



COMMITTEE OF ADJUSTMENT/PLANNING ADVISORY COMMITTEE  
MEETING JULY 23, 2013 @ 6:00 PM

AGENDA

LOCATION: TOWN ADMINISTRATION OFFICE, 2<sup>ND</sup> FLOOR, 30 KING STREET EAST, GANANOQUE

WELCOME:

A) HEALTH, SAFETY, & WELLNESS:

B) DECLARATION OF PECUNIARY INTERESTS:

C) MINUTES OF PREVIOUS MEETING: Adoption of the Committee's minutes of the previous meeting.  
✦ COA/PAC JUNE 11, 2013

D) DEVELOPMENT PERMIT:

✦ DP2013-1      Brown Hospitality  
                         50 Main Street/Vacant Land

✦ DP2013-3      1556022 Ontario Inc. (Gill)  
                         665 King Street West

E) CONTINUING BUSINESS/NEW BUSINESS:

✦ Update from Minutes of June 11, 2013

F) PUBLIC QUESTION PERIOD

G) ADJOURN:

H) Next regular meeting of COA/PAC is scheduled for August 27, 2013 at 6 p.m.



The Corporation of the Town of Gananoque  
COA/PAC MINUTES OF MARCH 26, 2013 @ 6:00 PM

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**Members Present:**

Chair Chuck Marquardt, Sheila Burtch, Heather Gallacher,  
Councillor Jeff Girling, Councillor Joe Jansen, Nicole St. Onge.

**Members Absent:**

Jonathon Allen, Heather Gallacher

**Staff Present:**

Brenda Guy, Manager of Community Development

**WELCOME**

**MINUTES OF PREVIOUS MEETING:**

**MOTION NO. 2013-9**

Moved by: Joe Jansen

Seconded by: Sheila Burtch

That Planning Advisory Committee accepts the minutes of the Committee of Adjustment & Planning Advisory Committee dated March 29, 2013.

- CARRIED

**A) HEALTH, SAFETY, & WELLNESS:**

**B) DECLARATION OF PECUNIARY INTERESTS:** None

**C) OFFICIAL PLAN AMENDMENT:**

- 4 OPA1 1556022 Ontario Inc (Gill)  
665 King Street West

Randy Gill was in attendance on behalf of the application.  
Three members of the public were in attendance.

The application was reviewed by PAC as further information was received in support of the Official Plan Amendment.

The applicant has provided supportable planning rationale. Staff are supportive of the application as it addresses traffic concerns with one driveway on a highly travelled roadway. Rental units are desirable for the Town specifically affordable housing which is not clearly defined by the Ministry but requested that the Town support various types of housing. Some details such as parking requirements would be addressed in the Development Permit By-law.

PAC members asked the applicant the type of units (1 or 2 bedroom) and whether the units were being rented and the desired rental income. Additionally, discussion took place around affordable housing.

Mr. Gill indicated that all units would be rental and it is being proposed that they all be 2-bedroom. Rents would be within the parameters of affordable housing. Utilities such as heat and hydro is proposed to be the responsibility of the tenant but not firmly decided at this time. There are 23 units proposed.

**MOTION NO. 2013-10**

Moved by: Joe Jansen

Seconded by: Sheila Burtch

That Planning Advisory Committee/Committee of Adjustment recommends to Council that Official Plan Amendment 1, 1556022 Ontario Inc for 665 King Street West be approved to redesignate the property to Residential.

- CARRIED

D) CONTINUING BUSINESS/CORRESPONDENCE:

✦ Parking Restrictions in the Lowertown

Aaron McOnie, Kerry Coyle, Daria Petch and Alec Turner were in attendance.

A submission was provided to the committee regarding the parking in the lowertown. Small business owners are concerned with the amount of parking required and the cash-in-lieu of parking options for businesses operating in the lowertown area, particularly when they are seasonal operators.

Staff indicated that an overall review of the entire lowertown should take place to look at the above as well as parking meters, parking lots along with the proposed developments of condos and the marina in the upcoming years.

The discussion became site specific with respect to 165 Main Street in that their initial application was a site plan agreement under the Zoning By-law. They now want to increase the number of patrons to 30 which will require a Development Permit or Cash-in-Lieu of Parking application. The property owners feel that their traffic is walking and the parking space requirements are onerous and that the Towns should look at the lowertown as it does the downtown.

The committee discussed how they assist this business owner as they just went through an application. The committee recognizes the need to look at parking in this area.

MOTION NO. 2013-11

Moved by: Nicole St. Onge

Seconded by: Jeff Girling

That Planning Advisory Committee/Committee of Adjustment recommends to Council that the property at 165 Main Street be approved to accommodate at capacity of 30 patrons for the 2013 season.

And further that the Lowertown be reviewed for parking and cash-in-lieu of parking requirement.

- CARRIED

✦ DP2012-07 1000 Islands Development Corporation  
Charles Street North

The applicant is wishing to do a minor change to the Development Permit which was approved by Committee.

Staff feel this is a minor change and that once all CRCA and building permit approvals are obtained, this could be reflected in the as-built drawings.

✦ Update from Minutes of March 29, 2019

No further information.

E) NEW BUSINESS: None

F) PUBLIC QUESTION PERIOD:

G) ADJOURN

MOTION NO. 2013-12

Moved by: Nicole St. Onge

Be it resolved that Committee of Adjustment/Planning Advisory Committee adjourn this regular meeting.

Original Signed by Chair  
Chair, Chuck Marquardt

Original Signed by Staff  
Secretary-Treasurer, Brenda Guy



## PLANNING REPORT

TO: **PAC/COA**

FROM: Brenda Guy  
Manager of Community Development

DATE: Friday, July-12-13

SUBJECT: DPS 2013-01 – BROWN HOSPITALITY CORPORATION  
CLASS 3

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### **Background:**

Property: 50 MAIN ST/VACANT LAND

Legal Desc: Blk.D Pt. Lot 7/8 Plan 86  
Town of Gananoque

Acreage: 1.36 acres.  
96' King Street W  
300' + Main Street  
337' + Market Street frontage

Lot Coverage: 35% Maximum Coverage

Official Plan: Lowertown

DP Designation: Lowertown-Mixed Use

### **Purpose and Effect:**

The applicant is proposing to demolition, renovate, construct an addition to an existing motel.

### **Official Plan:**

The property is designated Lowertown.

### **Development Permit:**

The Development Permit designates the property as Lowertown Mixed Use.

This report will reflect the motel area of the property only. This is Phase I of the overall development which was reflected in a previous report.

**Parking**

The total number of rooms is 62 (47 existing plus 15 in the new addition). Fifty nine spaces are allocated on the site plan plus 3 accessible spaces, which meets the requirements of the by-law.

**Setbacks**

The side yard setback on the south side of the building has not been defined at this point. This lot line is 0 and therefore defining the setback is a non-issue. A consent application has been forwarded to the applicant who is filing the paperwork to create a lot line adjustment at the apartment building and a second application to separate the original Blinkbonnie from the motel.

**Entrance**

Three entrances are located on the plan. One main entrance from Main Street, a second from Market Street (in this area it is a one way so would be entrance only and a third one in the area of International Square. Staff would rather not have an entrance at this location. The applicants are proposing that it be an entrance only with no exit. This is more acceptable, however, remains to be a concern. Comments have not yet been received from public works but should be available at the meeting with this regard.

**Garbage Enclosure**

The area of the garbage enclosure has been identified adjacent the motel area. It is more desirable to locate an enclosure at the rear of a property, however, the property has all streets surrounding the site. The applicants have indicated soft landscaping from the street view. Staff would recommend that landscaped be placed on all sides as it is located adjacent what will be another parcel of land in future.

**Landscape**

All non-building and non-parking areas have been identified to be landscaped and treed in various locations particularly in the parking area. The applicants are proposing a landscaped courtyard along with a patio area in the area of the existing motel.

**Design Criteria**

As outlined in the previous report Section 4.5 of the Lowertown-Mixed Use speaks to buildings being located on the side and attention to façade details. In these circumstances the buildings are constructed with the exception of the addition. The addition is being constructed as a two-storey and will incorporate stone and board and baton. Sample colours of the exterior will be available at the meeting.

**Circulation to agencies (comments received to date):**

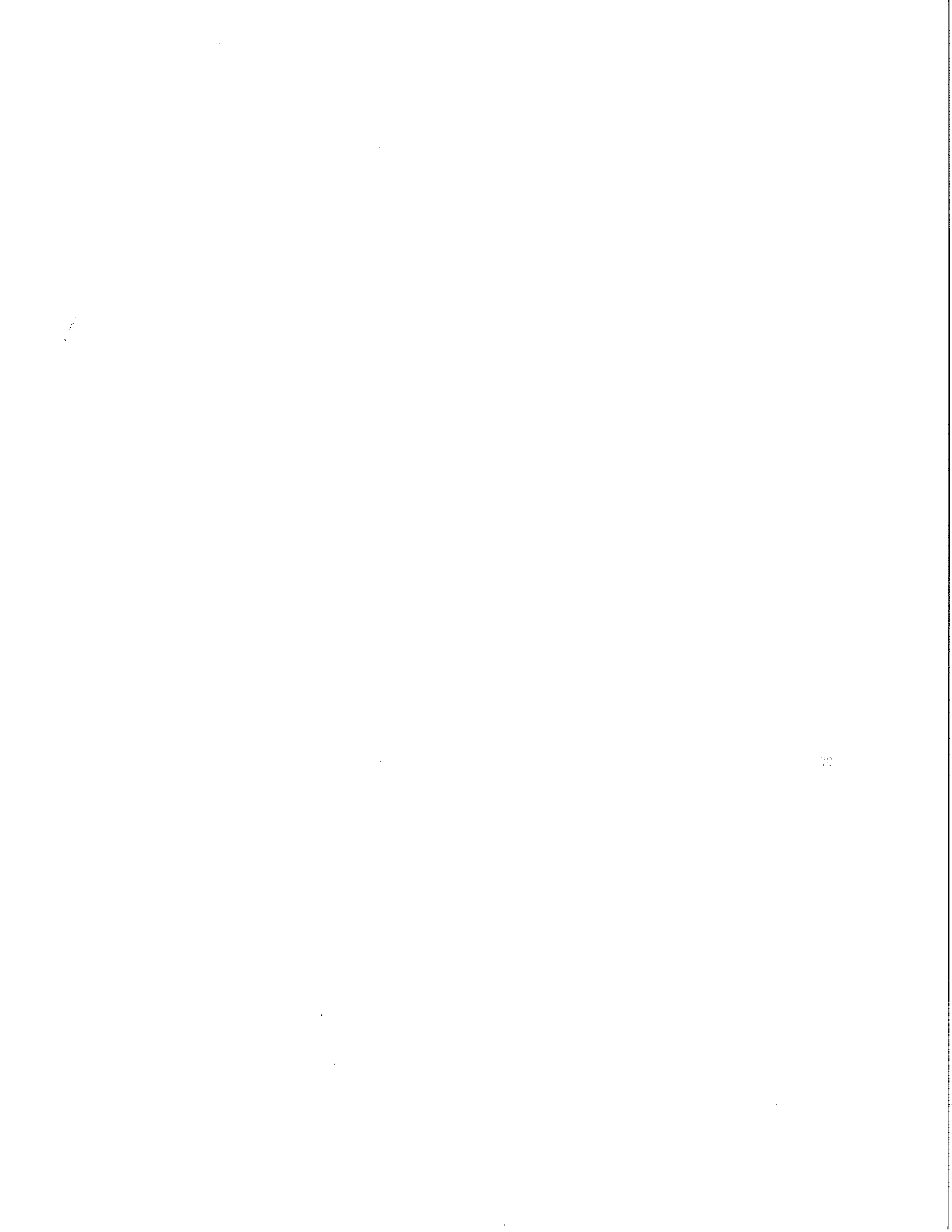
Canada Post		
CAO		
CRCA		
CBO		
Eastern Ontario Power		



Economic Development		
Leeds Grenville EMS		
Fire Department		
LG Health Unit		
Police Department		
Water/Sewer		
Public Works		
Adjacent Property Owners	120m and lot posted	

Overall, staff have no objection to the applications before the committee. The application does not provide for an abundance of landscaping, however, the applicant is landscaping all possible areas and meets the parking requirements for the existing and proposed. The applicant should apply for consent immediately for a lot line adjustment to 28 Main Street and to sever the existing Blinkbonnie from the overall holdings. The property which is vacant should additionally merge in title.

It is noted that comments have not all been received by some of the agencies which may reflect the recommendation.



Development Permit Checklist for 50 MAIN STREET/VACANT LAND					
		Min. Requirement unless otherwise noted	Existing	Proposed	✓
DP Requirement	DP Designation of Property	Lowertown Mixed – Non residential			
	Lot Area, As per DP	232 m <sup>2</sup> /2,497 sq.ft.	5,503 sq.m.	5,639 sq.m	✓
	Lot Frontage, As per DP	7.5 m/24.6 ft	75m + 21' Main St 102m Market St	74m	✓
	Front Yard, As per DP	0		27m+	✓
	Rear Yard, As per DP	4.5 m/14.8 ft		0	✓
	Interior Side Yard, As per DP	0		Consent	✓
	Other Side Yard, As per DP	0		7m'	✓
	Exterior Side Yard, As per DP	0		n/a	✓
	Lot Coverage, As per DP (maximum)	75%		19.8%	✓
Building Height	As per DP (maximum)	12m/39.4'		12m	✓
Building Size		Existing	42.6m x 54.9m ±	42.6m x 54.9m ±	✓
		Addition		18.6m x 19.8m	✓
Building Orientation	Bdg location along front yard, parking at side/rear			Existing	✓
Seating Capacity				n/a	
Parking Spaces	Number of Parking Spaces required			59	✓
	Size	2.7m/8.9' x 6m/19.7' min.		2.7m/8.9' x 6m/19.7'	✓
	Number of Accessibility Spaces	1/20 spaces		3	✓
	Accessibility Size	3.6m/11.8' x 6m/19.7' min.		3.6m/11.8' x 6m/19.7'	✓
	Parking Surface	Year round use		paved	✓
	Aisles	6m/19.7 ft min.two-way traffic 3.5m/11.5 ft min.one-way traffic		6m min.	✓
Entrance		6m/19.7' min.two-way traffic 3.5m/11.5' min.one-way traffic		3.6m (Main-1 <sup>st</sup> ) 7.5m (Main – 2nd) 5.5m (Market St)	✓
Loading Area	Number of loading areas required	250 sq.m or less – 0, 250 to 999 sq.m – 1 1000 to 7499 sq.m – 2 7500 sq.m+ – 2 plus 1/7500 sq.m			
	Size	14m/45.9' x 3.5m/11.4'			
	Height clearance	4.25min./13.9'			
	Located in side or rear yard			<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Unobstructed access to public street	6m min./19.7'			
Open Storage	Screened				
Garbage Storage	Fenced and Screened	Wood Metal Shrubbery		shrubs	✓
Outside Storage/ Sales and Display	Outside Storage	No storage in front yard Min. 5m/16.4 from side/rear Abut residential Min. 10m/32.58'			
Landscaping	Btwn non-residential and residential	3 m min./9.8'		North - South - East - West -	n/a
	Front yard setback	5m min/16.4' landscaped area within the 7m/24.7'		Existing parking	✓
	Not less than 50% landscaped area	Grass, lawns, trees, shrubs and flowers			

	Blwn parking and adjacent lot or street when 4 or more spaces req'd	3 m min./9.8'		North - 0.5m South - n/a East - 1.1m West - 0m
High Watermark	Setback from any water	30 m min./98.4' unless Breakwall = 15m min/49.2'		
	Accessory Structures – permitted within 30m provided:	Boathouse/Boatport/dock – max length 8m/28.2'		
		Stairs/landings – max width 2.5 m/8.2'		
		Shed – max 10sq.ft/108sq.ft		
		Max height – 4.25m/14.7'		
Accessory Bldgs	Any rear or interior setback	1 m min./3.3'		
	Front or exterior yards, as per DP			
	Height	4.5 m max./14.8'		
	Distance to main building	2 m min./6.6'		
	Maximum Size	Less than 20%		
Other	Designated Heritage Site:			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Waterfront Overlay			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Maintain existing vegetation			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Setback from top of slope (except non residential/accessory)	30m min./98.4'		<input type="checkbox"/> Yes <input type="checkbox"/> No
	Tree preservation	Min. 60mm dia/3.5m in height plus		<input type="checkbox"/> Yes <input type="checkbox"/> No
		10+ grouped of 15 cm measured 1.4 from base		<input type="checkbox"/> Yes <input type="checkbox"/> No
		Maintain waterfront view – building located to side		
		Waterside walkway on multi/commercial dev		
	Entrance Overlay			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Sidewalk required	Min. 1.5 w		<input type="checkbox"/> Yes <input type="checkbox"/> No
	Street Boulevard	Furniture, trees		<input type="checkbox"/> Yes <input type="checkbox"/> No
	Tree placement	Away from curb where less than 4m		<input type="checkbox"/> Yes <input type="checkbox"/> No
		6 – 8m apart		<input type="checkbox"/> Yes <input type="checkbox"/> No
		Clusters of trees @ intersections		<input type="checkbox"/> Yes <input type="checkbox"/> No
		Trees, shrubs, and ground cover on any unbuilt portions		<input type="checkbox"/> Yes <input type="checkbox"/> No
	Landscape along the edge of a site adj parking areas	Min 3.0m		<input type="checkbox"/> Yes <input type="checkbox"/> No
		Trees, shrubs and low walls to screen cars		<input type="checkbox"/> Yes <input type="checkbox"/> No
	Coordinate tree/streetlight locations			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Provide an area adjacent to storefronts for canopies, outdoor patios or displays.			<input type="checkbox"/> Yes <input type="checkbox"/> No
	Link furniture/walkway to sidewalks			<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 3.2	Auto service Station, commercial garage, gasoline bar, car washing			<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 3.10	Drive Through			<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 9.2	Discretionary Use			<input type="checkbox"/> Yes <input type="checkbox"/> No

**NOTICE OF MEETING**  
**Proposed Class III Development Permit**

**TAKE NOTICE** the Planning Advisory Committee/Committee of Adjustment for the Town of Gananoque will hold a Meeting on **TUESDAY, JULY 23, 2013 at 6:00 P.M.** in the **COUNCIL CHAMBERS, TOWN OF GANANOQUE, 30 King Street East, Gananoque** to a recommendation to Council on the application below.

**AND FURTHER TAKE NOTICE** that the Council for the Corporation of the Town of Gananoque will hold a Meeting on **TUESDAY, AUGUST 13, 2013 at 6:00 P.M.** in the **EMERGENCY SERVICES BUILDING, 340 HERBERT STREET, Gananoque** to hear the following application to consider a Class III Development Permit:

File No. **DP2013/1**

**APPLICANT: BROWN HOSPITALITY CORPORATION**

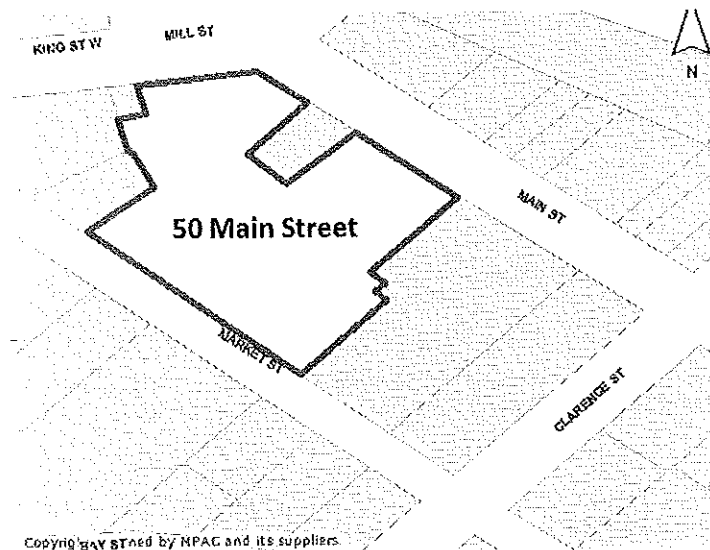
The property municipally and legally described as  
**50 MAIN STREET/VACANT LAND**  
**BLK D PT. LOT 7 PT. LOT 8 PLAN 86**  
**TOWN OF GANANOQUE**

has applied to the Town of Gananoque for a Development Permit to  
**DEMOLITION AND BUILD AN ADDITION TO THE EXISTING MOTEL.**

Additional information in relation to the proposed development permit is available for inspection between 8:30 am and 4:30 pm in the Administration Offices at 30 King Street East, Gananoque, ON, or by calling 613 382-2149 ext.126.

