SALVINI CONSULTING
Transportation Engineering and Planning

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September 19, 2022

Kristen Barisdale MCIP, RPP
Vice President, Planning
GSP Group
72 Victoria Street South, Suite 201
Kitchener, ON · N2G 4Y9

Re: Transportation Considerations
Cook Homes and Mattamy Corporation Draft Plan 30T-16402
Conservation Drive, Waterloo

Dear Kristen,

This letter is provided in support of the ongoing application for draft plan of subdivision for the lands owned by Cook Homes and Mattamy Corporation on the north side of Conservation Drive abutting the intersection with Beaver Creek Road in the City of Waterloo.

The subject site had an initial application submitted in 2016 and at the time, an Intersection Operations Assessment Study for the intersection of Westmount Road and Conservation Drive was submitted to address questions City staff had about the timing of required improvements at the intersection. The proposed draft plan included for a primary road connection to Conservation Drive opposite Beaver Creek Road at a new planned roundabout along with a secondary public road connection to the west on Conservation Drive. At that time, the Beaver Creek Meadows District Plan had just been approved and a Class Environmental Assessment (Class EA) study had been completed for Conservation Drive and Beaver Creek Road within the District Plan area. The Class EA outlined the transportation infrastructure that was needed to support development of all the lands in the District Plan area, and the application was consistent with the land use envisioned in the District Plan and the assumptions in the Class EA.

Since that time, the draft plan has been revised to remove the secondary public road connection while the primary road connection opposite Beaver Creek Road on Conservation Drive continues to be proposed tying into the new proposed roundabout intersection. The current layout and road network within the draft plan is slightly different than the 2016 version of the plan, but still consistent with the District Plan. Lands identified within the Class EA for roadway improvements along Conservation Drive and Beaver Creek Road have been incorporated into the draft plan in accordance with City plans.

The currently proposed draft plan is attached for reference.

Over the years since the 2016 submission, we have had several conversations with City staff and they have asked for additional information as part of this submission to clarify how the current land use compares to both the 2016 submission and the recently approved Beaver Creek Area (Northgate) Transportation Network Study (Northgate TNS) prepared by Paradigm Transportation Solutions Limited and approved by the City in 2022. In addition, staff have asked for information about both the planned active transportation elements of the draft plan and the transportation planning considerations for development of the planned school block in the draft plan. Further details are provided below on all these items.

Draft Plan Land Uses

The table below outlines the assumptions about land use within the subject lands and access.

Table 1: Draft Plan Land Use and Access Comparison

Description	Beaver Creek Meadows District Plan and Class EA	Initial 2016 DP	Northgate TNS	Current Proposed DP
Residential Singles	279 units	258 units	260 units	182-260 units
Residential Towns	30 units	220 units	343 units	81 units
Multi-residential	Portion of 473 units allocated to multi-use blocks	-	-	160-268 units
Commercial	Portion of 8,500 s.m. allocated to multi-use blocks	-	-	-
School	500 students	500 students	669 students	600-700 students
Access	Two public road connections to Conservation		One public road connection to Conservation	
North leg of Conservation/ Beaver Creek Intersection	Single lane in each direction			

The land use in the current proposed draft plan is consistent with the Beaver Creek Meadows District Plan and Class EA completed several years ago for the area, although the public road connections from Conservation Drive have been reduced from two to one. Additionally, the current proposed draft plan is consistent with the assumptions for this block related to both land use and access contained in the Northgate TNS, which was recently approved by the City. The Northgate TNS included for 603 residential units and an elementary school with 669

students. The proposed draft plan includes for up to 609 units and an elementary school accommodating 600 to 700 students.

The Northgate TNS considers a single lane roundabout with single lane entry and exit on all four approaches under a variety of future horizon years. The study recommends that ultimately the roundabout be widened to accommodate a second entry and exit lane in the eastbound and westbound directions. The north leg of the intersection is recommended to remain with a single lane entry and exit. The traffic volumes accessing the proposed draft plan on Esker Lake are well within the capacity of a single lane roundabout entry and exit.

Active Transportation Considerations

The proposed draft plan has been developed with significant active transportation elements. An attached plan provides an overview of the active transportation infrastructure in the draft plan. Streets highlighted in green would include municipal sidewalks in accordance with City requirements. Streets highlighted in blue would include on-street bicycle lanes. The red arrows indicate the location of planned trails for cyclists and pedestrians. Within the park block adjacent to the school, the arrows are conceptual along the edges of the block as the detailed layout of the park has not been completed. It is intended that trail connections would be made available directly to the school property through the park block subject to detailed planning of both the school site and the park block.

