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09 December 2021
Project: 210647

Casey Kulchycki
Zelinka Priamo Ltd.
318 Wellington Road
London ON N6C 4P4

Dear Mr. Kulchycki:

RE: WEDDINGS & EVENTS VENUE, SYDENHAM RIDGE ESTATES, 1425 MELWOOD DRIVE, KERWOOD – TRAFFIC IMPACT BRIEF

Paradigm Transportation Solutions Limited (Paradigm) has been retained to complete this Traffic Impact Brief (TIB) for the proposed use of the Sydenham Ridge Estates property as a weddings and event venue. The Estates property is located at 1425 Melwood Drive in the Community of Kerwood, Township of Adelaide Metcalfe, Middlesex County.

Background

The subject lands are located in the southeast corner of Melwood Drive and Napier Road. The property includes a single-detached dwelling with a few outbuildings including a barn. The outbuildings and the barn are proposed to be used for weddings and smaller events. The barn can accommodate approximately 200 guests.

The main access to the property is on Melwood Drive and a second access is on Napier Road. Access to events will be provided via the access on Napier Road only. The access on Melwood Drive will be gated/closed during events.

Figure 1 (attached) illustrates the location of the subject site.

Traffic Impact Brief

The proposed uses require OPA approval, and the Middlesex County Council has asked for a traffic review to be undertaken to address community concerns about potential traffic impacts in the area.

This letter provides an assessment of the traffic impacts due to weddings and events based on the following considerations:

- ▶ Existing roadway conditions;
- ▶ Existing traffic conditions;
- ▶ Additional traffic due to weddings and events; and
- ▶ Assessment of road and event traffic impacts.

Existing Road Conditions

The main roads near the subject site are Melwood Drive and Napier Road, which are both local roads¹ with a two-lane rural cross section and an assumed speed limit of 80 km/h.

The intersection of Melwood Drive and Napier Road operates under stop-sign control on the Napier Road approaches.

The site access on Napier Road is located 200 metres south of the Melwood Drive intersection.

Appendix A contains field photographs illustrating the Melwood Drive and Napier Road intersection, and the site driveway on Napier Road. Based on the photographs and field investigation, the following road conditions are noted:

- ▶ The two roads are paved and appear to be in good repair.
- ▶ The road alignments are straight without horizontal curves. Minor vertical curves are noted on Napier Road, and the vertical curves on Melwood Drive do not impede intersection sightlines.
- ▶ Sight distances at the main intersection and at the Napier Road driveway intersection are satisfactory for safe traffic operations.

Existing Traffic Conditions

Paradigm collected turning movement counts at the intersection of Melwood Drive and Napier Road and the site driveway on Napier Road, on Saturday 23 October 2021 over a 14-hour period from 12:00PM to 2:00AM, and on Monday 25 October 2021 over a six-hour period from 3:00PM to 9:00PM. **Appendix B** contains the traffic count data collected on October 23 (Saturday) and October 25 (Monday).

The Saturday counts covered a wedding held on the premises, and the Monday counts covered an open house event. The traffic counts include both road traffic volumes independent of the wedding/event and traffic entering/leaving the wedding/event site.

The traffic volumes were reviewed over the full count periods on Saturday and on Monday, as well as during the observed peak hours of traffic. In addition, based on the driveway traffic

¹ Township of Adelaide-Metcalfe Official Plan Schedule C Transportation Network and Utilities, May 2021 Consolidation



count data, the traffic generated by wedding attendees on Saturday and by the open house event attendees on Monday, was separated from the road traffic volumes.

The following figures illustrating the full count period and peak hour traffic volumes are attached.

Figure 2 illustrates the total traffic volumes over the full count periods: 14 hours on Saturday (12:00PM to 2:00 AM) and six hours on Monday (3:00 PM to 9:00 PM).

It is noted that the wedding event traffic on Saturday included a bus (inbound and outbound) carrying 20 guests.

Figure 3 illustrates the Saturday and Monday peak hour traffic volumes. The following peak hours are noted.

- ▶ **Saturday:** The peak hour from 2:45PM – 3:45PM was the same for both the intersection at Melwood Drive and Napier Road and the driveway. It is noted that the inbound/outbound traffic at the driveway did not show significant peaking but was spread over longer periods. The highest inbound totals were 7 vph (2:00PM to 3:00PM) and 9 vph (3:00PM to 4:00PM) totalling 16 vehicles over two hours. The outbound vehicles registered a maximum of 10 vph at midnight (12:00AM to 1:00AM).
- ▶ **Monday:** The peak hour was identified from 4:15PM – 5:15PM for the intersection and 5:45PM – 6:45PM for the driveway. It is to be noted that unlike on Saturday, the inbound driveway traffic on Monday peaked between 4:45PM and 5:45PM at 27 vph; the outbound traffic also peaked, but between 6:00PM and 7:00PM at 29 vph.