If you wish to provide comment or input you may do so at the public meeting or in writing prior to the meeting.

**Note:** Only the applicant of a development permit has a right to appeal a decision or non-decision on an application to the OMB where the application meets the requirements established through the official plan and development permit bylaw.



**DATED** this 9TH day JULY, 2013

Brenda Guy  
Manager of Community Development  
bguy@gananoque.ca  
613 382-2149 Ext.126

30 King Street East  
P.O. Box 100  
Gananoque, Ontario  
K7G 2T6  
Phone: 613-382-2149  
Fax: 613-382-8587  
www.gananoque.ca





DP 2013/01

**APPLICATION FOR DEVELOPMENT PERMIT APPROVAL**  
**Section 70.2 of the Planning Act, RSO 1990, as amended**

This application form **MUST** be accompanied with all the submission requirements in order to be considered a complete application. Incomplete applications will not be processed until all information is provided.

A meeting with Community Development staff is **REQUIRED PRIOR TO SUBMISSION** of this application. At that time, approval stream and submission requirements will be determined. **ALL** applications require the following:

- Complete application form signed including declaration of applicant.
- Copy of the deed of property or offer to purchase and sale
- Application fee payable to the Town of Gananoque:
  - Class I \$500
  - Class II \$1,500
  - Class III \$1,700
  - Amendment to Class I, Class II or Class III \$700
- Deposit fee in the amount of \$2,000 payable to the Town of Gananoque for peer reviews of various studies for a Class II or Class III
- Copy of the most recent survey of the subject property

**CONTACT INFORMATION**

Municipal Freedom of Information and Protection of Privacy Act - Personal information on this form is collected under authority of The Planning Act and will be used to process this application.

Name of Applicant: <b>BROWN HOSPITALITY CORPORATION</b>	Complete Address including Postal Code: <b>777 KING ST. E. GANANOQUE, ON K7G 6H4</b>	Phone: <b>613-382-7292</b> Fax: <b>613-382-4387</b> E-mail: <b>JEFFBROWN@RIPNET.COI</b>
Name of Property Owner (if different than applicant): <b>SEE ATTACHMENT.</b>	Complete Address including Postal Code:	Phone: _____ Fax: _____ E-mail: _____
Architect/Designer/Planner: <b>TBA</b>	Complete Address including Postal Code:	Phone: _____ Fax: _____ E-mail: _____
Engineer: <b>TBA</b>	Complete Address including Postal Code:	Phone: _____ Fax: _____ E-mail: _____
Ontario Land Surveyor: <b>GRANT BENNETT</b>	Complete Address including Postal Code: <b>25 VICTORIA AVE. BROCKVILLE, ON K6V 2A9</b>	Phone: <b>613-498-0298</b> Fax: _____ E-mail: _____

Street or Property Address (if applicable):

LEGAL DESCRIPTION			
Lot: <b>7</b>	Concession: <b>D</b>	Part(s): <b>3, 4, 6, 7, 8</b>	Plan: <b>28R-12264</b>
Frontage:	Depth:	Area (sq.m):	Area (acres):

**SEE SITE PLAN**

**SUBMISSION REQUIREMENTS**

The applicant/agent is responsible for ensuring that the submission requirements are met, including confirming that all the information listed below is shown on the required plans by checking off each box.

- Site Plan(s)** including scaled accurate measurements of:
- o Title, location and date of project including legend and scale (graphic bar scale as well as written ratio scale);
  - o Dimensions and areas of the site including existing natural and artificial features i.e: buildings, watercourses, wetlands, woodlands.
  - o Dimensions and gross floor area of all building and structures to be erected;
  - o Existing structures to be retained, removed or relocated;
  - o Distances between lot lines and the various buildings, structures, parking areas, driveways and other features;
  - o Proposed elevation of finished grades including area to be filled or excavated, retaining walls, drainage ditches;
  - o Parking areas including number, size of spaces and dimensions
  - o Access driveways including curbing and sidewalks
  - o Proposed fire routes and fire route sign locations
  - o Dimensions and locations of loading zones, waste receptacles and other storage spaces;
  - o Location, height and type of lighting fixtures including information on intensity and the direction in which they will shine relative to neighbouring streets and properties;
  - o Location of sign (sign permit to be applied for through the Building Permit process) as per By-law 2005-41;
  - o Location, type and size of any other significant features such as fencing, gates and walkways.
- Drainage Plan(s)** including scaled accurate measurements of:
- o Drainage Plan must demonstrate proposed development is handled on-site and does not infringe on neighbouring properties;
- Landscape Plan(s)** including scaled accurate measurements of:
- o Landscape Plan showing size, type and location of vegetation, areas to be seeded or sod. Plan to show existing landscape features to be retained, removed or relocated;
- Site Servicing Plan(s)** including scaled accurate measurements of:
- o Site Servicing Plan (plan/profile) including layout of existing water, sewer, gas lines, proposed connections, utility easements, fire hydrants, hydro poles, lighting, trees, transformers and pedestals.
- Grade Control and Drainage Plan(s)** including scale accurate measurements of:
- o Existing elevations on subject and adjacent lands and long centerline or adjacent street lines, which are to be geodetic;
  - o Location of any creeks, ravines or watercourses with elevations and contours;
  - o Arrows indicating the proposed direction of flow of all surface water;
  - o Location and direction of swales, surface water outlets, rip-rap, catch basins, rock, retaining walls, culverts
  - o Existing and/or proposed right-of-ways or easements
- Elevation and Cross-Section Plan(s)** including scale accurate measurements of:
- o Drawings that show plan, elevations and cross section views for each building or structure to be erected;
  - o Conceptual design of building;
  - o Relationship to existing buildings, streets and exterior areas to which members of the public have access to;
  - o Exterior design including character, scale, appearance and design features of the proposed building;
  - o Design elements of adjacent Town road including trees, shrubs, plantings, street furniture, curbing and facilities designed to have regard for accessibility
  - o Photographs of the subject land and abutting streetscape on both side of the street
- Supporting Studies and Reports.** Technical reports/plans or studies may be required to assist in the review process of a Development Permit Application. Applications for Development Permit may be required to submit the following studies or reports. Applicants should consult with Municipal staff to determine site specific requirements:

<input type="checkbox"/> Servicing options report	<input type="checkbox"/> Phase I Environmental Study and if investigation as required
<input type="checkbox"/> Hydrogeological Study	<input type="checkbox"/> Noise and/or vibration study
<input type="checkbox"/> Drainage and/or stormwater management report	<input type="checkbox"/> Source Water protection study
<input type="checkbox"/> Environmental Impact Assessment for a natural heritage feature or area	<input type="checkbox"/> MDS I or II calculation
<input type="checkbox"/> Archaeological Assessment	<input type="checkbox"/> Minimum Separation distance calculation for an industrial use or a waste management facility
<input type="checkbox"/> Influence area study for development in proximity to a waste management facility or industrial use	<input type="checkbox"/> Confirmation of sufficient reserve sewage system capacity and reserve water system capacity
<input type="checkbox"/> Traffic Study	<input type="checkbox"/> Vegetation Inventory and/or Tree Preservation Plan
<input type="checkbox"/> Heritage Resource Assessment	
<input type="checkbox"/> Mine hazard rehabilitation assessment	

- Cataraqui Region Conservation Authority.** Subject to review and a separate cheque payable to the Cataraqui Region Conservation Authority in the amount of \$\_\_\_\_\_. Clearance letter will be required by the Town.



<b>Existing Use(s):</b>	
Length of time the existing use of the subject lands have continued:	100 YEARS +
Has the property been designated as a Heritage Site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the property presently under a Site Plan Agreement?	UNKNOWN <input type="checkbox"/> Yes <input type="checkbox"/> No
Has the property ever been subject of an application under Section 34 (Zoning), 41 (Site plan) or 45 (Minor Variance) of the Planning Act?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide the file number and the status of the application?	UNKNOWN
<b>Proposed Use(s):</b>	
MOTEL 59 UNITS	
Is the Use permitted or permitted subject to criteria as set out in the development permit by-law and how have the applicable criteria have been addressed?	
PERMITTED / EXISTING	
Is a variation requested? Demonstrate how the proposed variation meets the criteria as set out in the development permit by-law.	
NO	
<b>Abutting Land Use(s):</b>	
RESIDENTIAL / COMMERCIAL	
Is the Development to be phase? <input type="checkbox"/> Yes <input type="checkbox"/> No	
What is the anticipated date of construction?	
FALL 2013	
Is the land to be divided in the future?	
UNKNOWN	
Are there any easements, right-of-ways or restrictive covenants affecting the subject land? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

<b>Plan Details:</b> SEE SITE PLAN.			
<input type="checkbox"/> Residential	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Institutional
Lot Area:	Building Coverage:	Landscape Coverage:	
_____ (sq.m)	_____ (%) _____ (sq.m)	_____ (%) _____ (sq.m)	
Building Height:	No. of Storeys:	No. of Units:	Method of Garbage Storage:
_____	2	_____	_____
Parking Surface:	Number of Parking Spaces:	Dimensions of Parking Spaces:	Number of Accessible Spaces:
Existing: _____ Proposed: _____	Existing: 45 Proposed: 16 / NEW Total: 61	_____	_____
Loading Spaces:	Number of Loading Spaces:	Dimensions of Loading Spaces:	Other:
_____	_____	_____	_____

<b>Heritage Tourist Inn/Bed and Breakfast:</b>			
Is this an application for a Heritage Tourist Inn? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Number of Guest Rooms: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> Other _____	Is this an application for a Bed and Breakfast? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Number of Guest Rooms: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> Other _____
A Heritage Tourist Inn will require a Heritage Resource Assessment evaluating the heritage significance of the property including a description of historic features is required with the submission of this application.			

EXISTING BUILDINGS:	Building 1	Building 2
2 STOREY CONCRETE MOTEL 47 UNITS	Type of Structure:	
	Date Constructed:	1950-1984
	Front Line Setback:	
	Rear Lot Line Setback:	} SEE SITE PLAN
	Side Lot Line Setback:	
	Side Lot Line Setback:	
	Height:	
	Dimensions:	
Floor Area:		

PROPOSED BUILDINGS:	Building 1	Building 2
2 STOREY 12 UNITS LOBBY/RECEPTION - PEAK ROOF ASPHALT SHINGLE - 1ST FLOOR BRICK VENEER - 2ND FLOOR BOARD & BATTEN TO MATCH EXISTING	Type of Structure:	WOOD CONCRETE FRAME
	Proposed Date of Construction:	FALL 2013
	Front Line Setback:	
	Rear Lot Line Setback:	} SEE SITE PLAN
	Side Lot Line Setback:	
	Side Lot Line Setback:	
	Height:	
	Dimensions:	
Floor Area:		

BOARD & BATTEN TO MATCH EXISTING

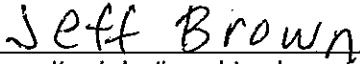
Access:
<input checked="" type="checkbox"/> Municipal Street <input type="checkbox"/> Unopen Road Allowance <input type="checkbox"/> Existing Right-of-way <input type="checkbox"/> Other _____
Name of Street/Road: MAIN ST / MARKET ST.
Entrance Approvals and Permit Number(s): EXISTING
If the application will result in the creation of a new private road, a request for street naming will have to be submitted in conjunction with this application, to be approved by Council.

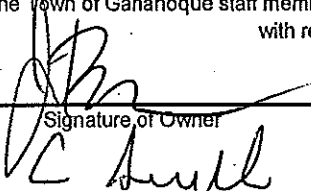
Water Access (where access to the subject land is by water only)
Docking Facilities (specify) _____                          Parking Facilities (specify) _____
distance from subject land _____                          distance from subject land _____
distance from nearest public road _____                          distance from nearest public road _____

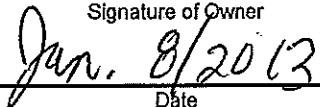
Services:
<input checked="" type="checkbox"/> Municipal Water and Sewer EXISTING <input type="checkbox"/> Municipal Water & Private Sewage <input type="checkbox"/> Private Well and Municipal Sewage <input type="checkbox"/> Private Well and Private Sewage
Water and Sewer Hook-up Approvals and Permit Number(s):

**AUTHORIZATION BY OWNER**

I/We, the undersigned being the owner(s) of the subject land of this application for a consent, hereby authorize Jeff Brown (print name) to be the applicant in the submission of this application. Furthermore, I/we, being the registered owner(s) of the subject lands, hereby authorize the Members of Council, Planning Advisory Committee and the Town of Gananoque staff members, to enter upon the property for the purposes of conducting a site inspection with respect to the attached application.

  
 Signature of Owner

  
 Signature of Witness (not applicant)

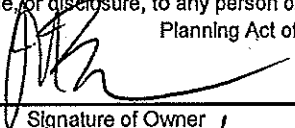
  
 Signature of Owner

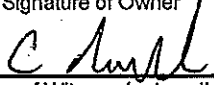
Jan. 8/2013  
 Date

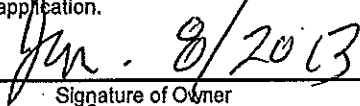
**CONSENT BY OWNER**

Complete the consent of the owner concerning personal information set out below.

I/We, Jeff Brown, am/are the registered owner(s) of the land that is the subject of this application for Development Purposes and for purposes of the Municipal Freedom of Information and Protection of Privacy Act. I/We hereby authorize the use or disclosure, to any person or public body, of any personal information collected under the authority of the Planning Act of the purpose of processing this application.

  
 Signature of Owner

  
 Signature of Witness (not applicant)

  
 Signature of Owner

Jan. 8/2013  
 Date

**DECLARATION OF APPLICANT**

I, N/A of the \_\_\_\_\_ of \_\_\_\_\_ in the \_\_\_\_\_ of \_\_\_\_\_ solemnly declare that:

I understand that the applicant/owner will be required to provide 100% security of the outside works in the form of a Letter of Credit or Certified Cheque until such time as the works are completed. A 15% holdback will be maintained for a period of one year after the works are completed. This will be applicable at the time of agreement.

Furthermore, I, being the applicant of the subject lands, hereby authorize the Members of Council, Planning Advisory Committee and the Town of Gananoque staff members, to enter upon the property for the purpose of conducting a site inspection with respect to the attached application.

All of the above statements contained in the application are true and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under Oath and by virtue of The Canada Evidence Act.

Declared/Sworn before me at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
 Signature of a Commissioner, etc

\_\_\_\_\_  
 Signature of Applicant

<b>Office Use Only:</b>		Roll No: 010 23500 / 23501 / 08800
Official Plan Designation: <u>Lowertown</u>	Development Permit Designation: <u>Lowertown Mixed Use</u>	Other:
Access (Entrance Permits etc):	Water and Sewer Hookup (Permits etc):	Other:
Other Concurrent Applications: <input type="checkbox"/> Cash-in-Lieu of Parking <input type="checkbox"/> Condominium Approval <input type="checkbox"/> Consent/Severance	<input type="checkbox"/> Official Plan Amendment <input type="checkbox"/> Subdivision Approval	
Date Application Received: <u>Jan 8/2012</u>	Date Application Deemed Complete: <u>Jan 8/2012</u>	Fees Received:

DO NOT SCALE DRAWINGS  
 PROCEED WITH CONSTRUCTION BEFORE  
 RECEIVING ALL NECESSARY PERMITS  
 FROM THE LOCAL AUTHORITY.  
 THESE DRAWINGS HAVE BEEN PREPARED BY THE CONSULTANT,  
 AND THE CLIENT HAS ACCEPTED THEM FOR THE PROJECT.  
 THE CONSULTANT HAS NOT CONDUCTED A VISUAL INSPECTION OF THE SITE.

REV	DATE	DESCRIPTION
1	11/20/20	ISSUED FOR PERMITTING
2	11/20/20	ISSUED FOR CONSTRUCTION

**LEGEND**  
 EXISTING GRADE TO REMAIN  
 PROPOSED GRADE  
 DRAINAGE  
 CHAIR 1/4" = 3/8"  
 NEW CONCRETS  
 TREE  
 NEW SHRUB

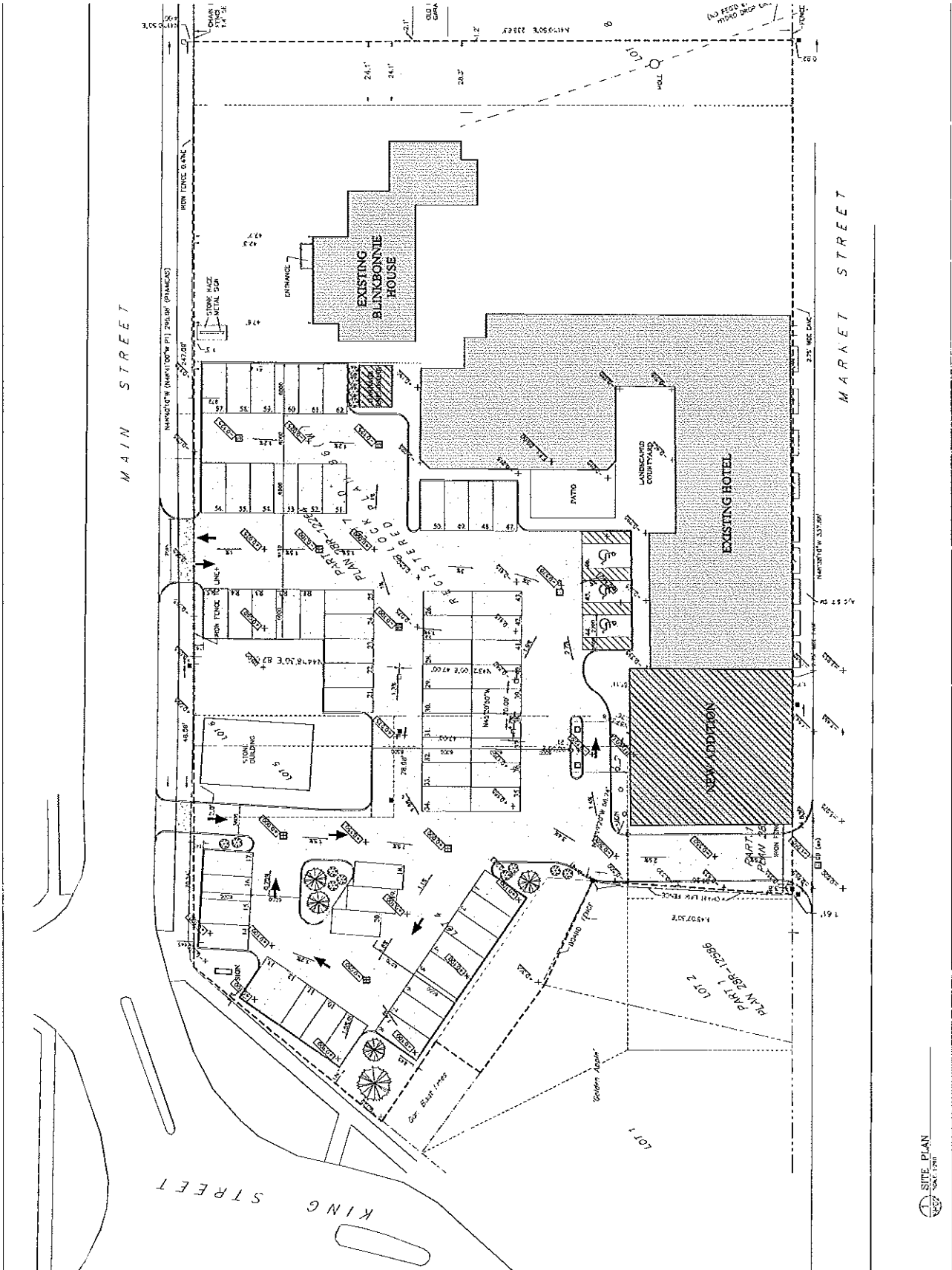
Alexander  
 Wilson  
 Architect  
 Inc.  
 100 King Street  
 Toronto, Ontario  
 M5X 1C5  
 Tel: 416-977-1111  
 Fax: 416-977-1112

