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March 31, 2022
File: 160900954.208

Attention: Steve Lennox
3060 Concession Road 7
Pickering, ON L1Y 1C4

Dear Mr. Lennox,

**Reference: Traffic Brief Peer Review for the Proposed Commercial Cabins - 16 Fire Route 94A,
Municipality of Trent Lakes, Peterborough County, Ontario**

Stantec Consulting Ltd. (Stantec) is pleased to provide the Municipality of Trent Lakes (the “Client”) with this peer review of the following document:

Engineering Services for Traffic Brief (Letter), Proposed Commercial Cabins, 16 Fire Route 94A, Municipality of Trent Lakes, Peterborough County, Project No.: 20-85099, dated March 15, 2021, prepared by D.M.Wills Associates Limited (“Wills”) (herein referred to as the “Traffic Brief”).

The purpose of the peer review is to provide a review of the methodology, technical analysis, findings, and recommendations presented in the Traffic Brief.

TRAFFIC BRIEF SUMMARY

The following is a summary of the information presented in the Traffic Brief:

- The Traffic Brief was conducted in support of an application for a Zoning Bylaw Amendment (“ZBA”) for the property located at 16 Fire Route 94A (a private road), Municipality of Trent Lakes, Peterborough County, Ontario (herein referred to as the “Site”). The site is zoned as Shoreline Residential Private Access (SR-PA).
- The proposed site includes a private 2-storey residence and five (5) 2-storey commercial cottage buildings to be rented out to the public.
- The existing Fire Route 94A is a dead-end fire route that ends within the site with a speed limit of 50km/h. The site is located about 4km to the south of Peterborough County Road 36 and on the northeast corner of Pigeon Lake.
- Currently, the site has multiple existing cabins with surrounding commercial and residential land uses (mainly cottages).
- Based on the Institute of Transportation Engineers (“ITE”)’s Trip Generation Manual 8th Edition, the proposed site will generate:

Reference: Traffic Brief Peer Review for the Proposed Commercial Cabins - 16 Fire Route 94A, Municipality of Trent Lakes, Peterborough County, Ontario

- 2 trips during the AM peak hour and 4 trips during the PM peak hour of the adjacent street traffic)
- 3 trips during the AM peak hour and 4 trips during the PM peak hour of the Generator
- The impact due to the site-generated trips on the traffic operation of Fire Route 94 A or the adjacent road network will be negligible.
- No sightline and geometry issues were identified at the intersection of FR 94 and FR 94A.
- A turn lane warrant was not undertaken at the Nichols Cove Road and County Road 36 intersection due to low site-generated trips.

COMMENTS

After reviewing the Traffic Brief, Stantec generally concurs with the Traffic Brief findings that no significant potential traffic-related concerns, which may adversely impact the Site, were identified. However, some minor issues in the Traffic Brief were listed below and future update based on them was recommended:

- An old version of the ITE Trip Generation Manual 8th Edition was used in the Traffic Brief. Based on the latest ITE Trip Generation Manual 11th Edition, both the Land Use 260 – Recreational Homes and the Land Use 210 – Single-Family Detached Housing have different trip generation rates and splits compared to the results shown in Table 1 and Table 2. Specifically:
 - Land Use 260:
 - Trip Generation Rates during the Peak Hours of the Adjacent Street Traffic – AM Peak: average rate: 0.22, entering: 55%, exiting: 45%; PM Peak: average rate: 0.29, entering: 46%, exiting: 54%
 - Trip Generation Rates during the Peak Hours of the Generator – AM Peak: average rate: 0.30, entering: 46%, exiting: 54%; PM Peak: average rate: 0.32, entering: 47%, exiting: 53%
 - Land Use 210:
 - Trip Generation Rates during the Peak Hours of the Adjacent Street Traffic – AM Peak: average rate: 0.70, entering: 26%, exiting: 74%; PM Peak: average rate: 0.94, entering: 63%, exiting: 37%
 - Trip Generation Rates during the Peak Hours of the Generator – AM Peak: average rate: 0.75, entering: 26%, exiting: 74%; PM Peak: average rate: 0.99, entering: 64%, exiting: 36%

It is recommended to update these two tables and the corresponding Table 3 and Table 4 if the results of the generated new trips are changed. We also recommend calculating the weekend trips and adding them to the Traffic Brief as it is expected that the majority of the trips to the site will occur during the weekends.

Reference: Traffic Brief Peer Review for the Proposed Commercial Cabins - 16 Fire Route 94A, Municipality of Trent Lakes, Peterborough County, Ontario

- In Table 4, the recreational home dwelling unit number should be 5, instead of 1.
- Based on the site plan, there are 10 existing cottages on site. The existing trips generated by these buildings should be considered and included in the Traffic Brief to see if there will be total traffic addition or traffic reduction by replacing them with the new 5 residential and commercial buildings.

CLOSURE

This document was prepared by Stantec Consulting Ltd. ("Stantec") for the Municipality of Trent Lakes (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document. This report should not be construed as legal advice.

Should additional information become available which differs significantly from our understanding of conditions presented in this report, Stantec specifically disclaims any responsibility to update the conclusions in this report.

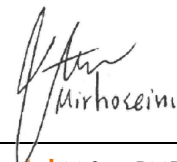
We trust that this review meets your requirements. Please do not hesitate to contact the undersigned should you have any questions or comments.

Regards,

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