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April 5, 2018

Paul McMunn, C.E.T.  
Manager of Public Works  
Town of Gananoque  
665 Charles Street North  
Gananoque, Ontario K7G 3A9

Dear Mr. McMunn:

**TRANSPORTATION BRIEF FOR PHASE 1 OF PROPOSED SUBDIVISION ON WILMER AVENUE, GANANOQUE, ONTARIO**

IBI Group was retained by 1622378 Ontario Inc. to conduct a transportation assessment of Phase 1 of a proposed subdivision on Wilmer Avenue, in the Town of Gananoque. This property is located just north of MacDonald Drive, as illustrated in **Exhibit 1**.

**Exhibit 1: Development Site**



Source: Google. Retrieved April 3, 2018 from [maps.google.ca](http://maps.google.ca)

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It is our understanding that 1622378 Ontario Inc. proposes to construct 30 residential townhomes on a portion of the property ('subject site'), which is Phase 1 of a larger multi-phase subdivision project on the vacant lands surrounding the subject site, as identified in Exhibit 1.

It is also understood that no future site development statistics for the subsequent phases are available. Accordingly, the remaining phases will be assessed following this report as part of a larger traffic study of the entire subdivision project.

Vehicle and pedestrian access to the subject site is via the unsignalized intersection of Wilmer Avenue and MacDonald Drive. More accesses are planned in the future, as part of the larger subdivision project.

In order to determine the anticipated number of peak hour automobile trips generated by Phase 1 of the proposed development, the Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> Edition) was consulted. Based on Land Use Code 220 – Residential Condominium / Townhouse in ITE, a development of this nature is expected to generate 20 and 23 two-way gross vehicle trips during the AM peak hour and PM peak hour, respectively. When these trips are spread over the peak hour, this equates to approximately one new vehicle trip every two to three minutes. This number of trips is less than typical daily fluctuations in traffic volumes, and is unlikely to be noticeable by other road users. That is, the new site trips will have a negligible impact on the existing road network.

### **Conclusions**

In summary, Phase 1 of the proposed subdivision development is expected to have a minimal impact on the transportation system due to a low number of anticipated new vehicle trips, akin to a typical daily fluctuation in traffic volumes.

I trust that the above assessment is satisfactory. Please do not hesitate to contact me should you have any questions regarding this proposed development.

Yours truly,

**IBI GROUP**



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