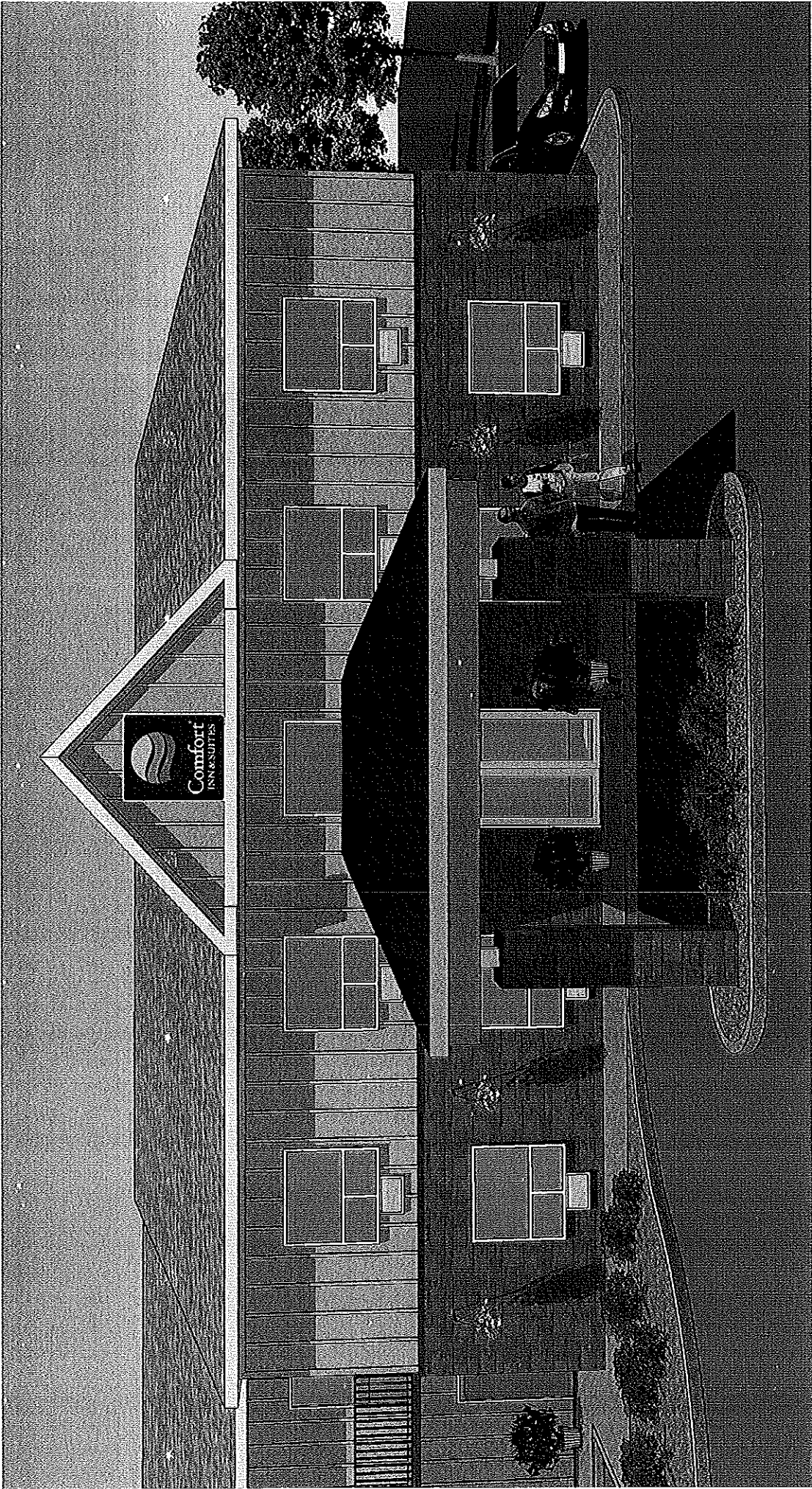
COMFORT INN & SUITES  
 NEW ADDITION

SITE PLAN  
 AS PROPOSED

DATE	DATE	DATE	DATE
11/20/20	11/20/20	11/20/20	11/20/20

SP02



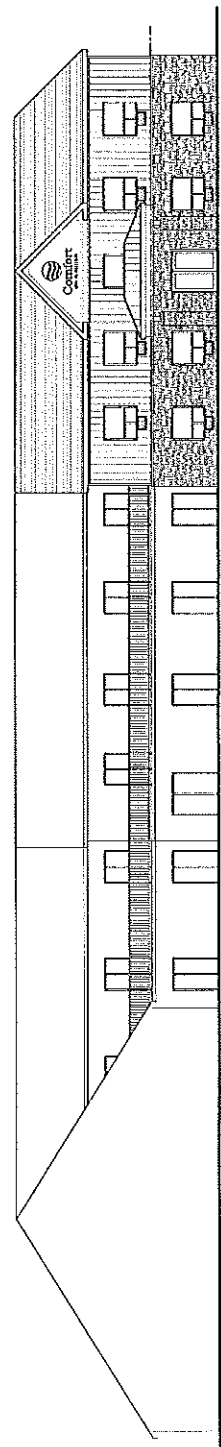


**Proposed Addition**  
**Comfort Inn & Suites**  
Main Street Gananoque

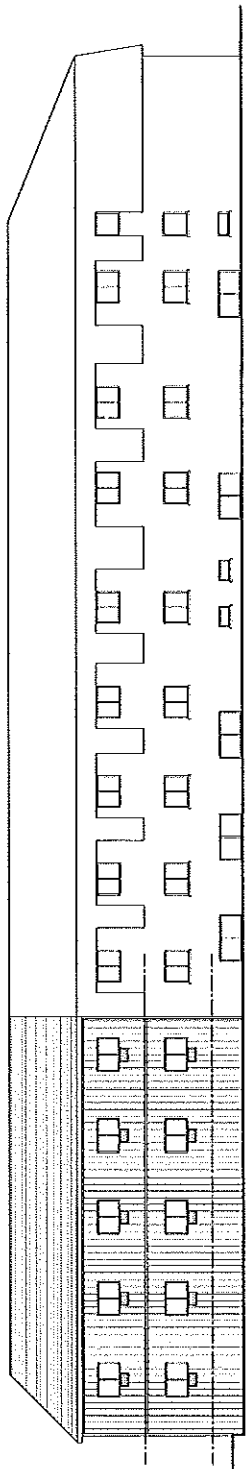


DO NOT SCALE DRAWINGS  
 DIMENSIONS SHOWN ON THESE DRAWINGS ARE TO BE CONSIDERED AS APPROXIMATE AND SHOULD BE VERIFIED BY THE CONTRACTOR. DIMENSIONS SHALL BE BASED ON THE CONTRACT DOCUMENTS AND SHALL BE SUBJECT TO THE CONTRACTOR'S VERIFICATION.

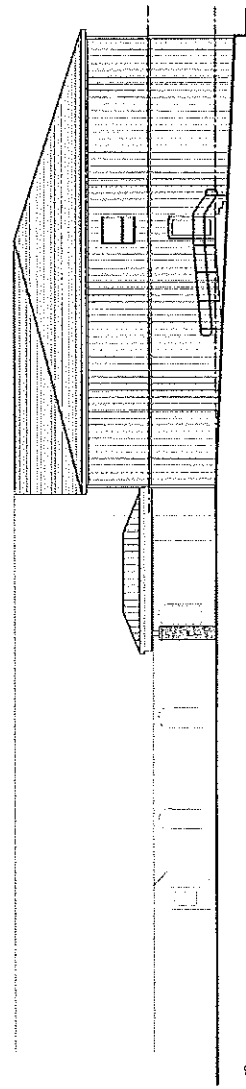
REV.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



1 FRONT ELEVATION  
 SCALE: 1/8" = 1'-0"



2 REAR ELEVATION  
 SCALE: 1/8" = 1'-0"



3 SIDE ELEVATION  
 SCALE: 1/8" = 1'-0"

Alexander  
 Wilson  
 Architect  
 Inc.

1000 10th Ave. S.E.  
 Seattle, WA 98102  
 Phone: (206) 462-1000  
 Fax: (206) 462-1001

COMFORT INN & SUITES  
 NEW ADDITION

1000 10th Ave. S.E.  
 SEATTLE, WA 98102  
 PROPOSED ELEVATIONS

DATE	10/15/11
BY	AW
CHECKED BY	AW
SCALE	AS SHOWN
PROJECT NO.	11-0001
DRAWING NO.	A-300



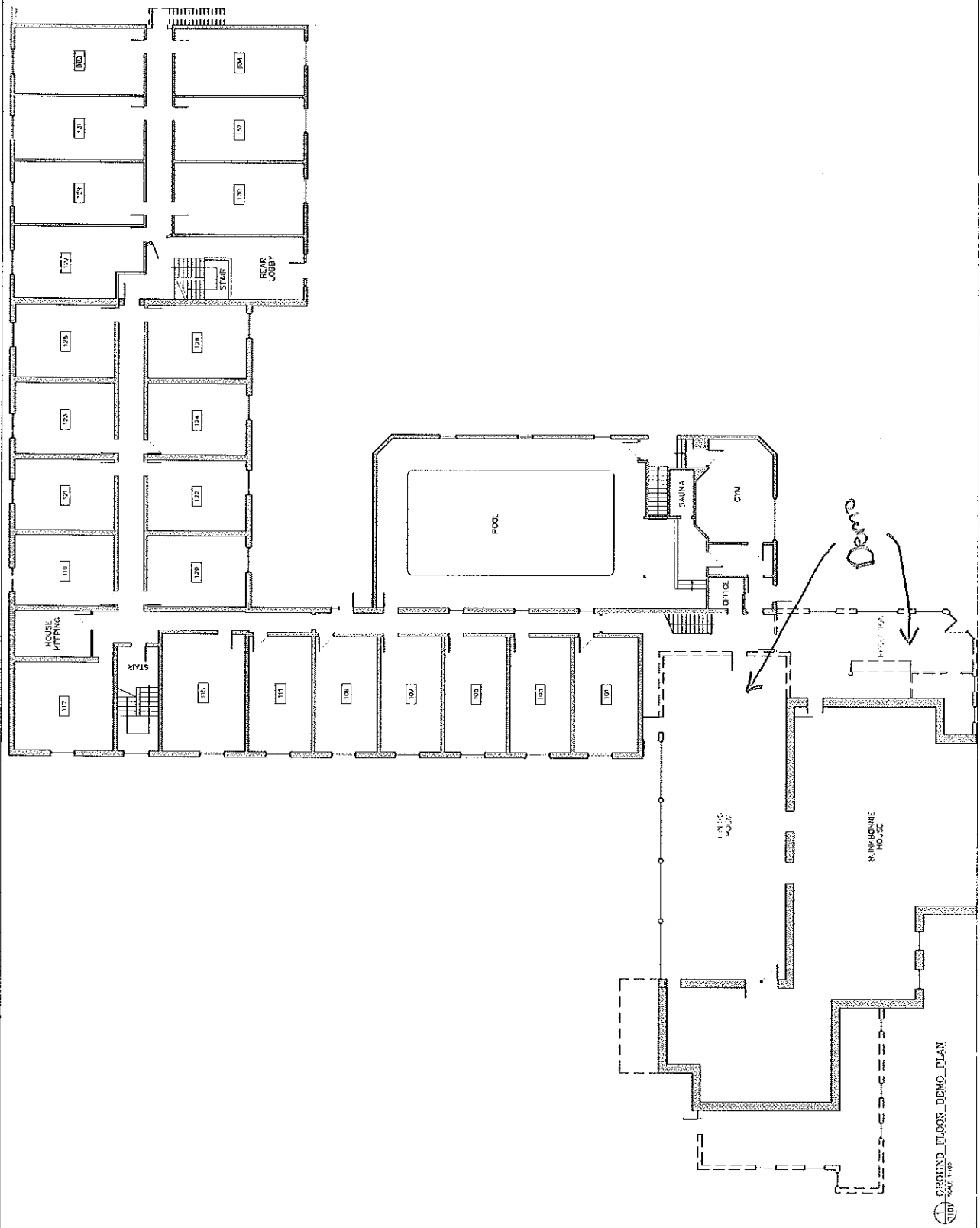
DO NOT SCALE DIMENSIONS  
 DIMENSIONS SHOWN ARE THE  
 PROPOSED WORK. ALL DIMENSIONS  
 SHALL BE TO FACE UNLESS OTHERWISE  
 NOTED. ALL DIMENSIONS SHALL BE TO  
 CENTER UNLESS OTHERWISE NOTED.  
 ALL DIMENSIONS SHALL BE TO CENTER  
 UNLESS OTHERWISE NOTED.  
 ALL DIMENSIONS SHALL BE TO CENTER  
 UNLESS OTHERWISE NOTED.

REV	DATE	DESCRIPTION

**LEGEND**  
 ——— EXISTING WALL TO REMAIN  
 - - - - EXISTING WALL TO BE REMOVED

Alexander  
 Wilson  
 Architect  
 Inc.  
 1000 ...  
 ...  
 ...

COMFORT INN & SUITES  
 NEW ADDITION  
 MAIN STREET  
 DUNDASVILLE, OHIO  
 GROUND FLOOR  
 DEMO PLAN  
 SHEET NO. D101



GROUND FLOOR DEMO PLAN  
 1/10 3/4" = 1'-0"



## PLANNING REPORT

TO: **PAC/COA**

FROM: Brenda Guy  
Manager of Community Development

DATE: Friday, July-12-13

SUBJECT: DPS 2013-03 – GILL  
CLASS 3

---

### **Background:**

Property: 665 KING STREET WEST

Legal Desc: LOTS 37-41, BLK.Q Plan 86 PT.1 PLAN 28R-3748  
TOWN OF GANANOQUE

Acreage: 0.8 acres  
77m/254' King Street W

Lot Coverage: 35% Maximum Coverage

Official Plan: RESIDENTIAL (APPEAL PERIOD ENDED JULY 15, 2013)

DP Designation: PROPOSED RESIDENTIAL

### **Purpose and Effect:**

The applicant is proposing to construct a 23 unit apartment building and maintain an existing dwelling on the lot

### **Official Plan:**

The property is designated Residential (appeal period ended

### **Development Permit:**

The Development Permit currently designates the property as Highway Commercial. The proposal is to designate it to Residential.

The application is a Class III permit as it is identified as a Discretionary Use.

**Overview:**

The Committee recently recommended approval of the Official Plan Amendment to Council which was approved under By-law 2013-48 on June 18, 2013.

**Parking**

The total number of apartment units is 23 and there is a requirement of 1.25 parking spaces per unit which is 29 parking spaces plus 2 spaces for the residential dwelling. For every 20 spaces an accessible parking space is required and 2 have been identified. The plan has identified a total of 31 spaces. All parking is within the rear yard.

The parking area along the rear of the property is 1.25m from the parking lot behind the apartment building and 1m from the parking lot behind the existing dwelling. Staff would seek a 3m buffer in these areas, however, it is noted that there will be a 1.5m solid fence all along the rear of the property, along both side yard to the existing buildings which is considered sufficient.

**Entrance/Traffic**

One entrance is on the site which is preferable as King Street West is an Arterial Road in the Official Plan meaning it is intended to handle large volumes of traffic to provincial roads.

The traffic study identified that the conversion of the motel to the residential unit will be an increase in traffic at this location during peak hours.

It was noted that the site entrance was being relocated, however, the site plan submitted does not reflect a change.

**Garbage Enclosure**

The area of the garbage enclosure is to be constructed of block with wood doors.

**Landscape**

All non-building and non-parking areas have been identified to be landscaped with grass. Five trees are being placed along King Street East and four in the rear yard. Additional shrubbery will be located at the entrance door.

Staff would recommend that given that the applicant shows a walkway from the west side of the property to the roadway that the applicant place a sidewalk from this point to connect to the existing.

**Design Criteria**

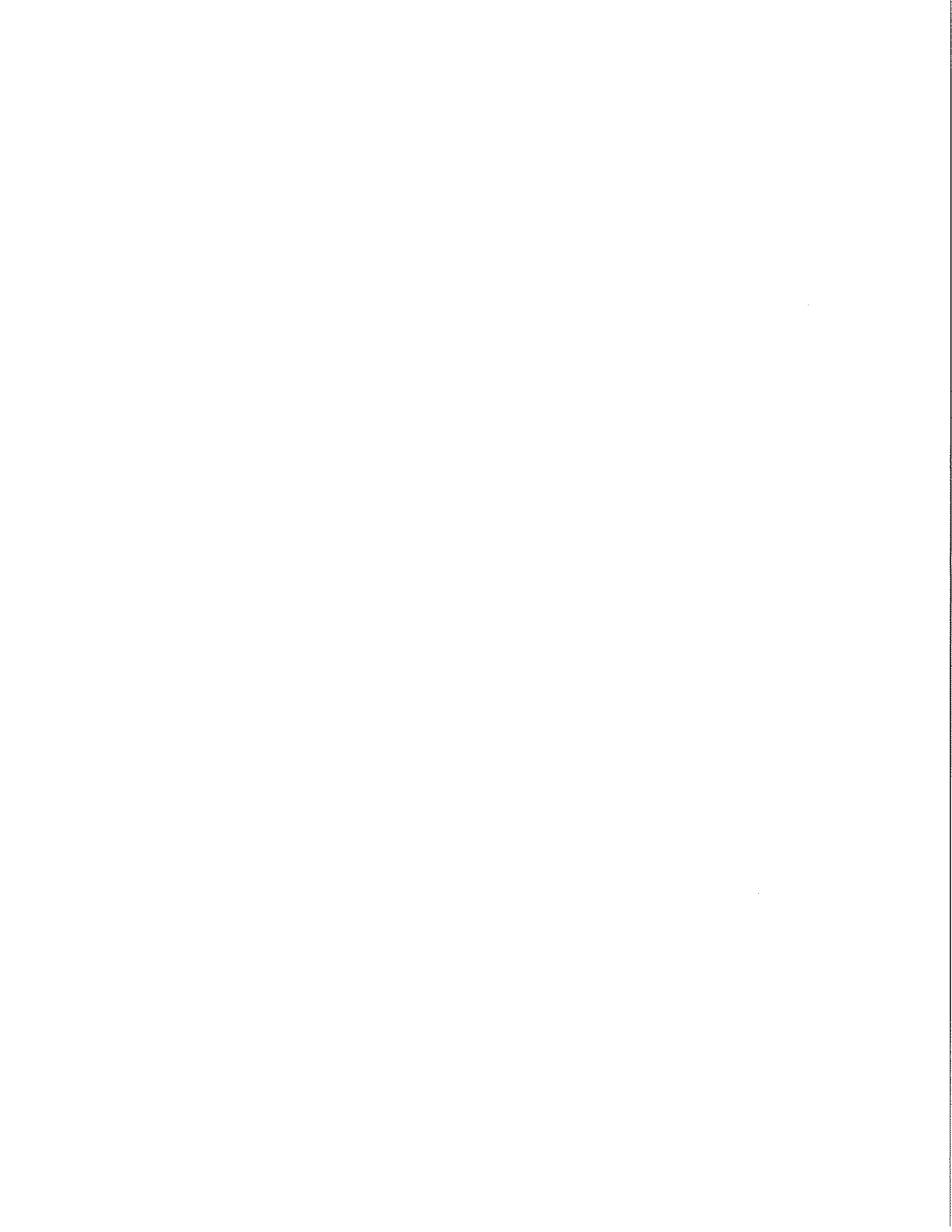
Section 4.5 of the Lowertown-Mixed Use speaks to buildings being located on the side and attention to façade details. In these circumstances the building is existing with portions being removed. For this portion of the Development Permit, the applicant should provide a palette and elevation plan of the building with landscape details.