Overall, the peak hour of event generator from 5:45PM to 6:45PM registered the highest volumes on Napier Drive between the two intersections.

As seen from **Figure 2** and **Figure 3**, the cumulative and peak hour traffic volumes on Melwood Drive and on Napier Road are not significant, consistent with the location of the roadway sections and surrounding land uses. The magnitude of the traffic volumes indicate that they are well within the general roadway lane capacity (750-900 vph in one direction).

Also, the traffic volumes in **Figure 2** and **Figure 3** include traffic generated by the wedding event on Saturday and the open house event on Monday. The low traffic volumes indicate that events of this nature are not likely to generate significant additional traffic volumes or impacts on the two roadways.

Trip Distribution

During the wedding event on Saturday, all trips entered/departed via the intersection of Napier Road and Melwood Drive, and one trip on Monday entered via Napier Road to the south.

Table 1 summarizes the directional distribution of the existing site traffic as observed during the Saturday and Monday peak hours.



TABLE 1: DIRECTIONAL DISTRIBUTION

Origin/Destination	Saturday		Monday	
	In	Out	In	Out
East via Melwood Drive	100%	100%	86%	48%
West via Melwood Drive	0%	0%	7%	52%
North via Napier Road	0%	0%	0%	0%
South via Napier Road	0%	0%	7%	0%
Total	100%	100%	100%	100%

Figure 4 (attached) illustrates the peak hour traffic generated by the two events on Saturday (Wedding) and on Monday (Open House).

It is noted that direction of travel to/from both events, is predominantly oriented towards east on Melwood Drive.

Wedding-Event Trip Generation

In addition to reviewing traffic volumes during the above-noted events at the subject site, we have also assessed the potential for higher volumes of traffic in future events. As weddings and social events are not daily occurrences involving consistent trip generation and traffic flows, there are no standard trip generation rates for such events. Future event trip generation is estimated based on observed data from similar events.

The estimates for the subject site are based on data collected at the Saturday wedding event as described above, as well as data collected by Paradigm at a wedding event in Erin, on Saturday 22 September 2018.

A total of 120 guests attended the wedding on Saturday at the subject site. As noted, 20 of the guests arrived/departed in a single bus. Travelling by bus to destination wedding-events is a common practice that positively benefits safe driving and reduces vehicular traffic.

Of the 16 vehicle trips (inbound and outbound) generated in the peak hour, the bus accounts for two trips carrying twenty guests. Of the remaining 100 guests, those who arrived/left during the event peak hour accounted for 14 trips (inbound and outbound). This corresponds to a trip generation of 0.14 passenger car trips per guest, and a maximum peak hour trip generation of 28 passenger vehicle trips for a capacity of 200 guests.

Over the full event duration (i.e., 14-hour count period), the wedding event generated 51 passenger vehicle trips (27 inbound and 24 outbound), corresponding to an overall trip generation of 0.51 guests per trip. As well, with 100 guests accounting for 27 trips inbound and 24 trips outbound, there would have been approximately 3 to 4 guests in one vehicle, on average. This corresponds to a significantly high auto-occupancy being achieved at wedding events in contrast to the predominance of single-occupancy vehicles (SOVs) during commuting peak hours.



It is noted that of the total 51 vehicle trips for the event, 16 trips including the bus (31%) arrived/departed during the peak hour.

The above rates are in the same order of magnitude as rates based on data collected by Paradigm at the September 2018 wedding event in Erin, with a venue capacity of 160 guests. There were 145 guests at the wedding and 46 vehicles (inbound and outbound) were counted during the Saturday peak hour, corresponding to a peak hour trip generation rate of 0.32 trips. It is noted that data at the Erin wedding was collected for road traffic peak hour capacity considerations and not for assessing trip generation for the full event. **Appendix C** contains the raw count data.

Based on the foregoing, the following trip generation estimates and scenarios are considered for future wedding events with 200 (maximum capacity) guests potentially in attendance:

- ▶ The peak hour trip generation for 200 guests could range between 28 trips (at 0.14 vehicles per guest) and 64 (at 0.32 vehicles per guest).
- ▶ The corresponding total event trip generation could range between 102 trips (at 0.51 vehicles per guest) and 200 (at 1.0 vehicle per guest).
- ▶ The above trips include both inbound and outbound vehicles, and as noted the additional traffic on the road system will be within the lane capacity of Melwood Drive and Napier Road.
- ▶ Based on the observed wedding event, and information from previous events, guests are likely to use shuttle buses and arrive as passenger-guests in private vehicles. This will contribute to safe travel and significantly reduce the overall vehicular trip generation due to wedding events.
- ▶ It is also noted there is adequate onsite parking to accommodate maximum capacity attendance at wedding events. There is no risk of spillover parking on Napier Road.