Transportation Planning Considerations for the School Block

The planned school block is intended to be an elementary school for the Waterloo Region District School Board. Elements planned as part of the draft plan to plan appropriately for the transportation needs of the block include the following.

- Active transportation elements identified in the previous section of this letter connect the school block well for pedestrians and cyclists to all parts of the draft plan and beyond to encourage walking and cycling to and from school. The location of the park block along the west edge of the school site provides flexibility in connecting the active transportation facilities to the school site.

- The school block has been designed to front onto three public roads to provide flexibility in the design and layout of the site and options for vehicular access.

- Frontage onto public roads and a public park on all four sides of the school site will allow the opportunity to provide the most direct pedestrian connections to the site.

- All-way stops at the intersection of Esker Lake with both Pinery Trail and Rushing River (northerly intersection) will allow both vehicular and pedestrian crossing opportunities directly to the school block at the busiest corners of the property. The all-way stop at the Rushing River intersection is set back about 125 metres from the stop bar at the Conservation/Beaver Creek roundabout intersection, allowing for plenty of room for vehicles to queue exiting to Conservation Drive without interfering with the intersection operations at Esker Lake/Rushing River.

Summary

In summary, we have provided information in this letter that compares the current planned land use to the assumptions embedded in a number of previous studies and find that the current plan can be accommodated within the planned transportation infrastructure in the area. In addition, the draft plan incorporates significant active transportation facilities to encourage the use of walking and cycling within the draft plan and beyond. The school site has been designed to provide flexibility in the transportation planning and design of the site while encouraging travel to and from school by walking and cycling.

Please contact me if you have any questions about the information in this letter.