**Circulation to agencies:**

Canada Post		
CAO		Increase in water and sewer consumption? Cash-in-lieu of parkland? Parking and Garbage.

CRCA		
CBO	No comment	
Eastern Ontario Power	No objection	<p>The new electrical service will come from the North side of King Street. This will require either an overhead primary crossing to a pole in front of the 665 King Street property or having the Developer of the property install an underground duct bank from their service location to a pole on the north side of King Street. This underground option will require the developer to cut the road to install the necessary electrical plant.</p> <p>The Developer has placed their driveway where an existing stub pole and anchor exists. The removal, or relocation, of this stub pole and anchor would be quite a challenge and could have considerable negative impact on the property at 15 Garfield. As such, I would encourage the Developer to reconfigure their entranceway so that the pole and anchor can remain in their present location.</p>
Economic Development		
Leeds Grenville EMS		
Fire Department		
LG Health Unit		
Police Department		
Water/Sewer		
Public Works		
Adjacent Property Owners		

Overall, staff have no objection to the applications before the committee. The application demonstrates that they have taken into consider all parking requirements, landscaping, setbacks and the site will be redeveloped into rental units which is good for the Town.



Development Permit Checklist for 665 KING STREET WEST					
		Min. Requirement unless otherwise noted	Existing	Proposed	✓
DP Requirement	DP Designation of Property	Residential - Apartment			✓
	Lot Area, As per DP	930m <sup>2</sup> /10,011 ft <sup>2</sup>	3,495 m <sup>2</sup>	3,495 m <sup>2</sup>	✓
	Lot Frontage, As per DP	24m/78.7'		77.4m	✓
	Front Yard, As per DP	6m/19.6'		6.1m	✓
	Rear Yard, As per DP	6.5m/21.3'		18m (dwelling) 24m (apt)	✓
	Interior Side Yard, As per DP	1.2m/3.9'		3m (dwell/deck)	✓
	Other Side Yard, As per DP	1.2m/3.9'		4.6m (apt)	✓
	Exterior Side Yard, As per DP	4.5m/14.7'		n/a	✓
	Lot Coverage, As per DP (maximum)	35%		23.71%	✓
Building Height	As per DP (maximum)	20m/65.5'		12.8m	✓
Parking Spaces	Number of Parking Spaces required	1.25/unit plus 2 residential		29	✓
	Size	2.7m/8.9' x 6m/19.7' min.		2.7m x 6.0m	✓
		1.5m/2.7m/1.5m min. accessible		2	✓
	Parking spaces	Less than 50% of front yard or exterior yard		Rear yard	✓
High Watermark	Setback from any water	30 m min /98.4' unless Breakwall = 15m min/49.2'			
	Accessory Structures – permitted within 50m provided:	Boathouse/Boatport/dock – max length 8m/28.2'			
		Stairs/landings – max width 2.5 m/8.2'			
		Shed – max 10sq ft/108sq ft			
		Max height – 4.25m/14.7'			
	Class II Permit	Accessory Structures		<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Class III Permit	Boathouse		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Accessory Bldgs	Any rear or interior setback	1 m min /3.3'			
	Front or exterior yards, as per DP	No closer than main structure			
	Height	4.5 m max /14.8'			
	Distance to main building	2 m min /6.6'			
	Maximum Size	Less than 10%			
	Maximum Gross Floor Area	100m <sup>2</sup> /1076 sq.ft			
Other	Designated Heritage Site:			<input type="checkbox"/> Yes <input type="checkbox"/> No	✓
	Garbage Enclosure	Soft landscaping, wood or planted hedge		<input type="checkbox"/> Yes <input type="checkbox"/> No	✓
	Waterfront Overlay			<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Maintain existing vegetation			<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Setback from top of slope (except on residential/accessory)	30m min /98.4'		<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Tree preservation	Min. 60mm dia/3.5m in height plus		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		10+ grouped of 15 cm measured 1.4 from base		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		Maintain waterfront view – building located to side			
		Waterside walkway on multi/commercial dev			
	Entrance Overlay			<input type="checkbox"/> Yes <input type="checkbox"/> No	
Sidewalk required	Min. 1.5 w		<input type="checkbox"/> Yes <input type="checkbox"/> No		

	Street Boulevard	Furniture, trees	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Tree placement	Away from curb where less than 4m	<input type="checkbox"/> Yes <input type="checkbox"/> No	
		6 ~ 8m apart	<input type="checkbox"/> Yes <input type="checkbox"/> No	
		Clusters of trees @ intersections	<input type="checkbox"/> Yes <input type="checkbox"/> No	
		Trees, shrubs, and ground cover on any unbuilt portions	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Landscape along the edge of a site adj parking areas	Min 3.0m	<input type="checkbox"/> Yes <input type="checkbox"/> No	
		Trees, shrubs and low walls to screen cars	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Coordinate tree/streetlight locations		<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Provide an area adjacent to storefronts for canopies, outdoor patios or displays.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Link furniture/walkway to sidewalks		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Section 5.4.3	Discretionary Use		<input type="checkbox"/> Yes <input type="checkbox"/> No	✓
	Play area		5m x 5m	✓
	No adverse impact to adjacent property owners			✓
Other Notes	Fencing along rear yard and side yards to bdg/existing dwelling		1.5m solid	✓
	Light standards		3 in parking area	✓

THE CORPORATION OF THE TOWN OF  

**GANANOQUE**  
*Canadian Gateway to the 1000 Islands*

**DEVELOPMENT PERMIT APPLICATION**

DP 2013/02

Owner: 1556022 ONTARIO INC. (RANDY GILL)  
 Lands: BLK Q, LOTS 37 TO 41 PT.1 PLAN 28R-3748 PLAN 86, TOWN OF GANANOQUE  
 Municipally known as: 665 KING STREET WEST  
 Proposal: TO PERMIT THE DEVELOPMENT OF 23 MULTI-RESIDENTIAL UNITS AND MAINTAIN THE EXISTING DWELLING  
 Comment Deadline: July 19, 2013

Circulation:

<input type="checkbox"/> Bell Canada	<input type="checkbox"/> Town of Gananoque
<input type="checkbox"/> Canada Post	<input type="checkbox"/> Mayor and Council
<input type="checkbox"/> Cataraqui Region Conservation Authority	<input type="checkbox"/> CAO
<input type="checkbox"/> Cogeco	<input type="checkbox"/> Clerk
<input type="checkbox"/> Eastern Ontario Catholic District School	<input type="checkbox"/> Chief Building Official
<input type="checkbox"/> Eastern Ontario Power	<input type="checkbox"/> Director of Public Works
<input type="checkbox"/> Hydro One	<input type="checkbox"/> Economic Development
<input type="checkbox"/> Leeds, Grenville & District Health Unit	
<input type="checkbox"/> Leeds Grenville EMS	<input type="checkbox"/> Fire
<input type="checkbox"/> Ontario Municipal Property Assessment	<input type="checkbox"/> Police
<input type="checkbox"/> Union Gas	<input type="checkbox"/> Public Works Supervisor
<input type="checkbox"/> Upper Canada District School Board	<input type="checkbox"/> Utility Supervisor

Attached for your review is an application for a proposed Development Permit. If you have any comments/conditions that need to be addressed and/or fees or securities required, please forward them to the undersigned.

If you have any questions, please contact the undersigned.

No Comment

Comments

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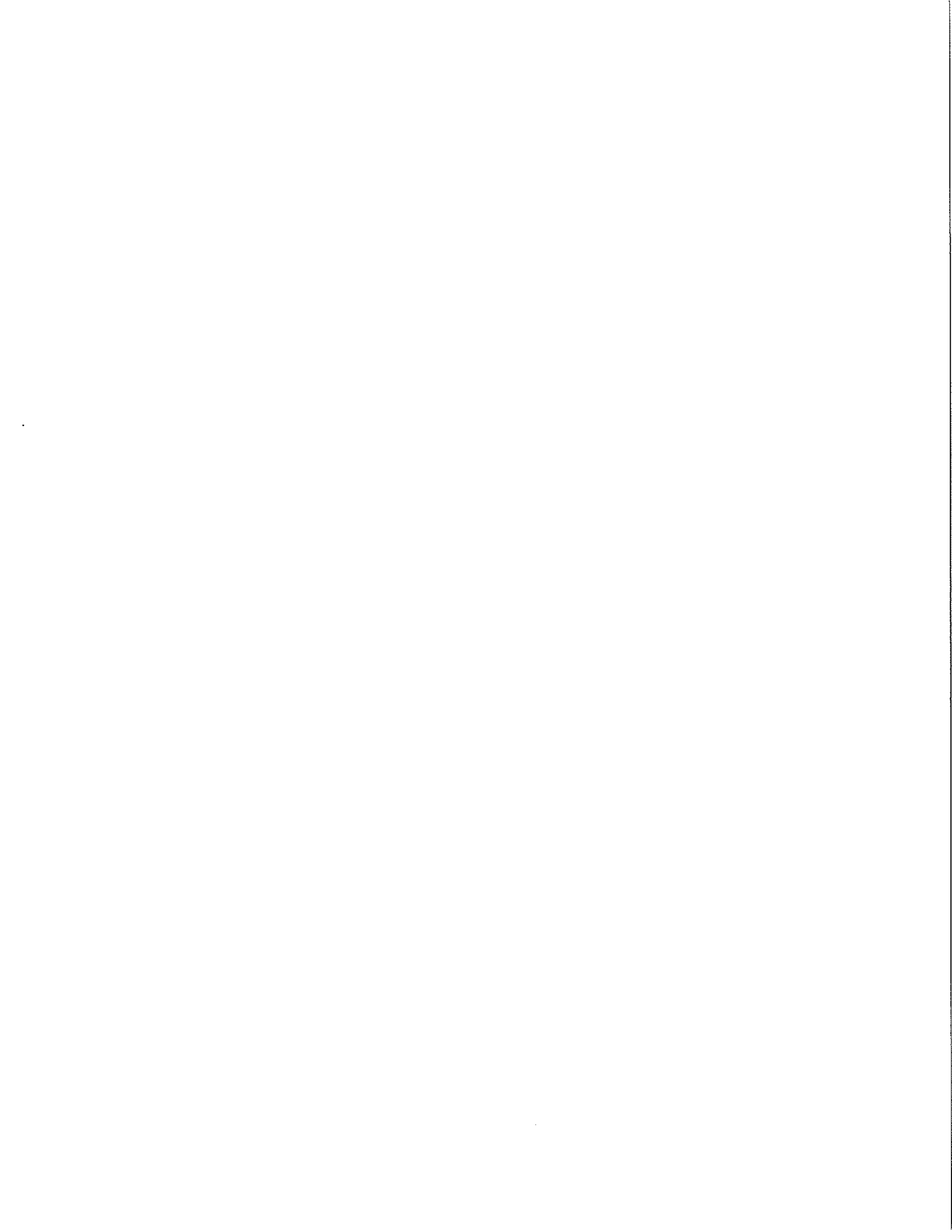


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Signature: \_\_\_\_\_

Brenda Guy, Manager of Community Development  
[bguy@gananoque.ca](mailto:bguy@gananoque.ca)  
 613 382-2149 ext.126

30 King Street East  
 P.O. Box 100  
 Gananoque, Ontario  
 K7G 2T6  
 Phone: 613-382-2149  
 Fax: 613-382-8587  
[www.gananoque.ca](http://www.gananoque.ca)





**NOTICE OF MEETING**  
**Proposed Class III Development Permit**

**TAKE NOTICE** the Planning Advisory Committee/Committee of Adjustment for the Town of Gananoque will hold a Meeting on **TUESDAY, JULY 23, 2013 at 6:00 P.M.** in the **COUNCIL CHAMBERS, TOWN OF GANANOQUE, 30 King Street East, Gananoque** to a recommendation to Council on the application below.

**AND FURTHER TAKE NOTICE** that the Council for the Corporation of the Town of Gananoque will hold a Meeting on **TUESDAY, AUGUST 13, 2013 at 6:00 P.M.** in the **EMERGENCY SERVICES BUILDING, 340 HERBERT STREET, Gananoque** to hear the following application to consider a Class III Development Permit:

**File No.** DP2013      **Applicant:** RANDY GILL  
**Owner:** 1556022 ONTARIO INC.

**The lands affected are described as:**  
BLK Q, LOTS 37 TO 41 PT.1 PLAN 28R-3748 PLAN 86, TOWN OF GANANOQUE

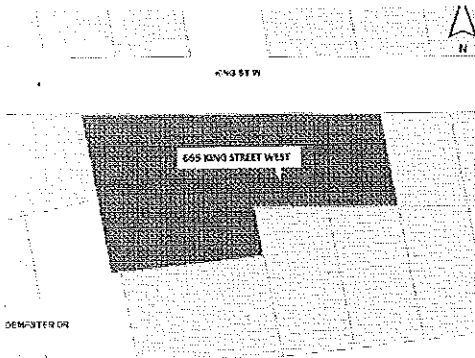
**Municipally known as:**  
665 KING STREET WEST

**The proposal of the lands is:**  
TO PERMIT THE DEVELOPMENT OF 23 MULTI-RESIDENTIAL UNITS AND MAINTAIN THE EXISTING DWELLING

Additional information in relation to the proposed development permit is available for inspection between 8:30 am and 4:30 pm in the Administration Offices at 30 King Street East, Gananoque, ON, or by calling 613 382-2149 ext.126.

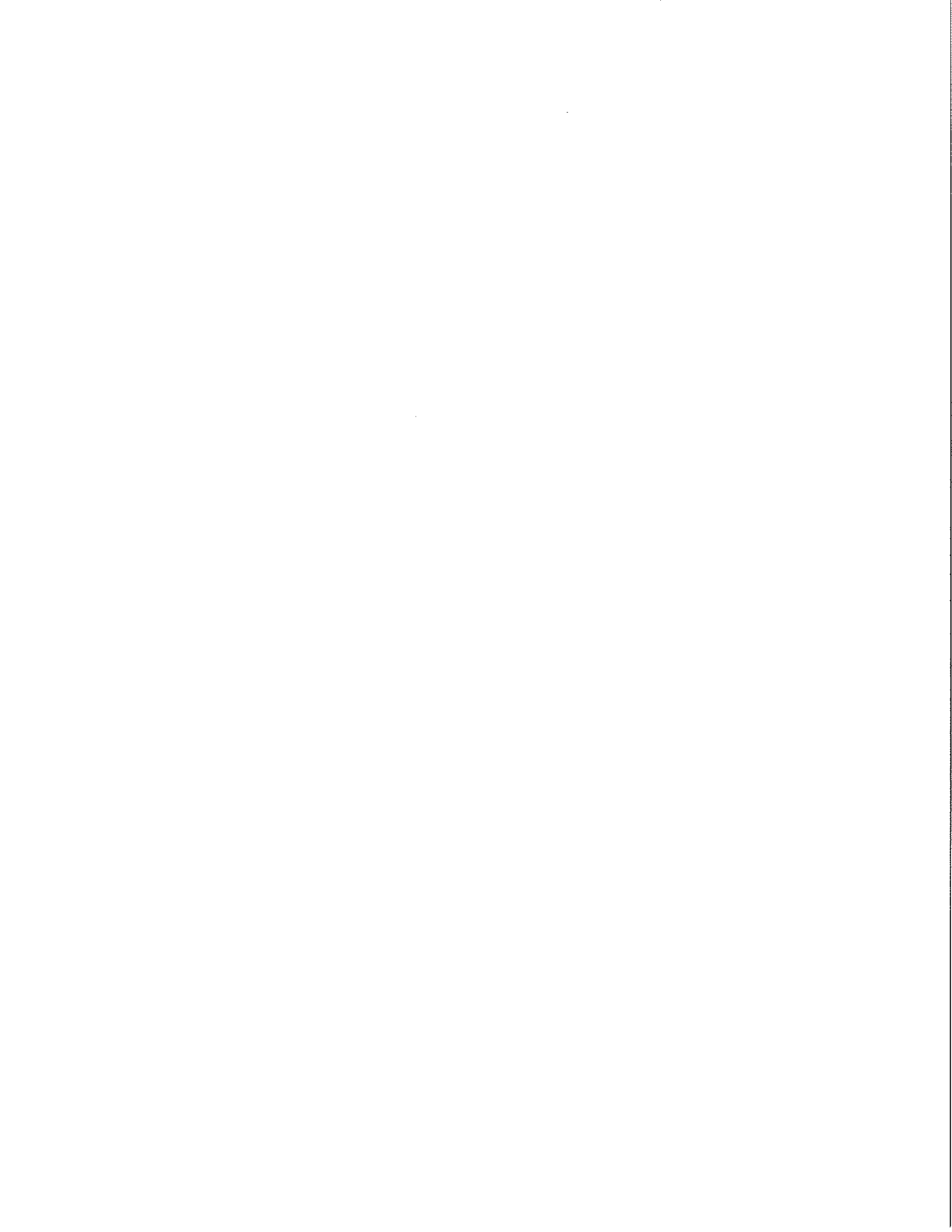
If you wish to provide comment or input you may do so at the public meeting or in writing prior to the meeting.  
**Note:** Only the applicant of a development permit has a right to appeal a decision or non-decision on an application to the OMB where the application meets the requirements established through the official plan and development permit bylaw.

**DATED** this 8TH day JULY, 2013



Brenda Guy  
Manager of Community Development  
bguy@gananoque.ca  
613 382-2149 Ext.126

30 King Street East  
P.O. Box 100  
Gananoque, Ontario  
K7G 2T6  
Phone: 613-382-2149  
Fax: 613-382-8587  
www.gananoque.ca





DP 20/13/02

**APPLICATION FOR DEVELOPMENT PERMIT APPROVAL**  
**Section 70.2 of the Planning Act, RSO 1990, as amended**

This application form **MUST** be accompanied with all the submission requirements in order to be considered a complete application. Incomplete applications will not be processed until all information is provided.

A meeting with Community Development staff is **REQUIRED PRIOR TO SUBMISSION** of this application. At that time, approval stream and submission requirements will be determined. **ALL** applications require the following:

- ✓ Complete application form signed including declaration of applicant.
- ✓ Copy of the deed of property or offer to purchase and sale
- ✓ Application fee payable to the Town of Gananoque:
  - Class I \$500
  - Class II \$1,500**
  - Class III \$1,700
  - Amendment to Class I, Class II or Class III \$700
- ✓ Deposit fee in the amount of \$2,000 payable to the Town of Gananoque for peer reviews of various studies for a Class II or Class III
- ✓ Copy of the most recent survey of the subject property

**CONTACT INFORMATION**

Municipal Freedom of Information and Protection of Privacy Act – Personal Information on this form is collected under authority of The Planning Act and will be used to process this application.

