

6.0 Summary and Conclusions

1. Dillon has been retained by the client to carry out a traffic impact study in support of a proposed retail/commercial development on a 3.6 acre Greenfield area of land located at 140 Main Street East in Kingsville, Ontario.
2. The development is envisioned to be constructed in 2 phases. Phase 1 involves the development of the 1.5 acre southern portion of the site into a commercial retail plaza consisting of a single multi-use building with a GFA of approximately 10,000 ft² and a second single-use building with a GFA of approximately 5,500 ft². Building 1 will be subdivided into an event centre, pharmacy, walk-in clinic and restaurant. Building 2 will have a proposed use similar to an event centre. Phase 2 of the development proposal, which will be on the 2.1 acre northern portion of the site, has been assumed to be office space.
3. The site proposes a parking supply of 73 spaces (including 6 barrier-free spaces) and two loading spaces across the two phases. Vehicle access to the site will be via a full-movement driveway on the north side of Main Street East between Cherry Lane and Santos Drive.
4. Existing peak period traffic volumes were surveyed by Dillon at the study area intersections on Saturday, March 4, 2017 from 11:00 AM to 3:00 PM and again on Tuesday, March 7, 2017 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.
5. Traffic volumes associated with the development proposal at 342 Main Street East, which involves the construction of 95 residential apartment dwelling units and 13,489 ft² of retail and office, were included in the future background volumes.
6. A compounded growth rate of 2% per annum over a period of 5 years to 2022 was applied to the through volumes along Main Street East.
7. The development proposal is envisioned to generate approximately 103, 232 and 71 two-way trips during the weekday morning, weekday afternoon and Saturday peak hours, respectively.
8. Based upon the minimum standards in Zoning By-law 1-2014, the site is required to provide a minimum of 64 vehicle, 3 bicycle and 2 loading spaces. The development proposal shows a supply of 73 vehicle, 3 bicycle and 2 loading spaces for the site across the two construction phases.
9. The capacity analysis results demonstrate that site-related traffic will have a negligible impact upon the study area intersections and that the road network will be able to adequately accommodate the increase in traffic resulting from the development proposal.

3.3

Site Traffic Volumes

3.3.1

Trip Generation

The Institute of Transportation Engineers (ITE) document *Trip Generation Manual, 9th Edition* was used to estimate the number of site trips that will be generated by the site. **Table 1** summarizes the calculated site trip generation.

Table 1: Site Trip Generation

Space	Land Use	ITE Code	Weekday AM peak hour			Weekday PM peak hour			Saturday peak hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
CRU 2	Pharmacy w/o Drive Thru	880	5	2	7	10	11	21	13	14	27
CRU 4	High Turnover (Sit-Down) Restaurant	932	12	10	22	12	8	20	15	13	28
CRU 3	Medical Clinic ¹	720	5	1	6	3	8	11	5	4	9
CRU 1 + Building 2	Private Club ²	710	24	3	27	15	73	88	2	2	4
	Internal capture (Shopping trips)		-2	0	-2	-1	-3	-4	-2	-2	-4
Phase 2	Office	710	38	5	43	16	80	96	4	3	7
	Total		82	21	103	55	177	232	37	34	71

Notes:

1. 'Medical Office' ITE code used

2. 'Office' ITE code used

The development is envisioned to generate approximately 103, 232 and 71 two-way trips during the weekday morning, weekday afternoon and Saturday peak hours, respectively.

The proposed pharmacy will be a smaller facility with a GFA of only 2,500 ft² and is anticipated to be a local facility that will largely serve as an ancillary use to the medical clinic, enabling patients at the clinic to fill prescriptions and obtain medication after their appointment. As such, the majority of trips to the pharmacy are expected to be made by customers who are already on site and would therefore not represent additional driveway traffic. To reflect this internal trip-making, a 40% reduction was made to pharmacy trips, which is considered to be conservatively low given the anticipated ancillary nature of the pharmacy.