Sincerely,

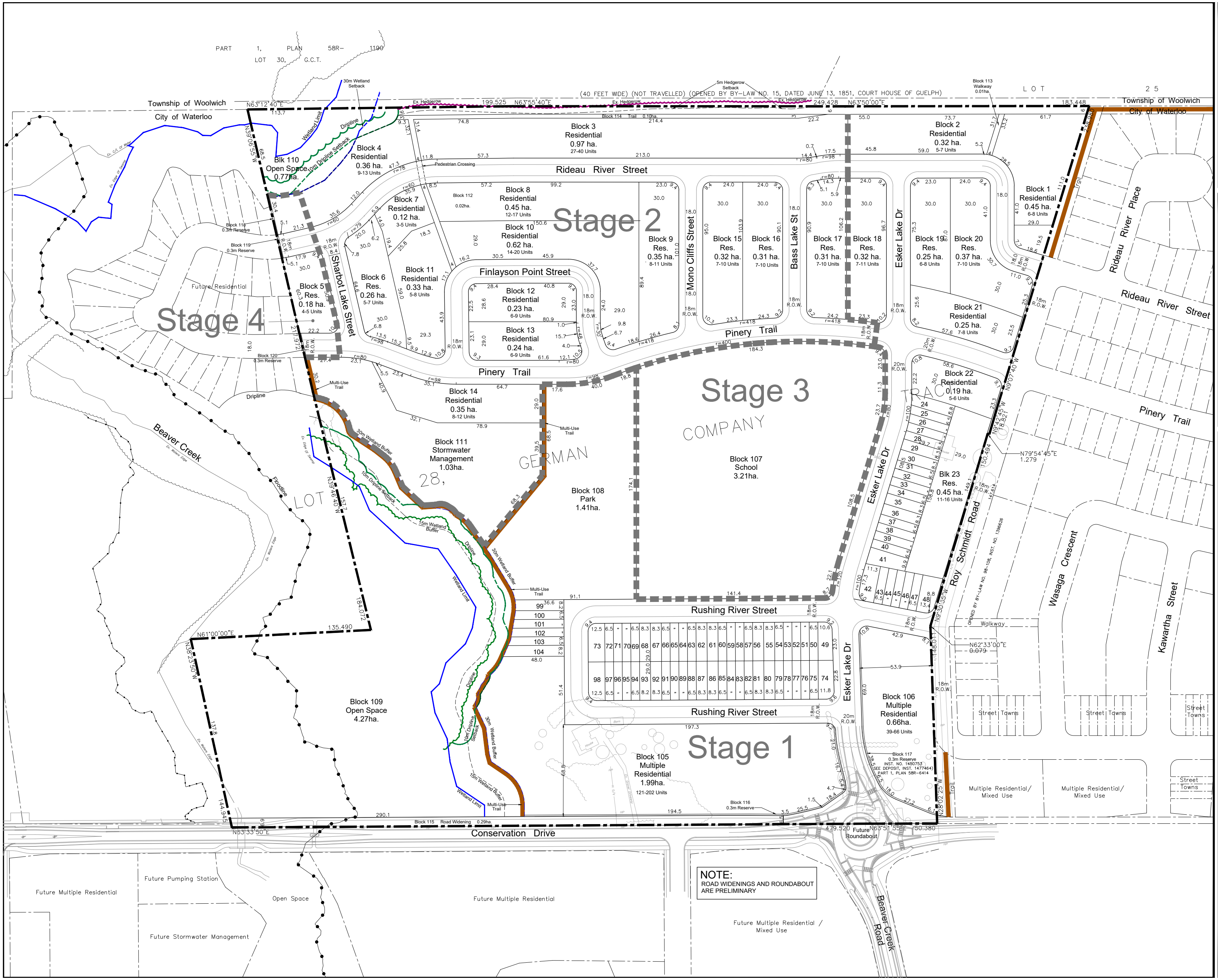


Julia Salvini, MEng, PEng, FITE
President

Cc: Ian Cook, Cook Homes
Larry Maseo, Cook Homes
Brad Trussler, Mattamy Corporation

Attach: Proposed Draft Plan
Proposed Draft Plan with Planned Active Transportation Infrastructure

Attachments



KEY PLAN
N.T.S.



DRAFT PLAN OF SUBDIVISION

Part of Lot 28
German Company Tract
City of Waterloo
Regional Municipality of Waterloo

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLKS.	UNITS	AREA (ha.)
Residential (single detached)	1-23	182-260	7.98
Street Townhouses	24-104	81	1.73
Multiple Residential	105,106	160-268	2.65
School	107		3.21
Park	108		1.41
Open Space	109,110		5.04
Stormwater Management	111		1.03
Walkway	112,113		0.04
Trail	114		0.09
Road Widening	115		0.29
0.3m Reserve	116,120		0.00
Roads			5.16
Total		423-609	28.63

UNIT BREAKDOWN

Min. Potential Singles	182
13.1m internal lot	*152*
13.75m corner lot	*30*
Max. Potential Singles	260
9.0m internal lot	*230*
12.5m corner lot	*30*
Street Townhouses	81

NOTE: Wetland boundary provided by NRSI August 2021

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT)

INFORMATION REQUIRED BY CLAUSES a,b,c,d,e,f,g,j and I ARE AS SHOWN ON THE DRAFT PLAN.

h) Municipal water supply
i) Well-drained sandy loam on lacustrine deposits
k) All sanitary and storm sewers as required

OWNER'S CERTIFICATE

I AUTHORIZE THE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE REGIONAL MUNICIPALITY OF WATERLOO.