Name of Applicant:  1556022 Ontario Inc.	Complete Address including Postal Code:  665 King St. W. Gananoque, ON K7G 2H3	Phone: <u>613-382-9794</u>  Fax: <u>613-777-1021</u>  E-mail: _____
Name of Property Owner (if different than applicant):	Complete Address including Postal Code:	Phone: _____  Fax: _____  E-mail: _____
Architect/Designer/Planner:  Larry Gaines Architect	Complete Address including Postal Code:  Almonte Old Town Hall 14 Bridge Street, Ground Floor Almonte, ON K0A 1A0	Phone: <u>613-256-3630</u>  Fax: _____  E-mail: <u>gaines@bellnet.ca</u>
Engineer:  Eastern Engineering Group Inc.	Complete Address including Postal Code:  125 Stewart Blvd., Suite 212 Brockville, ON K6V 4W4	Phone: <u>613-345-0400</u>  Fax: <u>613-345-0008</u>  E-mail: <u>dpoole@easteng.com</u>
Ontario Land Surveyor:	Complete Address including Postal Code:	Phone: _____  Fax: _____  E-mail: _____

Street or Property Address (if applicable): 665 King Street West

**LEGAL DESCRIPTION**

Lot:  37,38,39,40 & 41	Concession:	Part(s):	Plan:  86
Frontage:  77.40	Depth:  47.07 average	Area (sq.m):  3495.32	Area (acres):  _____

**SUBMISSION REQUIREMENTS**

The applicant/agent is responsible for ensuring that the submission requirements are met, including confirming that all the information listed below is shown on the required plans by checking off each box.

- Site Plan(s)** including scaled accurate measurements of:
  - Title, location and date of project including legend and scale (graphic bar scale as well as written ratio scale);
  - Dimensions and areas of the site including existing natural and artificial features i.e: buildings, watercourses, wetlands, woodlands.
  - Dimensions and gross floor area of all building and structures to be erected;
  - Existing structures to be retained, removed or relocated;
  - Distances between lot lines and the various buildings, structures, parking areas, driveways and other features;
  - Proposed elevation of finished grades including area to be filled or excavated, retaining walls, drainage ditches;
  - Parking areas including number, size of spaces and dimensions
  - Access driveways including curbing and sidewalks
  - Proposed fire routes and fire route sign locations
  - Dimensions and locations of loading zones, waste receptacles and other storage spaces;
  - Location, height and type of lighting fixtures including information on intensity and the direction in which they will shine relative to neighbouring streets and properties;
  - Location of sign (sign permit to be applied for through the Building Permit process) as per By-law 2005-41;
  - Location, type and size of any other significant features such as fencing, gates and walkways.
- Drainage Plan(s)** including scaled accurate measurements of:
  - Drainage Plan must demonstrate proposed development is handled on-site and does not infringe on neighbouring properties;
- Landscape Plan(s)** including scaled accurate measurements of:
  - Landscape Plan showing size, type and location of vegetation, areas to be seeded or sod. Plan to show existing landscape features to be retained, removed or relocated;
- Site Servicing Plan(s)** including scaled accurate measurements of:
  - Site Servicing Plan (plan/profile) including layout of existing water, sewer, gas lines, proposed connections, utility easements, fire hydrants, hydro poles, lighting, trees, transformers and pedestals.
- Grade Control and Drainage Plan(s)** including scale accurate measurements of:
  - Existing elevations on subject and adjacent lands and long centerline or adjacent street lines, which are to be geodetic;
  - Location of any creeks, ravines or watercourses with elevations and contours;
  - Arrows indicating the proposed direction of flow of all surface water;
  - Location and direction of swales, surface water outlets, rip-rap, catch basins, rock, retaining walls, culverts
  - Existing and/or proposed right-of-ways or easements
- Elevation and Cross-Section Plan(s)** including scale accurate measurements of:
  - Drawings that show plan, elevations and cross section views for each building or structure to be erected;
  - Conceptual design of building;
  - Relationship to existing buildings, streets and exterior areas to which members of the public have access to;
  - Exterior design including character, scale, appearance and design features of the proposed building;
  - Design elements of adjacent Town road including trees, shrubs, plantings, street furniture, curbing and facilities designed to have regard for accessibility
  - Photographs of the subject land and abutting streetscape on both side of the street
- Supporting Studies and Reports.** Technical reports/plans or studies may be required to assist in the review process of a Development Permit Application. Applications for Development Permit may be required to submit the following studies or reports. Applicants should consult with Municipal staff to determine site specific requirements:

<input type="radio"/> Servicing options report	<input type="radio"/> Phase I Environmental Study and if investigation as required
<input type="radio"/> Hydrogeological Study	<input type="radio"/> Noise and/or vibration study
<input type="radio"/> Drainage and/or stormwater management report	<input type="radio"/> Source Water protection study
<input type="radio"/> Environmental Impact Assessment for a natural heritage feature or area	<input type="radio"/> MDS I or II calculation
<input type="radio"/> Archaeological Assessment	<input type="radio"/> Minimum Separation distance calculation for an industrial use or a waste management facility
<input type="radio"/> Influence area study for development in proximity to a waste management facility or industrial use	<input type="radio"/> Confirmation of sufficient reserve sewage system capacity and reserve water system capacity
<input checked="" type="checkbox"/> Traffic Study	<input type="radio"/> Vegetation Inventory and/or Tree Preservation Plan
<input type="radio"/> Heritage Resource Assessment	
<input type="radio"/> Mine hazard rehabilitation assessment	

- Cataraqui Region Conservation Authority.** Subject to review and a separate cheque payable to the Cataraqui Region Conservation Authority in the amount of \$\_\_\_\_\_. Clearance letter will be required by the Town.

<b>Existing Use(s):</b>	
Length of time the existing use of the subject lands have continued: Since 1949	
Has the property been designated as a Heritage Site?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Is the property presently under a Site Plan Agreement?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Has the property ever been subject of an application under Section 34 (Zoning), 41 (Site plan) or 45 (Minor Variance) of the Planning Act?	<input type="radio"/> Yes <input type="radio"/> No
If yes, provide the file number and the status of the application?	Not Known
<b>Proposed Use(s):</b> Residential Apartment Building	
Is the Use permitted or permitted subject to criteria as set out in the development permit by-law and how have the applicable criteria have been addressed? Permitted Use	
Is a variation requested? Demonstrate how the proposed variation meets the criteria as set out in the development permit by-law. No	
Abutting Land Use(s): North – Single Family Residential East – Single Family Residential	South – Single Family Residential West – Unopened Road Allowance
Is the Development to be phase?	<input type="radio"/> Yes <input checked="" type="radio"/> No
What is the anticipated date of construction?	2013/14
Is the land to be divided in the future?	No
Are there any easements, right-of-ways or restrictive covenants affecting the subject land? <input type="radio"/> Yes <input checked="" type="radio"/> No	

<b>Plan Details:</b>			
<input checked="" type="radio"/> Residential	<input type="radio"/> Commercial	<input type="radio"/> Industrial	<input type="radio"/> Institutional
23 Unit Apartment Bldg. and 1 House	Lot Area:  3495.32 (sq.m)	Building Coverage: 23.71 (%) 828.74 (sq.m)	Landscape Coverage: 40 (%) 1394.59 (sq.m)
	Building Height: 12.8 m	No. of Storeys: 3	No. of Units: 23 + 1
Parking Surface: Existing: _____ Proposed: Asphalt	Number of Parking Spaces: Existing: _____ Proposed: 31 Total: 31	Dimensions of Parking Spaces: 3.0 x 6.0	Method of Garbage Storage: Interior & Exterior
Number of Accessible Spaces: 2	Other: N/A	Other: N/A	Other: N/A

<b>Heritage Tourist Inn/Bed and Breakfast:</b>			
Is this an application for a Heritage Tourist Inn? <input type="radio"/> Yes <input checked="" type="radio"/> No	Number of Guest Rooms: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> Other _____	Is this an application for a Bed and Breakfast? <input type="radio"/> Yes <input type="radio"/> No	Number of Guest Rooms: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> Other _____
A Heritage Tourist Inn will require a Heritage Resource Assessment evaluating the heritage significance of the property including a description of historic features is required with the submission of this application.			

EXISTING BUILDINGS:	Building 1	Building 2
Type of Structure	House	
Date Constructed:	2005	
Front Line Setback:	10.0 m ±	
Rear Lot Line Setback:	19.0 m ±	
Side Lot Line Setback:	5.32 m	
Side Lot Line Setback:	_____	
Height:	7.6 m ±	
Dimensions:	12.2 x 7.4	
Floor Area:	180.6 m sq.	
PROPOSED BUILDINGS:	Building 1	Building 2
Type of Structure:	3 Storey – Apartment Bldg.	
Proposed Date of Construction:	2013/14	
Front Line Setback:	6.10	
Rear Lot Line Setback:	13.17	
Side Lot Line Setback:	4.60	
Side Lot Line Setback:	_____	
Height:	12.8 m	
Dimensions:	See Site Plan – C2	
Floor Area: GROSS	2163 m sq.	
Attached Additional Page, if necessary		

**Access:**

<input checked="" type="checkbox"/> Municipal Street	<input type="checkbox"/> Unopen Road Allowance	<input type="checkbox"/> Existing Right-of-way	<input type="checkbox"/> Other _____
------------------------------------------------------	------------------------------------------------	------------------------------------------------	--------------------------------------

Name of Street/Road: 665 King Street West

Entrance Approvals and Permit Number(s): Existing Entrance

If the application will result in the creation of a new private road, a request for street naming will have to be submitted in conjunction with this application, to be approved by Council.

**Water Access (where access to the subject land is by water only)**

Docking Facilities (specify)	Parking Facilities (specify)
distance from subject land _____	distance from subject land _____
distance from nearest public road _____	distance from nearest public road _____

**Services:**

<input checked="" type="checkbox"/> Municipal Water and Sewer	<input type="checkbox"/> Municipal Water & Private Sewage	<input type="checkbox"/> Private Well and Municipal Sewage	<input type="checkbox"/> Private Well and Private Sewage
---------------------------------------------------------------	-----------------------------------------------------------	------------------------------------------------------------	----------------------------------------------------------

Water and Sewer Hook-up Approvals and Permit Number(s):

**AUTHORIZATION BY OWNER**

I/We, the undersigned being the owner(s) of the subject land of this application for a consent, hereby authorize \_\_\_\_\_ (print name) to be the applicant in the submission of this application. Furthermore, I/we, being the registered owner(s) of the subject lands, hereby authorize the Members of Council, Planning Advisory Committee and the Town of Gananoque staff members, to enter upon the property for the purposes of conducting a site inspection with respect to the attached application.

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness (not applicant)

\_\_\_\_\_  
Date

**CONSENT BY OWNER**

Complete the consent of the owner concerning personal information set out below.

I/We, RANJIT GILL, am/are the registered owner(s) of the land that is the subject of this application for Development Purposes and for purposes of the Municipal Freedom of Information and Protection of Privacy Act. I/We hereby authorize the use, or disclosure, to any person or public body, of any personal information collected under the authority of the Planning Act of the purpose of processing this application.

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness (not applicant)

July 4, 2013  
Date

**DECLARATION OF APPLICANT**

I, RANJIT GILL of the TOWN of GANANOQUE in the PROVINCE of ONTARIO solemnly declare that:

I understand that the applicant/owner will be required to provide 100% security of the outside works in the form of a Letter of Credit or Certified Cheque until such time as the works are completed. A 15% holdback will be maintained for a period of one year after the works are completed. This will be applicable at the time of agreement.

Furthermore, I, being the applicant of the subject lands, hereby authorize the Members of Council, Planning Advisory Committee and the Town of Gananoque staff members, to enter upon the property for the purpose of conducting a site inspection with respect to the attached application.

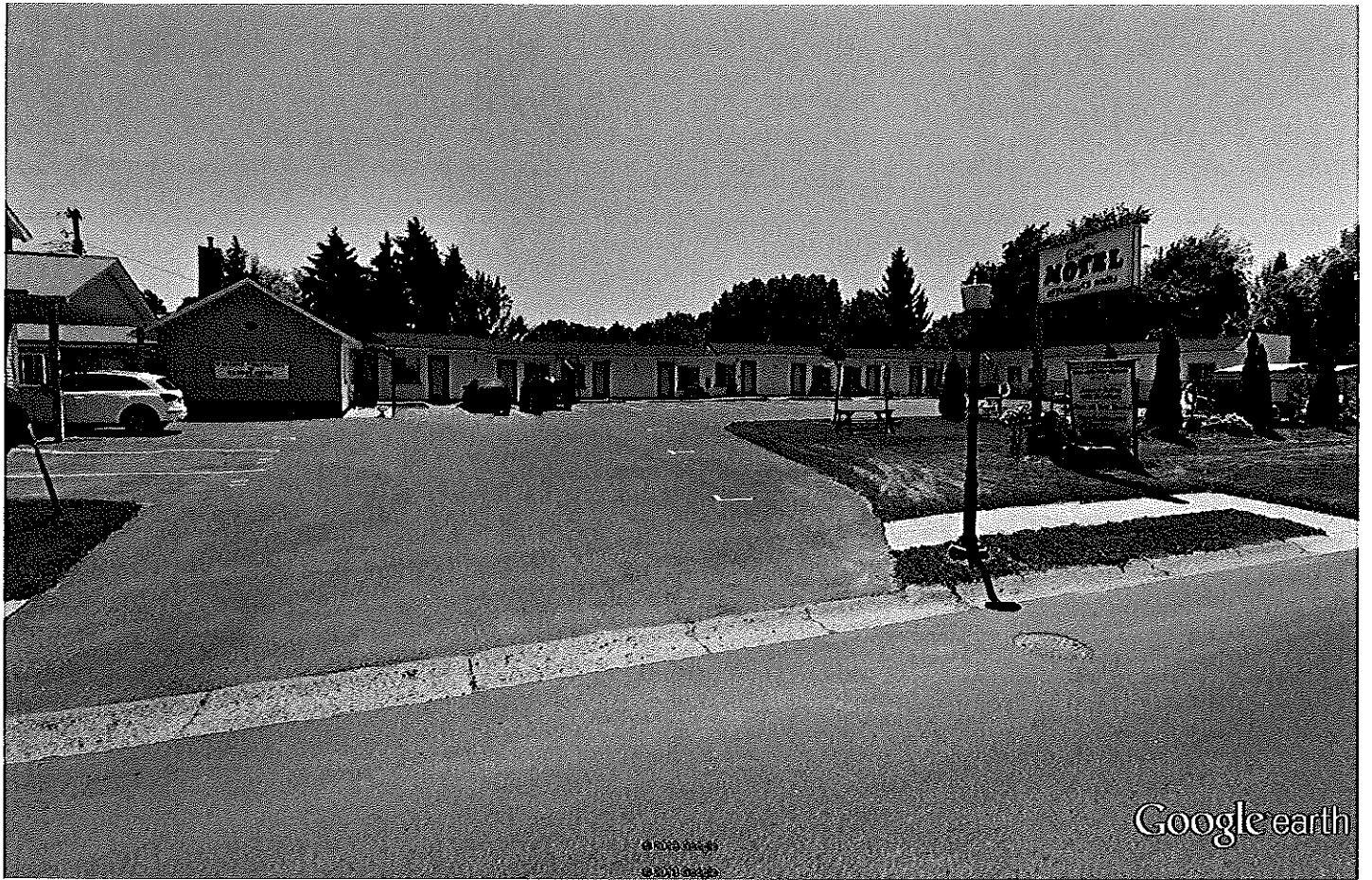
All of the above statements contained in the application are true and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under Oath and by virtue of The Canada Evidence Act.

Declared/Sworn before me at Town of Gananoque this 4th day of July, 2013.  
Brenda Guy, Commissioner, etc.,  
Province of Ontario, for the Commission of the Town of Gananoque.

\_\_\_\_\_  
Signature of a Commissioner, etc

\_\_\_\_\_  
Signature of Applicant

<b>Office Use Only:</b>		Roll No: <u>010 11600</u>
Official Plan Designation: <u>Residential (ends July 15/13)</u>	Development Permit Designation: <u>Highway Commercial</u>	Other:
Access (Entrance Permits etc):	Water and Sewer Hookup (Permits etc):	Other:
Other Concurrent Applications: <input type="checkbox"/> Cash-in-Lieu of Parking <input type="checkbox"/> Condominium Approval <input type="checkbox"/> Consent/Severance	<input checked="" type="checkbox"/> Official Plan Amendment	<input type="checkbox"/> Subdivision Approval
Date Application Received: <u>July 4/2013</u>	Date Application Deemed Complete:	Fees Received: <u>\$1700.00</u>



Google earth

Google earth







**NOTES:**  
 CONTRACTOR TO CONTACT UTILITY COMPANIES TO OBTAINING TYPE, DEPTH AND LOCATION OF ALL UTILITIES IN THE PROJECT AREA.

**EASTERN ENGINEERING GROUP INC.**  
 INCLUDING CONSULTANTS:  
 QUANTITY SURVEYOR  
 CIVIL ENGINEER  
 ELECTRICAL ENGINEER  
 MECHANICAL ENGINEER  
 PLUMBING ENGINEER  
 SANITARY ENGINEER  
 STRUCTURAL ENGINEER  
 TRAFFIC ENGINEER

**1. L.P. 1.0000** EXISTING PLAN CONTROL

**2. L.P. 1.0000** EXISTING PLAN CONTROL

**3. L.P. 1.0000** EXISTING PLAN CONTROL

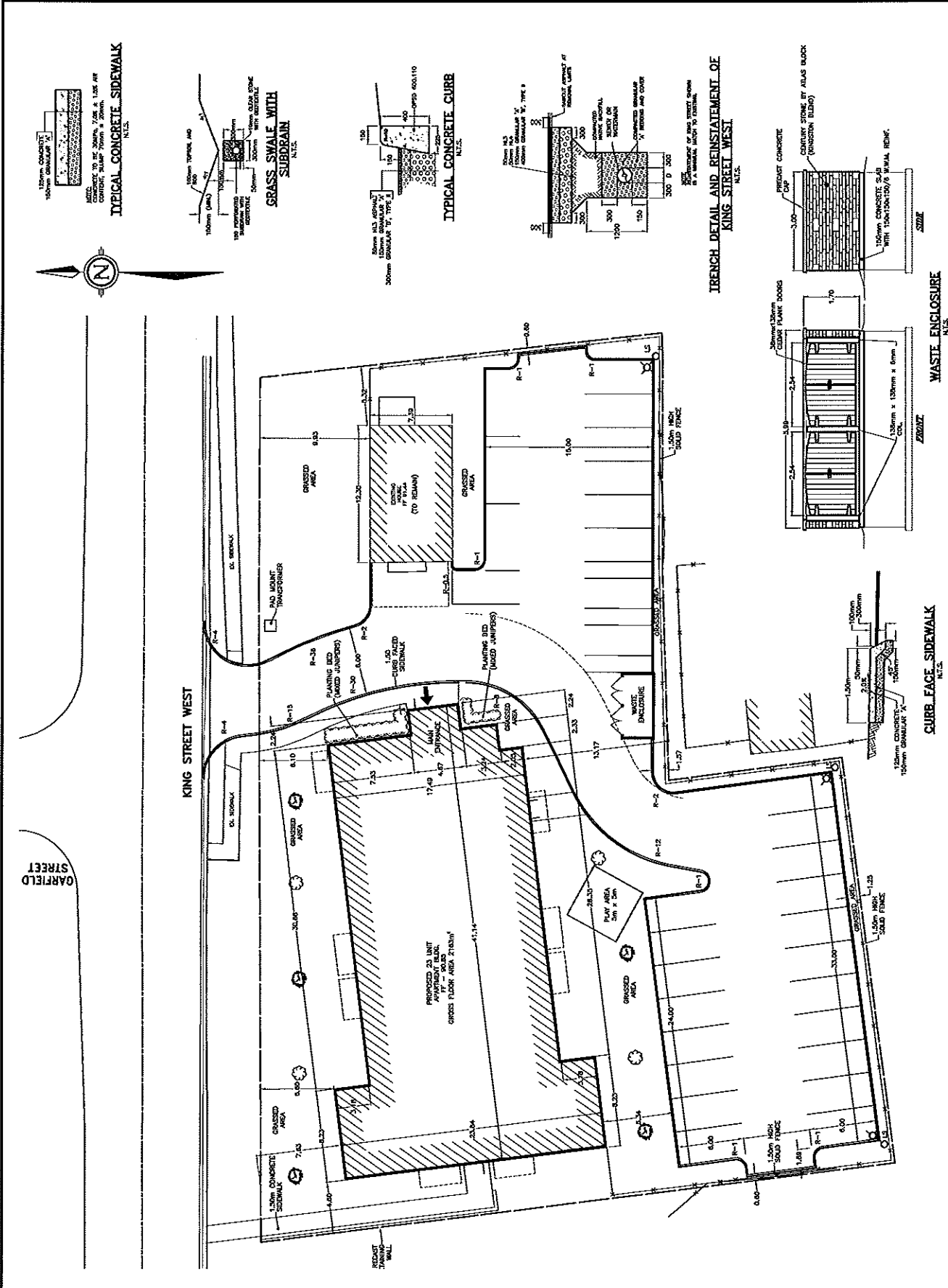
**EASTERN ENGINEERING GROUP INC.**  
 CONSULTING ENGINEERS

23 UNIT APARTMENT BUILDING  
 885 KING STREET WEST  
 GANANOQUE, ONTARIO

**LAYOUT PLAN AND DETAILS**

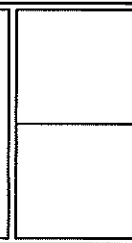
Scale: 1:50  
 Date: 11/10/10  
 Project: 23 UNIT APARTMENT BUILDING

C2



No.	By	Date	FOR BEE PLAN CONTROL	Revisions
1	DEF	4/7/73		

All drawings are prepared on a grid system. The contractor shall verify the location of all walls, columns, and other structural members at the time of construction. The contractor must check and verify all dimensions. Drawings are not to be scaled.



