-189, 228-234, 257-266, 300-308, 322-327, 386-392, 400-402, and 413-416 MIN. LOT FRONTAGE=13.7m. MIN. LOT AREA=417.8sq.m.		116	116	6.002	14.831
LOTS 3-4, 8, 10, 16-20, 35-36, 57-65, 78-79, 85-90, 98, 129-130, 150, 155-157, 161, 167-170, 190-202, 217-227, 235-240, 255-256, 267-271, 275-276, 291-299, 309-315, 318-321, 328-333, 348-351, 359-364, 373-377, 380-385 and 417-421 MIN. LOT FRONTAGE=11.6m. MIN. LOT AREA=353.8sq.m.		131	131	5.110	12.627
LOTS 1-2, 5-7, 12-15, 54-56, 66-77, 80-81, 99-105, 120-128, 151-153, 158-160, 162-166, 171-178, 203-208, 211-216, 241-246, 249-254, 272-274, 277-282, 285-290, 316-317, 334-339, 342-347, 352-357, 365, 368-372 and 378-379 MIN. LOT FRONTAGE=9.8m. MIN. LOT AREA=298.9sq.m.		128	128	4.170	10.304
STREET TOWNHOUSE DWELLINGS					
BLOCKS 11, 82-84, 106-107, 114-119, 209-210, 247-248, 283-284, 340-341, 358, 366-367, 393-399 and 403-412 MIN. UNIT FRONTAGE = 6.1m.	40	218	4.734	11.699	
BACK TO BACK TOWNHOUSE DWELLINGS					
BLOCKS 108-113 MIN. UNIT FRONTAGE = 6.1m.	6	68	0.654	1.616	
EXISTING HERITAGE HOUSE					
LOT 422		1	1	0.276	0.682
SUBTOTAL	46	376	662	20.946	51.759
BLOCK 423 - MIXED USE SENIORS HOUSING	1		2.243	5.542	
BLOCK 424 - LOW RISE SENIORS HOUSING	1		3.395	8.389	
BLOCKS 425-426 - STORM WATER MANAGEMENT	2		3.616	8.935	
BLOCKS 427-428 - PARK	2		1.343	3.319	
BLOCKS 429-435 - TRAILHEAD PARK	7		0.265	0.655	
BLOCKS 436-437 - WOODLOT	2		7.887	19.488	
BLOCKS 438-439 - BUFFER	2		1.702	4.206	
BLOCK 440 - FUTURE WATER TOWER	1		0.191	0.472	
BLOCKS 441-442 - OPEN SPACE	2		0.016	0.040	
BLOCK 443 - ENVIRONMENTAL PROTECTION	1		0.074	0.183	
BLOCKS 444-448 - WALKWAY	5		0.183	0.452	
STREETS			10.411	25.726	
23.0m. WIDE TOTAL LENGTH=1003.6m. AREA= 2,307.8sq.m.					
20.0m. WIDE TOTAL LENGTH=4052.8m. AREA= 8,104.8sq.m.					
TOTAL LENGTH=5056.4m. AREA=10,412.6sq.m.					
TOTAL	72	376	662	52.272	129.166

NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
 NOTE - @ SPECIAL DESIGN UNITS



PROJECT No. P-3304

SCALE 1:2000 NOV 14, 2023
 (3304-DES12) X-REF: (3304MAS & 3304MTOPO)

DWG. No. - 23:2

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