2115881 ONTARIO LIMITED — August 17, 2016 (DATE)

SURVEYOR'S CERTIFICATE

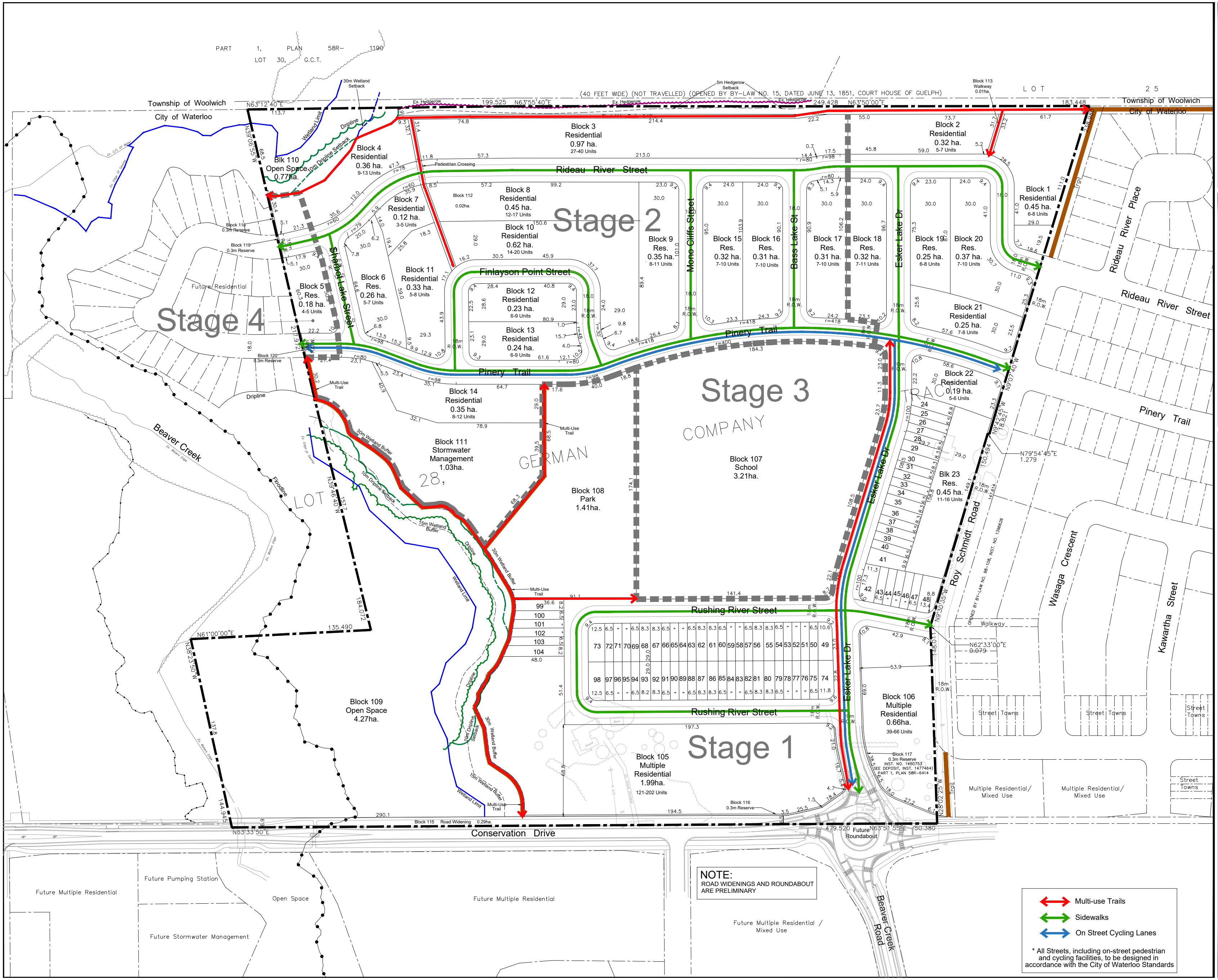
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

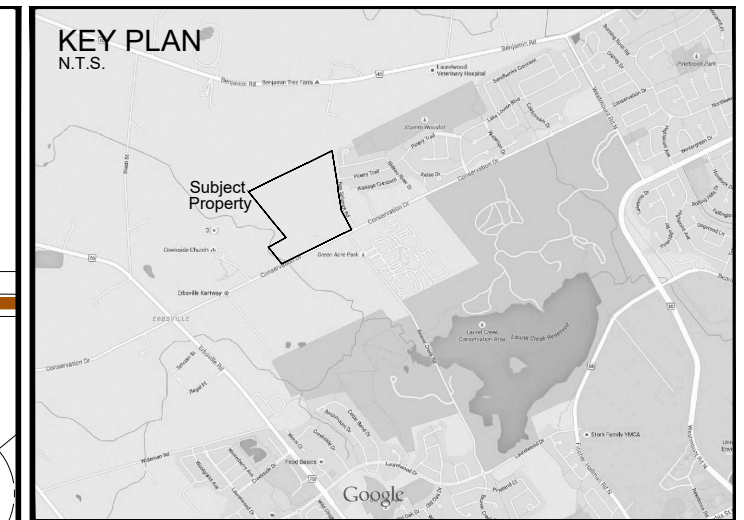
RAYMOND J SIBTHORP, O.L.S.
MacDonald Tamblyn Lord Surveying Limited — August 18, 2016 (DATE)

GSP group
PLANNING I URBAN DESIGN I LANDSCAPE ARCHITECTURE
gspgroup.ca

REVISIONS
April 30, 2020
June 25, 2020
March 10, 2020
March 15, 2020
March 19, 2020
August 19, 2021
December 15, 2021

Date: July 29, 2015	Drawn By: S.L./ML	Dwg. File Name: dp09009zo.dwg
Scale: 1:1250 metric	Project No.: 09009.40	





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