**EASTERN ENGINEERING GROUP INC.**  
CONSULTING ENGINEERS

The Office: 200 West 10th Street, Suite 200, Toronto, Ont. M5S 1A7  
Telephone: (416) 593-2000  
Telex: 3800-1111  
Fax: (416) 593-2001

**EASTERN ENGINEERING GROUP INC.**  
REGISTERED PROFESSIONAL ENGINEERS

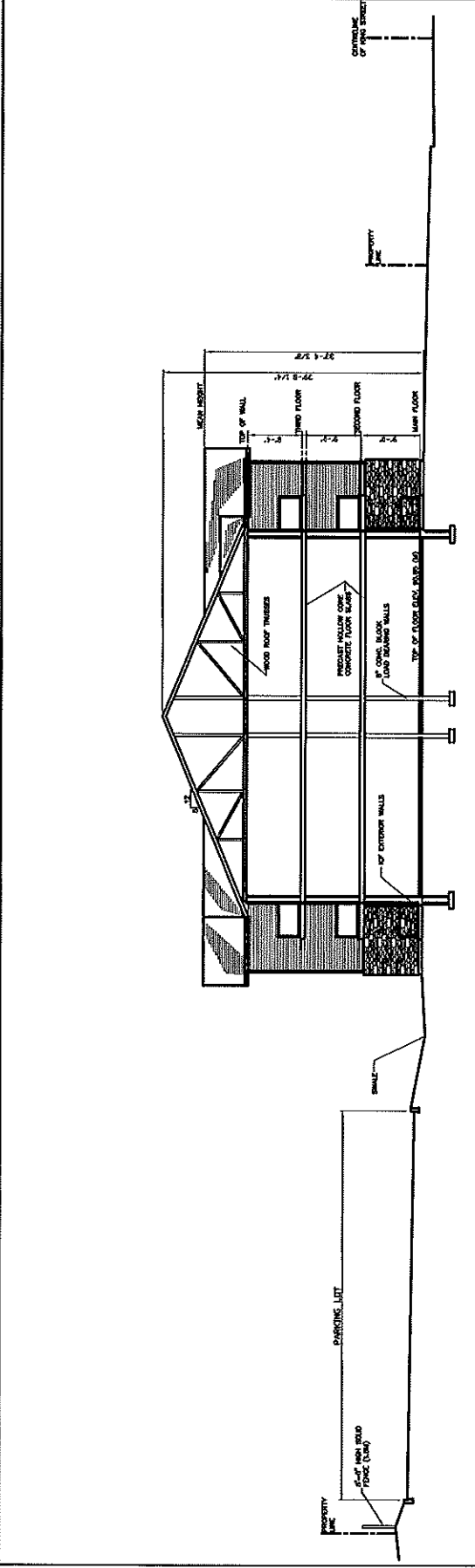
REGISTERED PROFESSIONAL ENGINEERS  
REGISTERED PROFESSIONAL ARCHITECTS  
REGISTERED PROFESSIONAL LAND SURVEYORS  
REGISTERED PROFESSIONAL CIVIL ENGINEERS  
REGISTERED PROFESSIONAL ELECTRICAL ENGINEERS  
REGISTERED PROFESSIONAL MECHANICAL ENGINEERS  
REGISTERED PROFESSIONAL CHEMICAL ENGINEERS  
REGISTERED PROFESSIONAL INDUSTRIAL ENGINEERS  
REGISTERED PROFESSIONAL AERONAUTICAL ENGINEERS  
REGISTERED PROFESSIONAL METALLURGICAL ENGINEERS  
REGISTERED PROFESSIONAL MINING ENGINEERS  
REGISTERED PROFESSIONAL AGRICULTURAL ENGINEERS  
REGISTERED PROFESSIONAL FORESTRY ENGINEERS  
REGISTERED PROFESSIONAL GEOTECHNICAL ENGINEERS  
REGISTERED PROFESSIONAL ENVIRONMENTAL ENGINEERS  
REGISTERED PROFESSIONAL PETROLEUM ENGINEERS  
REGISTERED PROFESSIONAL TRANSPORTATION ENGINEERS  
REGISTERED PROFESSIONAL WIND ENGINEERS  
REGISTERED PROFESSIONAL OIL ENGINEERS  
REGISTERED PROFESSIONAL CHEMICAL ENGINEERS  
REGISTERED PROFESSIONAL INDUSTRIAL ENGINEERS  
REGISTERED PROFESSIONAL AERONAUTICAL ENGINEERS  
REGISTERED PROFESSIONAL METALLURGICAL ENGINEERS  
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REGISTERED PROFESSIONAL PETROLEUM ENGINEERS  
REGISTERED PROFESSIONAL TRANSPORTATION ENGINEERS  
REGISTERED PROFESSIONAL WIND ENGINEERS  
REGISTERED PROFESSIONAL OIL ENGINEERS

PROJECT: PROPOSED 23 UNIT APARTMENT  
865 KING STREET EAST  
GAINANOQUE, ONTARIO

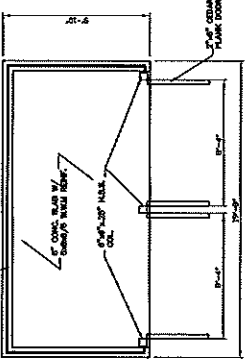
**SITE CROSS-SECTION  
WASTE ENCLOSURE**

DATE: M.E.Y. 4, 2013	PROJECT NO:
DRAWN BY: J.B. BISHOP	CHECKED BY:
SCALE: AS SHOWN	DATE: M.E.Y. 4, 2013
PROJECT: PROPOSED 23 UNIT APARTMENT 865 KING STREET EAST GAINANOQUE, ONTARIO	PROJECT NO:

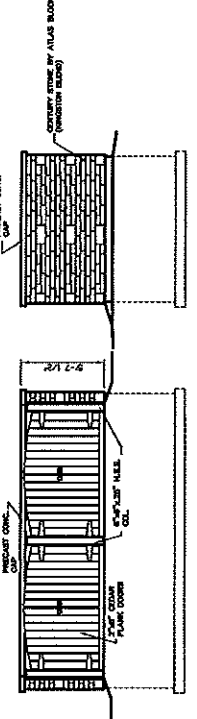
**C3**



**SITE CROSS-SECTION**  
SCALE 1/8" = 1'-0"



**PLAN VIEW**  
SCALE 1/8" = 1'-0"



**NORTH ELEVATION**  
SCALE 1/8" = 1'-0"

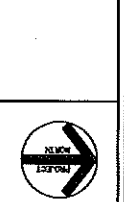
**EAST/WEST ELEVATION**  
SCALE 1/8" = 1'-0"

**WASTE ENCLOSURE**

**Larry Gaines Architect**  
 The Architects  
 400 King Street West  
 Toronto, Ontario  
 M5X 1A0

No.	By	Date	Revisions
3	DDP	4/7/75	FOR SET PLAN CONTROL
2	DDP	7/16/75	REVISED FLOOR PLAN
1	DDP	8/3/75	FOR REVIEW

All dimensions, specifications and material descriptions are the property of the Engineer and shall not be used, copied, reproduced or published in any form without the written consent of the Engineer. The contractor shall check the validity of dimensions. Drawings are not to be scaled.



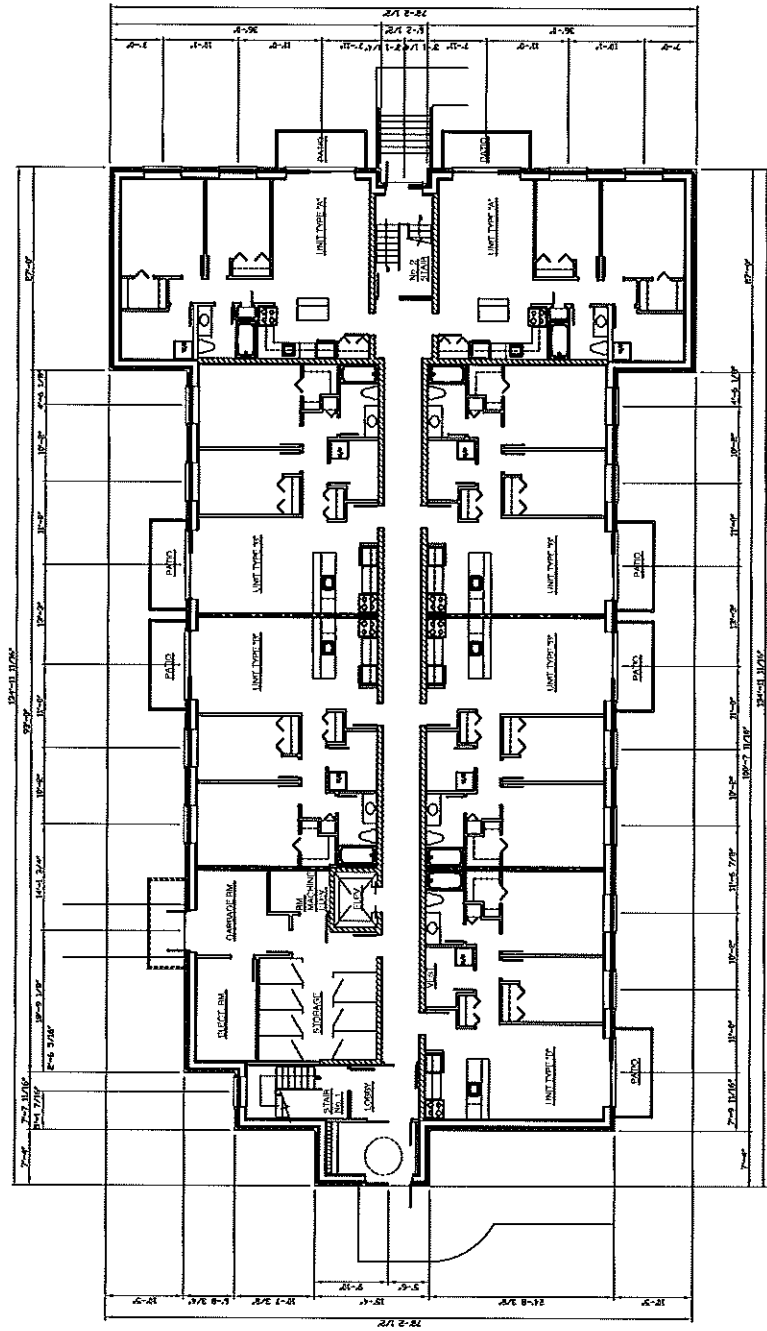
**EASTERN ENGINEERING GROUP INC.**  
 CONSULTING ENGINEERS  
 Toronto, Ontario  
 100 King Street West, Suite 2000  
 Toronto, Ontario, M5X 1C8

**EASTERN ENGINEERING GROUP INC.**  
 BUILDING CODE IDENTIFICATION NO.  
 CLASSIFIED IDENTIFICATION NO.  
 BUILDING CODE IDENTIFICATION NO.  
 CLASSIFIED IDENTIFICATION NO.

**PROPOSED**  
 23 UNIT APARTMENT  
 685 KING STREET W.  
 GANANOQUE, ONTARIO

**GROUND FLOOR PLAN**

Scale	1/8" = 1'-0"
Sheet No.	A-1
Project No.	10000-01



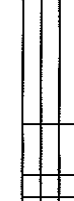
**GROUND FLOOR PLAN**  
 SCALE 1/8" = 1'-0"

**Larry Gaines Architect**  
 741 WESTMAN ROAD  
 ALBANY, ONTARIO  
 K0A 1A0  
 TEL: (416) 291-2443  
 FAX: (416) 291-2443  
 email: larry@larrygaines.com

No.	By	Date	Revisions
1	JG	8/8/03	FOR REVISION
2	JG	10/9/03	REVISED FLOOR PLANS
3	JG	4/7/03	FOR IFC PLAN CONTROL

All notices, specifications and related documents for this project shall be available to the public at the following address: **288 KING STREET WEST, TORONTO, ONTARIO M5H 1K1**. The architect's name, address and telephone number shall be included in the notice.

Drawings are not to be copied.



**EASTERN ENGINEERING GROUP INC.**  
 CONSULTING ENGINEERS

**EASTERN ENGINEERING GROUP INC.**  
 REGULATED PROFESSIONAL ENGINEERS

CLASSIFIED BY REGISTRATION  
 REGULATION 1910  
 REGULATION 1911  
 REGULATION 1912  
 REGULATION 1913  
 REGULATION 1914  
 REGULATION 1915  
 REGULATION 1916  
 REGULATION 1917  
 REGULATION 1918  
 REGULATION 1919  
 REGULATION 1920

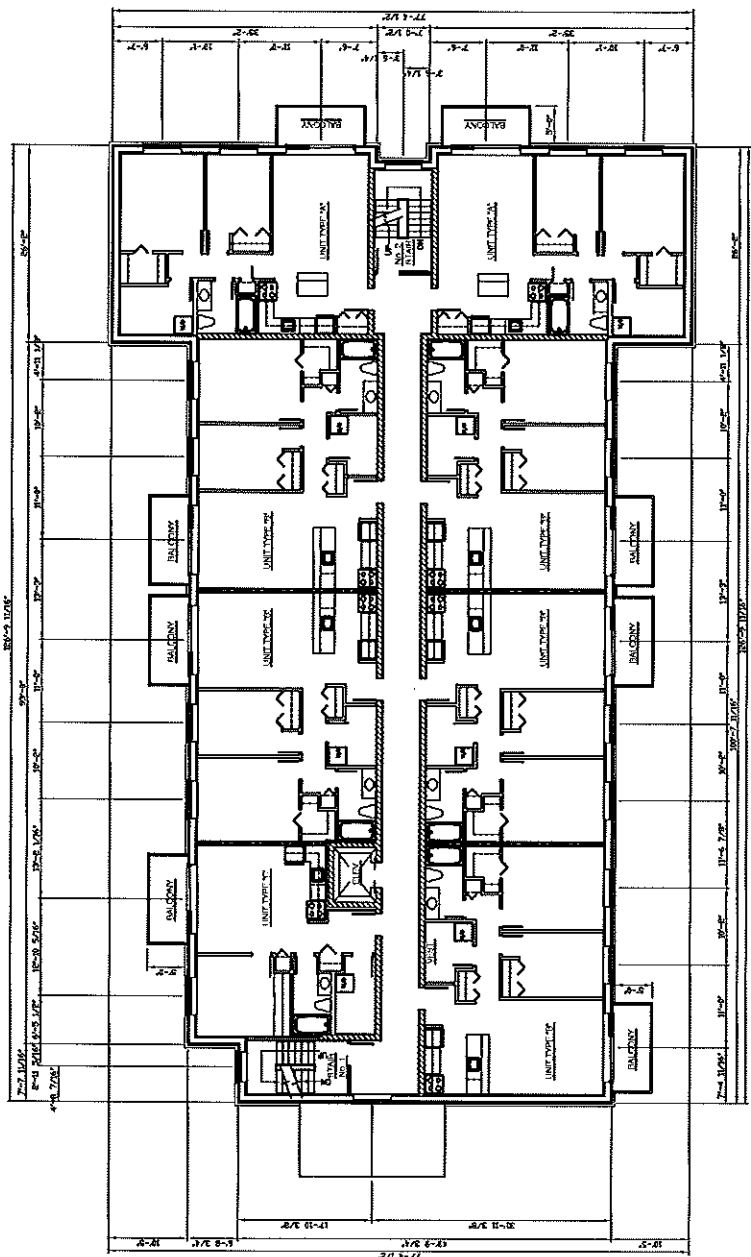
**PROPOSED  
 288 UNIT APARTMENT  
 288 KING STREET W.  
 GANANOQUE, ONTARIO**

**SECOND & THIRD FLOOR PLANS**

DATE	BY	REVISION
APRIL 28, 2003	JG	FOR IFC

Scale: 1/8" = 1'-0"

**A2**



**SECOND & THIRD FLOOR PLANS**  
 SCALE 1/8" = 1'-0"





# Redevelopment of 665 King St. West Town of Gananoque

## Traffic Impact Study

*Prepared by:*  
**Tranplan Associates**  
PO Box 455  
Lakefield, ON  
K0L 2H0  
[www.tranplan.com](http://www.tranplan.com)

*Prepared for:*  
**Randy Gill**

**July, 2013**

*Offset intersections  
- left to sit & not  
interfere  
- Unlikely  
- right turn used  
in the AC.*

July 6, 2013

Mr. Randy Gill  
665 King Street West  
Town of Gananoque, ON

Dear Sir:

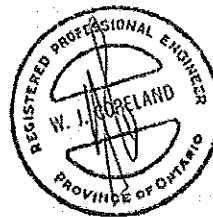
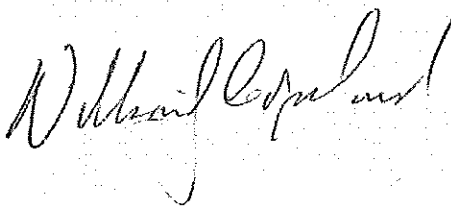
**RE: Traffic Impact Study for the Proposed Redevelopment of 665 King St. West, Town of Gananoque from former Motel Use to a 23 Unit Apartment Building.**

Tranplan Associates is pleased to present this traffic impact study in support of the proposed *Redevelopment of 665 King St. West, Town of Gananoque* from its former Motel Use to a new 23 unit Apartment Building. The new building will be located on the south side of King Street West opposite Garfield Street in the southwest portion of the Town of Gananoque. This study report has been prepared to evaluate the potential traffic impacts and site entrance requirements for the proposed apartment building.

The study analyses determined that future traffic volumes generated by the new apartments will have an acceptable impact on adjacent roads and intersections. There will be no requirement for road infrastructure improvements to support the development. There will be considerable residual capacity available in adjacent roads and intersections to accommodate new traffic from the study site as well as growth in background traffic. The planned site entrance driveway will function well as the fourth approach to the existing Garfield/King St. West intersection.

Tranplan Associates is pleased to have had the opportunity to work with your study team to prepare this traffic report in support of the proposed development. If you should require any further information on the study analyses or reporting, please contact me at your convenience

Yours truly,



William Copeland, P.Eng.  
Principal  
Tranplan Associates



**© Tranplan Associates**

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This document may not be used for any purpose other than that provided in the contract between the Owner/Client and the Engineer nor may any section or element of this document be removed, reproduced, electronically stored or transmitted in any form without the express written consent of Tranplan Associates.

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## 1. INTRODUCTION

### 1.1 Background

Tranplan Associates is pleased to present the results of a study to determine the traffic impacts of the proposed redevelopment of the former *Ganroc Motel* located at 665 King St. West in the Town of Gananoque, Ontario, to a 23 unit apartment building. The proposed apartment building will be located on a site that contained an older non-franchise motel. The study site is located opposite Garfield Street in southwest Gananoque (see *Exhibit 1 - Key Map* following report text). Development on the site will consist of the proposed apartment building plus the existing residence for the apartment superintendent. The general layout of the apartment, the proposed access opposite Garfield Street and related parking areas are illustrated in *Exhibit 2 - Site Plan*. The site will have direct access to King Street West, originally old Highway 2. This section of King Street is now under the jurisdiction of the Town of Gananoque. Further to the west it is now under the jurisdiction of the United Counties of Leeds and Grenville (Leeds & Grenville). King St. West will provide the study site with direct connectivity to the core and commercial areas of Gananoque.

This traffic study has been requested by the Town of Gananoque as part of the planning approval process for the proposed redevelopment of the study site. Discussions have been held with the proponent and the Town to establish the scope of study. Background traffic data for King St. West and Garfield Street were collected as part of a site visit completed on Thursday June 6 and Friday June 7, 2013. Additional data collected during this visit included observation of current traffic operations, measurement of the existing road cross-sections, review of adjacent land uses and measurement of sight lines from the site entrance driveway along King St. to the east and to the west. The County has provided additional background traffic data for King St west of the study site.

Traffic analyses completed as part of the study includes intersection capacity analyses and auxiliary lane warrant analyses. These analyses were based on future weekday AM and PM peak hour volumes for a 7 year planning horizon to 2020. The total traffic volumes include traffic generated by full development of the study site and general growth in background traffic on the study road network. The total forecast 2020 PM peak hour volumes are illustrated in *Exhibit 4 - 2020 Total Peak Hour Volumes*. These forecast future volumes were developed from the 2013 observed peak hour volumes and traffic data supplied by the County.

### 1.2 Principal Findings

The principal findings derived from the study analyses include the following:

- The existing study road network operates at good Levels of Service<sup>1</sup> (LoS) during weekday peak hour periods.

---

<sup>1</sup> See the *Technical Appendix – Intersection Capacity Analyses* following the report exhibits for definitions of Levels of Service.

- Future PM peak hour site trip generation is forecast to be 15 vehicles per hour (vph) with 10 vph inbound and 5 vph outbound to/from the apartment building.
- During a 2020 representative summer weekday PM peak hour, all traffic movements at the Site Entrance/King St./Garfield St intersection are forecast to operate at LoS "C" or better. This is a good LoS and shows that there will be considerable residual capacity available for additional growth in traffic beyond the 2020 planning horizon.
- Based on Ministry of Transportation (MTO) and Transportation Association of Canada (TAC) guidelines no additional auxiliary lanes will be required at the Site Entrance/King St./Garfield St. intersection.
- The proposed site plan with the site entrance located as shown in *Exhibit 2* and designed to current Town of Gananoque standards will provide good access to King St. West.
- The existing road infrastructure in the vicinity of the study site will accommodate traffic generated by the new apartment building. No additional road improvements will be required to support this development.

The following sections of the Study Report contain the documentation and details of the analyses to support the principal findings of the study.

## 2. EXISTING CONDITIONS

*This Section describes the roadway network, traffic volumes, operational analysis results and other notable characteristics under the baseline conditions.*

### 2.1 The Study Site

The proposed redevelopment of the *Ganroc Motel* at 665 King St West to a 23 unit apartment building will include a residence for the superintendent. The development will be located on the site of the former *Ganroc Motel* site in the southwestern portion of the Town of Gananoque. The site is located on south side of King St. West opposite Garfield Street (see *Exhibit 1*). An unopened road allowance, Ontario Street, runs along the west side of the property. The house for the apartment superintendent is presently on the site. It was likely the home of the motel manager when the motel was operational. Additional specific planning/development information for the study site itself will be included in related planning documentation that will be submitted with this traffic study for the necessary planning approvals.

### 2.2 Adjacent Land Use

Lands along King St. West are a mix of older residential housing with a scattering of small commercial business and motels/hotels. This development seems characteristic of land use that would have developed along old Highway 2. Development along Garfield Street is newer single family residential development on larger urban lots. The core business area and historic part of Gananoque are located to the east of the study site with connectivity provided by King St. West as illustrated in *Exhibit 1*.

### 2.3 Access to the Study Site

#### 2.3.1 Overview

Overall access to the study site and the adjacent intersections are illustrated in *Exhibit 1*. Details of the local study road network are provided following.

#### 2.3.2 King St. West

King St. West is under the jurisdiction of the Town of Gananoque. To the west beyond the limits of the Town it is under the direct jurisdiction of County of Leeds & Grenville as County Road (CR) 2. King St. West is designated as an MTO *Emergency Detour Route* (EDR) and on occasion acts as a detour for Highway 401 traffic when emergencies occur in adjacent sections of Highway 401. King St. West will provide the study site with connectivity east into the historic central area of the Town and north via Stone Road (see *Exhibit 1*) to the Highway 401 corridor. This will provide the study site with reasonable connectivity to the provincial highway network.

In the vicinity of the study site, King St West functions as a two lane suburban arterial road. It has an urban cross-section with a 10.4 m asphalt platform with two through lanes. The street's cross-section includes a 1.5 m grass boulevard on the north side King St. with a 1.5 m sidewalk west of Garfield Street. The single sidewalk shifts to the south side of King St. east of Garfield

Street. The sidewalks provide for local pedestrian connectivity as well as non-auto access to residences along the King St. West corridor. In the vicinity of the study site King St. West has a posted speed of 50 kph. Based on Tranplan Associates counts and data provided by the County it is estimated that this section of King St. West has an average daily volume (ADT) of about 6,000 to 6,500 vehicles per day (vpd).

### 2.3.3 *Garfield Street*

Garfield Street is a local urban residential street that runs north from King St. West opposite the study site. It is a dead-end street that provides access to about 40 newer single family homes, some on larger urban lots. About half way along the Garfield Street alignment an additional street has been opened to the east, *Coachmens Cres.* It presently provides access to one home that faces on Garfield Street. Traffic from both streets was included in the observed counts. Minimal site traffic is expected to access Garfield Street. King St. West corridor provides community connectivity for the residents of Garfield Street

Garfield Street running north from King St. West has an urban cross-section and terminates in a cul-de-sac. It has a 7.9 m all-weather surface/platform with a mountable concrete curb and gutter. The full cross-section includes a 1.8 m grass boulevard on the west side and a 1.5 m concrete sidewalk on the west side only. This sidewalk provides the Garfield Street residents with pedestrian connectivity to the King St. West corridor. Garfield Street has a posted speed of 50 km/h.

## 2.4 **The King St. West/Garfield St./Site Entrance Intersection**

The King St. West/Garfield St./Site Entrance intersection is the focus of this traffic impact study. It is essentially a "T" intersection of two municipal roads formed by King St. West as the main "through" street and Garfield Street as the minor north approach. Garfield Street is "Stop-Controlled". The current and future site entrance forms the fourth leg of the intersection as the south approach (see *Exhibit 3*). The present site entrance centreline is offset about 5 m to the east from the centreline of Garfield Street. This offset should create no operational issues at the intersection since there will be little site traffic travelling north to Garfield Street and left turns into each of the minor approaches will not "overlap". All four of the intersection approaches are a single lane. There are no auxiliary turning lanes at the intersection.

Current traffic volumes for the King St. West/Garfield St./Site Entrance intersection were established from a set of weekday AM and PM peak period traffic counts carried out on Thursday June 6 and Friday June 7, 2013. The County of Leeds & Grenville was contacted to obtain traffic data that might provide background information to establish seasonal expansion factors to bring the observed June counts up to more representative volumes for summer peak hour periods. The County was able to provide such data. Based on this information a seasonal adjustment factor of 1.35 was applied to the June, 2013 counts to produce representative 2013 summer peak hour counts. The resulting peak hour volumes for the study intersection are illustrated in *Exhibit 3*. It will be noted that all intersection approach summer volumes are about

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270 vph or less. Volumes during non-summer months can be expected to be lower by 30% or more.

A detailed intersection capacity analysis was carried out to assess current summer PM peak hour operating conditions at the study intersection. The analysis was done using current *Highway Capacity Manual* (HCM) methods and procedures and *Synchro* (version 8) intersection capacity analyses software. The analysis was based on the 2013 summer weekday peak hour volumes illustrated in *Exhibit 3*. The analysis found that all traffic movements at the study intersection operate at the boundary of LoS "B/C" or better. This is considered to be a good LoS for urban peak hour conditions. Drivers entering the King St. West traffic stream face acceptable levels of delay. There is considerable residual capacity in the adjacent road network for future site traffic and growth in background traffic. A detailed printout of this capacity analysis is included in the *Technical Appendix - Intersection Capacity Analyses*.



### 3. THE DEVELOPMENT

*This Section describes the existing site, proposed changes to the buildings/operations, and the development of the site generated traffic.*

#### 3.1 Site Trip Generation Forecasts

The study site is the location of the former 18 unit *Ganroc Motel* located at 665 King St. West in the Town of Gananoque. The site is now being redeveloped into a 23 unit apartment building. The former manager's residential unit will be retained for the apartment superintendent. The current Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th ed.) contains trip generation data for various residential land uses. Two options were reviewed for application to the study site: *LU 220 - Apartment* and *LU 221- Low-Rise Apartment*. The *LU 220 - Apartment* option was selected for application to the study analyses since it has the highest trip generation rate.

As part of the trip generation analyses, a comparison was made between the past motel site trip generation and forecast apartment site trip generation when it will contain 23 apartment units. The trip generation rates for ITE land use *LU 320 - Motel* were used to compute former site trip generation. A summary the former and future site trip generation is contained in *Table 1 - Site Trip Generation* following:

**Table 1: Forecast Site Trip Generation - (veh/hr)**

USE	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Ganroc Motel	3	5	8	5	4	9
New Apartment Bldg	4	10	14	10	5	15
<b>Net New Trips (vph)</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>6</b>

In reviewing *Table 1* it will be noted that the net increase in site-generated traffic over the old land use is forecast to be 6 vph in each of the two peak hour periods.

#### 3.2 Site Trip Distribution

Little site traffic is expected to access Garfield Street during peak hour periods. Therefore, it was assumed that there are two "gateways" to the study site, King St to the east and King St. to the west. Since the new land use will be residential, it was further assumed that the distribution of site traffic would correspond to the observed distribution of Garfield St traffic to the King St. West corridor (see *Exhibit 3*). Future site traffic was distributed to the King St. based on this assumption. *Table 2* following illustrates the future site trip distribution used in the study analyses.

**Table 2: Distribution of New Site Trips**

<b>Gateway (to/from)</b>	<b>AM Percent Distribution</b>	<b>PM Percent Distribution</b>
King St. East Gateway	70% to / 95% from	95% to / from
King St. West Gateway	30% to / 5% from	5% to / from
Total	100%	100%

## 4. FUTURE TOTAL CONDITIONS

*This Section summarizes the assumptions used to develop future year traffic volumes for the total traffic scenario, the operational analysis results and associated impacts to the transportation infrastructure.*

### 4.1 Future Background Traffic Volumes

Since the Tranplan Associates counts were carried out during the month of June, County of Leeds and Grenville data was used to develop a summer seasonal adjustment factor. Based on this data, a factor of 1.35 was applied to the observed June peak period counts. This factor increased the June counts by 35% to produce representative 2013 summer weekday peak hour volumes.

Future background traffic forecasts were then developed for a 7 year planning horizon to 2020. It was assumed that site build out will occur over the next 1-2 years. The 7 year planning horizon will allow for this build out and some time for additional growth in background traffic. Future background traffic was assumed to grow at the rate of 2% per year (compounded). This growth rate is commonly used for background traffic forecasts in traffic studies prepared by Tranplan Associates for municipal and county agencies in East Central Ontario.

The future 2020 PM peak hour volumes were forecast through the following steps:

- Apply a 2% per year growth (compounded) in traffic for 7 years , to obtain a forecast expansion factor of 1.15.
- Apply this forecast expansion factor to the 2013 summer peak hour volumes to produce 2020 summer peak hour background traffic at the King St. West/Garfield/Site Entrance intersection.

### 4.2 Future Total Traffic

Future 2020 total summer peak hour traffic was computed by adding the new site traffic assigned to King St. West/Garfield St./Site Entrance intersection (see *Section 3.2*) to the forecast 2020 summer peak hour background volumes. The resulting 2020 Total summer peak hour volumes are illustrated in *Exhibit 4* for each of the two summer weekday peak hour periods.

### 4.3 Site Traffic Impacts

Detailed intersection capacity analyses were carried out to assess the impact of future 2020 total traffic on the King St. West/Garfield St./Site Entrance intersection. The analyses were done using current *Highway Capacity Manual (HCM)* methods and procedures and *Synchro* (version 8) intersection capacity analyses software. The analysis was based on the 2020 total summer weekday peak hour volumes as illustrated in *Exhibit 4*. The analysis found that all traffic movements at the study intersection are forecast to operate at LoS "C" or better. Drivers in the minor intersection approaches including the site entrance will face acceptable levels of delay. Future site traffic will have an acceptable level of impact on the study intersection and the King

St. West corridor. There will be considerable residual capacity in the adjacent road network for growth in traffic beyond the 2020 study planning horizon. A detailed printout of the 2020 capacity analyses is included in the *Technical Appendix - Intersection Capacity Analyses*.

#### **4.4 Auxiliary Lane Warrant Requirements**

Left turn lane warrant analysis was carried out to assess a potential future need for an eastbound and a westbound left turn lane on King St. West at the study intersection that includes the site entrance. The warrant analysis was based on current Ministry of Transportation Ontario (MTO) procedures and standards. Based on an operating speed of 60 kph (posted 50 kph) in the King St. West corridor there will be no requirement for either an eastbound or westbound left turn lane on King St. West at the Site Entrance intersection. A summary sheet for the Left Turn Lane warrant analysis and the warrant nomograph used in this analysis is contained in the *Technical Appendix - Left Turn Lane Warrant Analyses*.

#### **4.5 Future Site Access**

##### **4.5.1 Location and Characteristics**

Access to the new *Apartment Building* will be provided by single driveway as illustrated in *Exhibit 2*. The existing site access is located opposite Garfield Street. The site entrance centre line has about a 5 m offset to the east of the center line of Garfield Street. If the new site entrance is placed in the same general location there should be no traffic operational issues. The nature of the centre line offset along King St. is such that left turns into the study site and to Garfield Street are offset and will not conflict. There will be minimal through traffic traveling to/from the study site to Garfield Street. The reconstructed site entrance to King St. West should be designed to current Town of Gananoque standards for such a residential development. Based on the capacity analyses for the site entrance intersection and the volume of site traffic (see *Exhibit 4*) the site entrance will only require 1 inbound lane and 1 outbound lane. The single outbound lane will support shared right, through and left exits from the study site.

##### **4.5.2 Sight Distance**

Available sight distance at the existing site entrance driveway was field checked as part of the observations during the June, 2013 site visit. Sight distance to the west along King St. is about 160 - 170 m. This available sight distance meets Ministry of Transportation Ontario (MTO) site entrance standards for operating speeds of 70 kph. There is no restriction in sight distance to the east.

## 5. CONCLUSIONS AND RECOMMENDATIONS

*This Section summarizes the salient findings of the analysis and identifies any necessary changes to the transportation infrastructure.*

### 5.1 Conclusions

Based on the field observations and traffic analyses completed for this study, the proposed site entrance intersection with King St. West is forecast to operate at good LoS during future (2020) summer weekday peak periods of demand. A site entrance constructed to current Town of Gananoque standards for apartment/residential building access will support future traffic from the 665 King St. West apartments.

The following are the specific study conclusions:

- The present study road network operates at good LoS during summer weekday peak hour periods with considerable residual capacity for future growth in traffic.
- During 2020 summer total traffic peak hour conditions, all traffic movements at the King St. West/Garfield St./Site Entrance intersection are forecast to operate at LoS "C" or better. There will be residual capacity available for additional growth in traffic beyond the 2020 planning horizon.
- There is adequate sight distance available at the site entrance driveway. This available sight distance along King St. West meets MTO standards for commercial entrances based on a 60 kph operating speed.

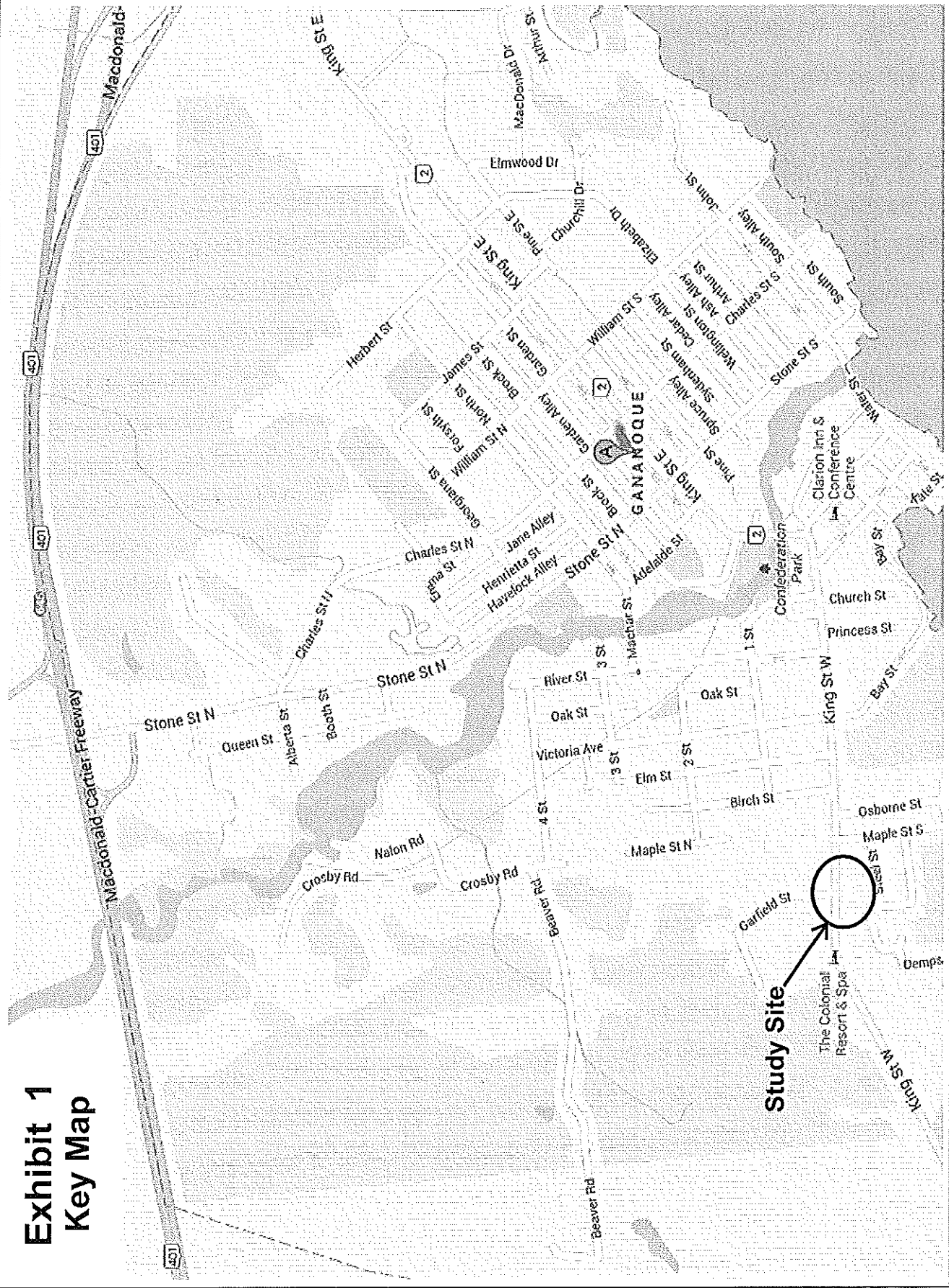
In summary, the planned site entrance will provide appropriate access to King St. West and Garfield Street. Future site traffic will have an acceptable level of impact on adjacent streets and intersections.

Additional background information on these analyses is available in the study working papers. Tranplan Associates is pleased to have the opportunity to work with the study planning team to complete this Traffic Impact Study for the redevelopment of the 665 King St. West site.

## **REPORT EXHIBITS**



# Exhibit 1 Key Map



**Study Site**

The Colonial  
Resort & Spa

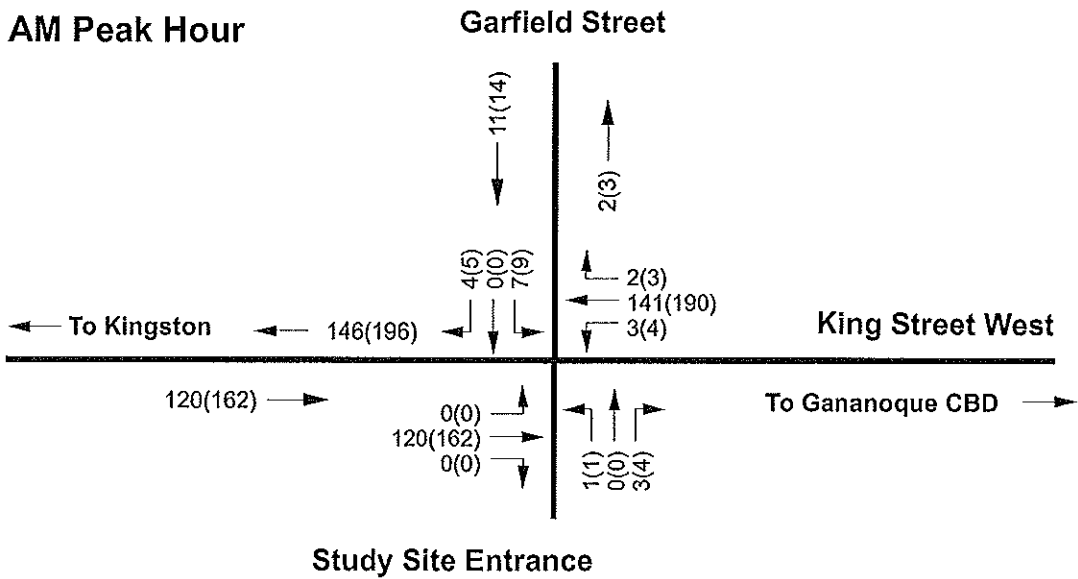
Demps



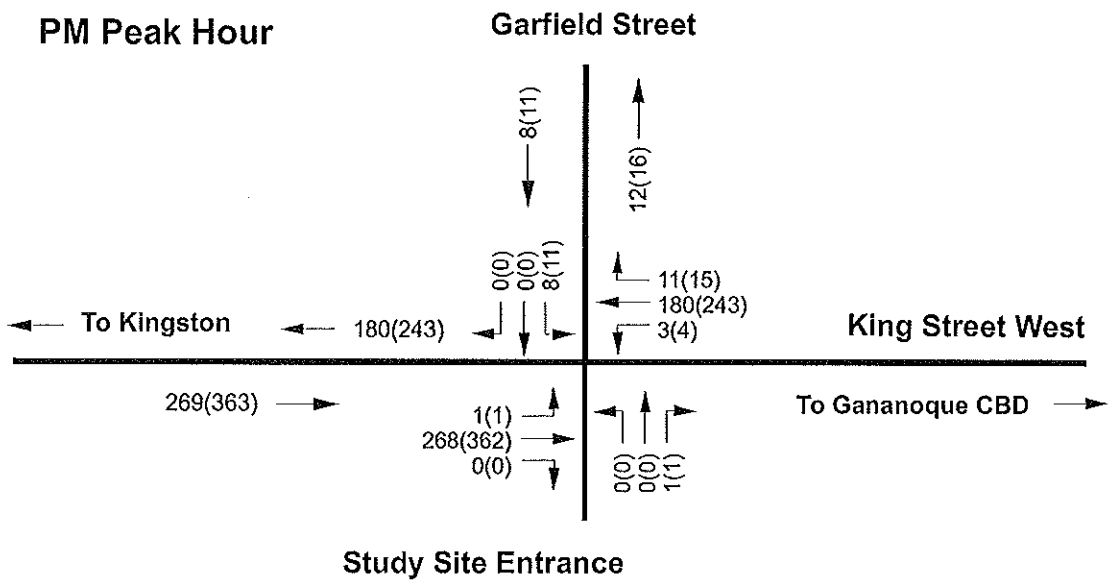


# Exhibit 3 2013 Peak Hr Volumes

**AM Peak Hour**

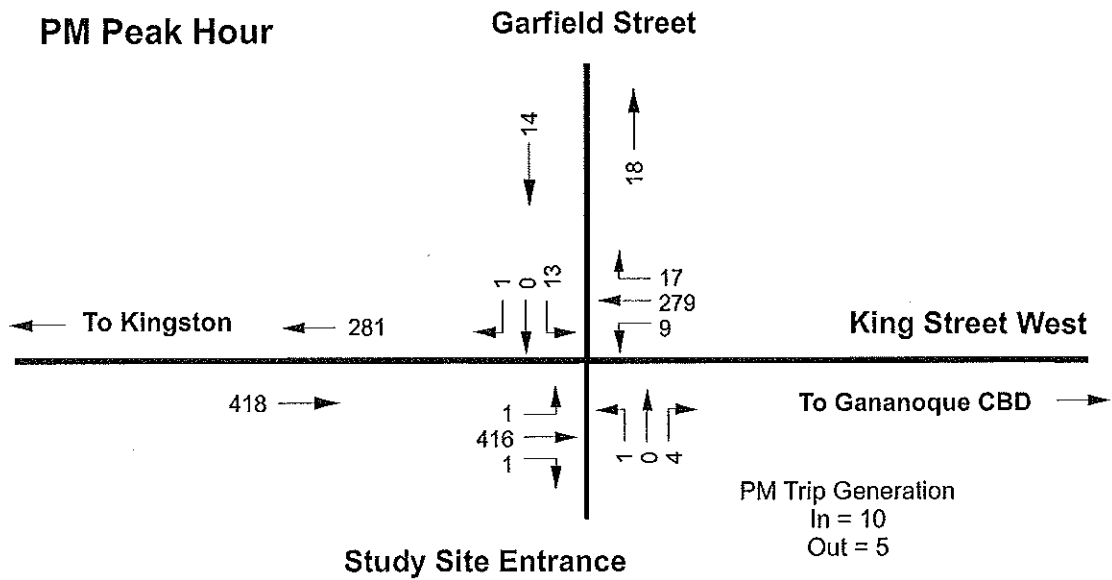
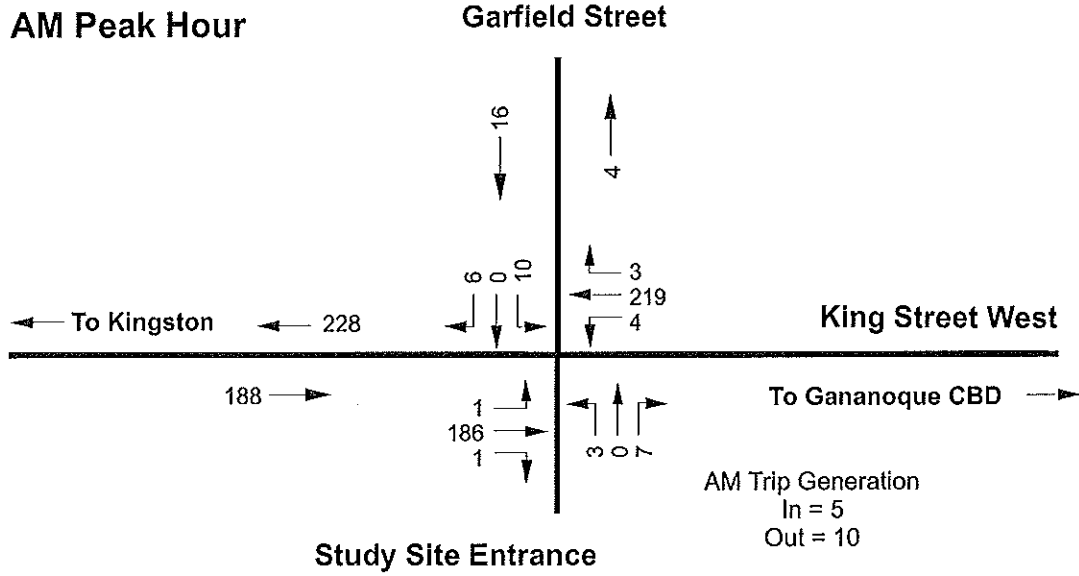


**PM Peak Hour**



xx - Obs Volumes  
(xx) - Design Hr Vols

# Exhibit 4 2020 Total Pk Hr Volumes



# **TECHNICAL APPENDIX**

# **Intersection Capacity Analyses**

## DEFINITION OF LEVELS OF SERVICE Automobile Mode

### UNSIGNALIZED INTERSECTIONS

Analysis of the Level of Service for unsignalized intersections is based on the *Highway Capacity Manual (HCM 2010)* procedures using current software for unsignalized intersections. The Level of Service for intersections is based on *Control Delay*. At two way stop controlled intersections (TWSC), *Control Delay* is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The *Control Delay* also includes the time required to decelerate from a stop and to accelerate to the free-flow speed.

The analysis of individual movements at TWSC intersections can also include the estimate of the ratio of volume or demand to available capacity for the movements. This is commonly known as the (v/c) ratio. The v/c ratio provides some indication of how well these individual intersection movements will function during peak hour periods.

Level of Service definitions for unsignalized intersections as defined by the *Highway Capacity Manual* are summarized in the table below.

#### Definition of Level of Service for Unsignalized Intersections (see Exhibit 19-1, Highway Capacity Manual 2010)

Level of Service	Average Delay (seconds)
A	0 - 10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	More than 50s and/or v/c > 1

Level of Service (LoS) for a TWSC intersection is determined by the computed or measured *Control Delay* and is defined for each minor movement at the intersection. LoS is not defined for the major street approaches or the intersection as a whole. LoS "F" is considered to be undesirable for design or planning purposes. However, many individual turning movements at TWSC intersections and commercial entrances along urban arterial corridors operate at LoS "F" during peak hour periods.

Intersection	
Intersection Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	362	1	4	243	15	0	0	1	11	0	1
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	393	1	4	264	16	0	0	1	12	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	285	0	0	400
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.245	-	-	2.245
Pot Capacity-1 Maneuver	1260	-	-	1143
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1255	-	-	1138
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.7	15.1
HCM LOS			B	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	635	1255	-	-	1138	-	-	368
HCM Lane V/C Ratio	0.002	0.001	-	-	0.004	-	-	0.035
HCM Control Delay (s)	10.7	7.871	0	-	8.176	0	-	15.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.005	0.003	-	-	0.012	-	-	0.11

Notes  
 ~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	186	1	4	219	3	3	0	7	10	0	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh In Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	202	1	4	238	3	3	0	8	11	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	208	0	0	467	465	213	467	463	250
Stage 1	-	-	-	-	-	-	210	210	-	253	253	-
Stage 2	-	-	-	-	-	-	257	255	-	214	210	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1303	-	-	1345	-	-	501	490	820	501	492	781
Stage 1	-	-	-	-	-	-	785	723	-	745	692	-
Stage 2	-	-	-	-	-	-	741	691	-	781	723	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1297	-	-	1339	-	-	491	484	813	491	486	774
Mov Capacity-2 Maneuver	-	-	-	-	-	-	491	484	-	491	486	-
Stage 1	-	-	-	-	-	-	781	719	-	741	687	-
Stage 2	-	-	-	-	-	-	729	686	-	770	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	11.5
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	679	1297	-	-	1339	-	-	569
HCM Lane V/C Ratio	0.016	0.001	-	-	0.003	-	-	0.031
HCM Control Delay (s)	10.4	7.778	0	-	7.697	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.049	0.003	-	-	0.01	-	-	0.094

**Notes**  
 ~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

**Intersection**

Intersection Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	416	1	9	279	17	1	0	4	13	0	1
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	452	1	10	303	18	1	0	4	14	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	327	0	0	458
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.245	-	-	2.245
Pot Capacity-1 Maneuver	1216	-	-	1087
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1211	-	-	1082
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.4	17.4
HCM LOS			B	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1211	-	-	1082	-	-	306
HCM Lane V/C Ratio	0.011	0.001	-	-	0.009	-	-	0.05
HCM Control Delay (s)	12.4	7.975	0	-	8.358	0	-	17.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.034	0.003	-	-	0.027	-	-	0.156

**Notes**

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



## **Left Turn Lane Warrant Analysis**

**LEFT TURN LANE WARRANT ANALYSES  
FOR  
REDEVELOPMENT OF 665 KING ST. WEST - GANANOQUE, ONTARIO**

Based on 2020 Summer Weekday Peak Hour Conditions for King St. West Corridor  
(See *Exhibit 4* for Volume details)

**1. AM Peak Hour**

*Westbound* Left Turn Lane on King St.

VA = 226 vph  
VL = 4 vph ~ 1.8% left turns  
Vo = 188 vph  
Operating Spd 60 kph  
No Warrant - left turns < 2.5% of advancing traffic stream

*Eastbound* Left Turn Lane on King St.

VA = 188 vph  
VL = 1 vph ~ 0.6% left turns  
Vo = 226 vph  
Operating Spd 60 kph  
No Warrant - left turns < 2.5% of advancing traffic stream

**2. PM Peak Hour**

*Westbound* Left Turn Lane on King St.

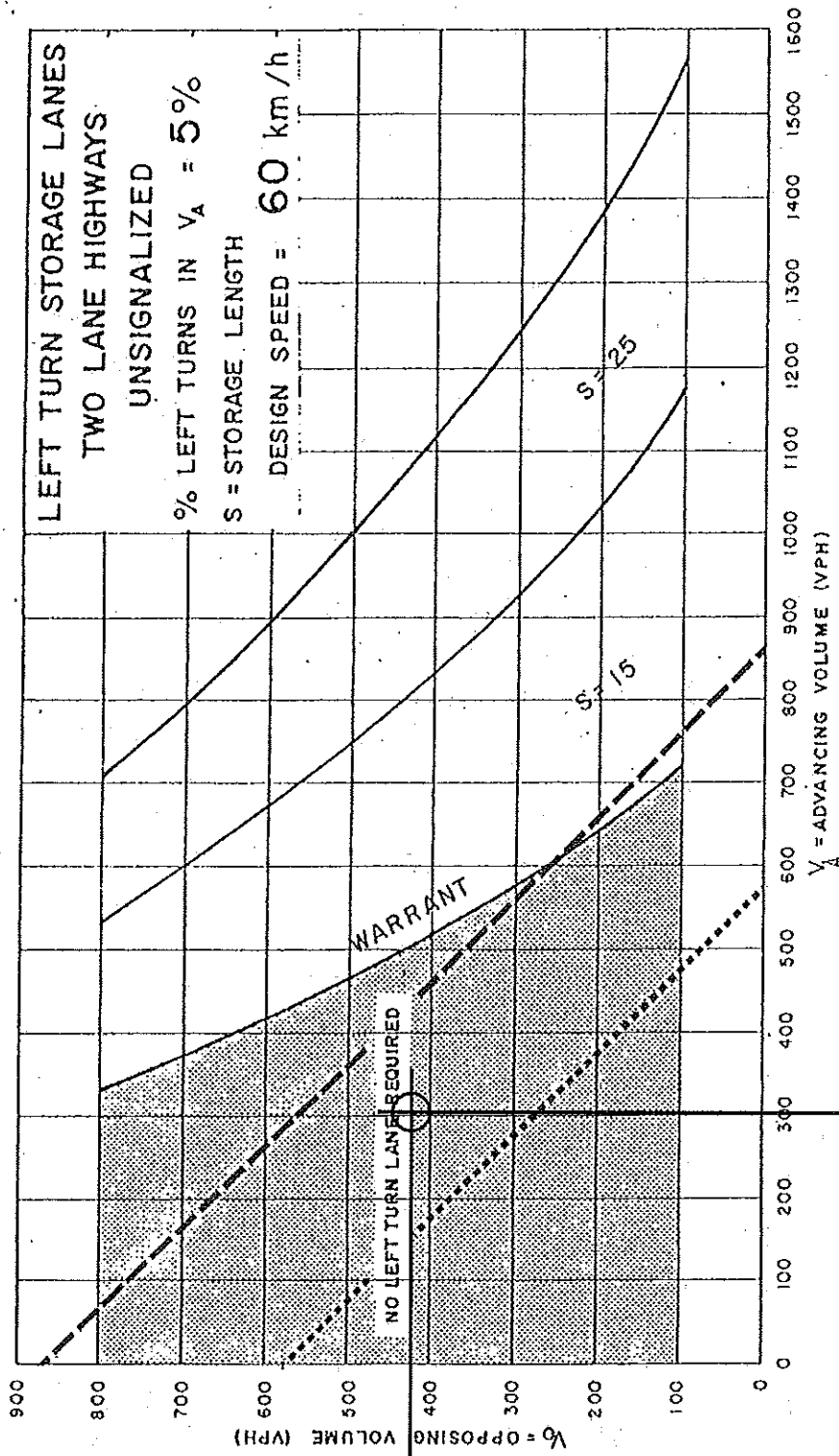
VA = 305 vph  
VL = 9 vph ~ 3.0% left turns  
Vo = 418 vph  
Operating Spd 60 kph  
No Warrant - see nomograph following

*Eastbound* Left Turn Lane on King St.

VA = 418 vph  
VL = 1 vph ~ 0.3% left turns  
Vo = 305 vph  
Operating Spd 60 kph  
No Warrant - left turns < 2.5% of advancing traffic stream

# Left Turn Lane Warrant Analysis

Westbound King Street West  
Entrance to 665 King Street West



$V_O = 418$  vph

$V_A = 305$  vph  
 $V_L = 9$  vph  $\sim 3.0\%$

Note: No Warrant  
For Left Turn Lane