Conclusions

In summary, the traffic impacts due to the proposed use of the Sydenham Ridge Estates property as a weddings and event venue, are not significant and can be accommodated by both Melwood Drive and Napier Road, including the driveway on Napier Road. Existing road conditions are conducive to safe driveway traffic operations.

As noted earlier, and similar to designation wedding events in general, future events at this venue will likely involve shuttle-bus transportation and high-occupancy auto-usage. Both practices contribute to reducing single-occupancy auto-usage and safe transportation.

We trust that the above review addresses the concerns raised about traffic impacts due to the proposed use of the Sydenham Ridge Estates property as a weddings and event venue. Please let us know if we can be of further assistance.



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Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Rajan Philips
M.SC, P.Eng.
Senior Transportation Consultant

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Attachments

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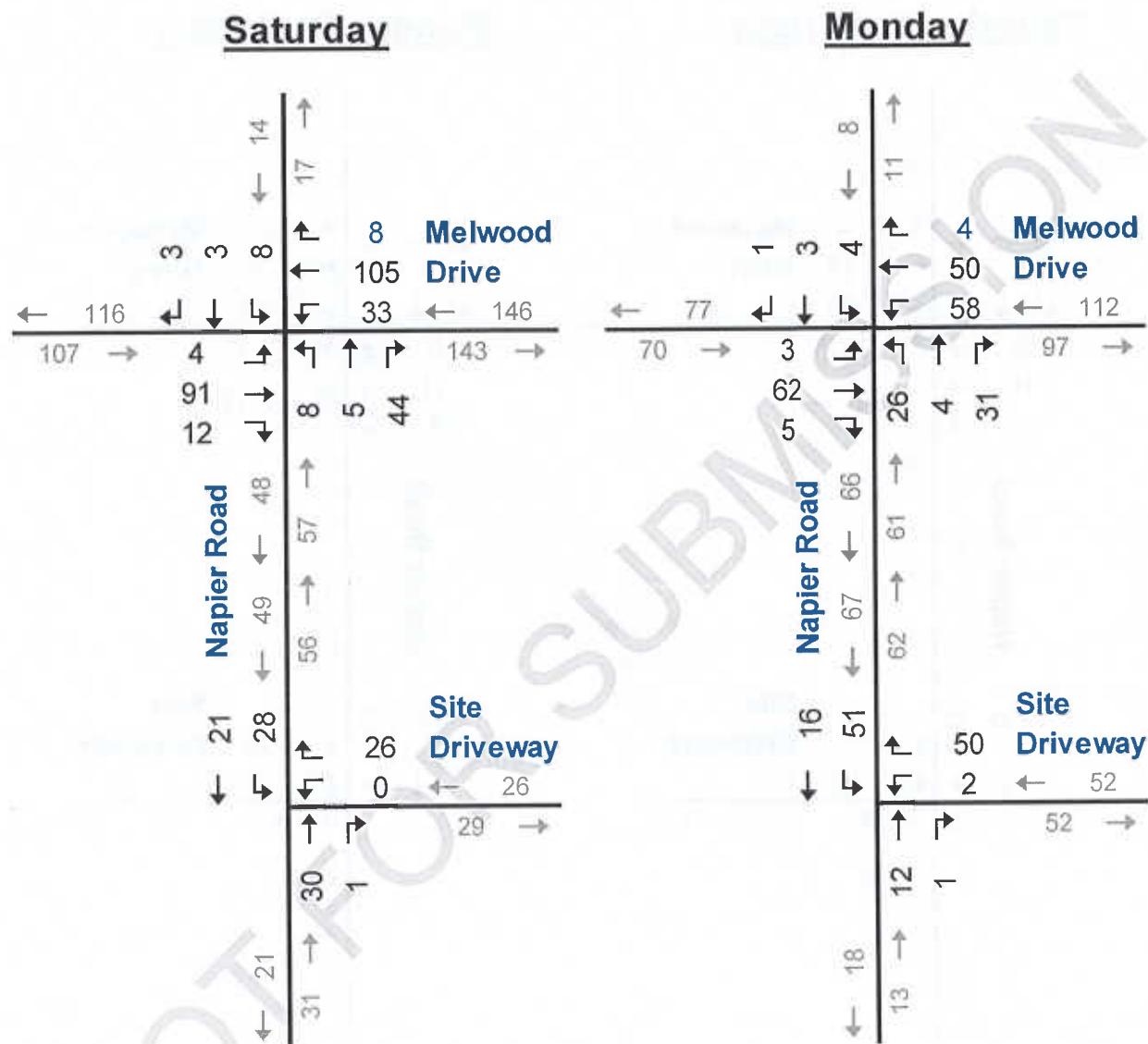




Location of Subject Site

1425 Melwood Drive, Kerwood TIB
210647

Figure 1



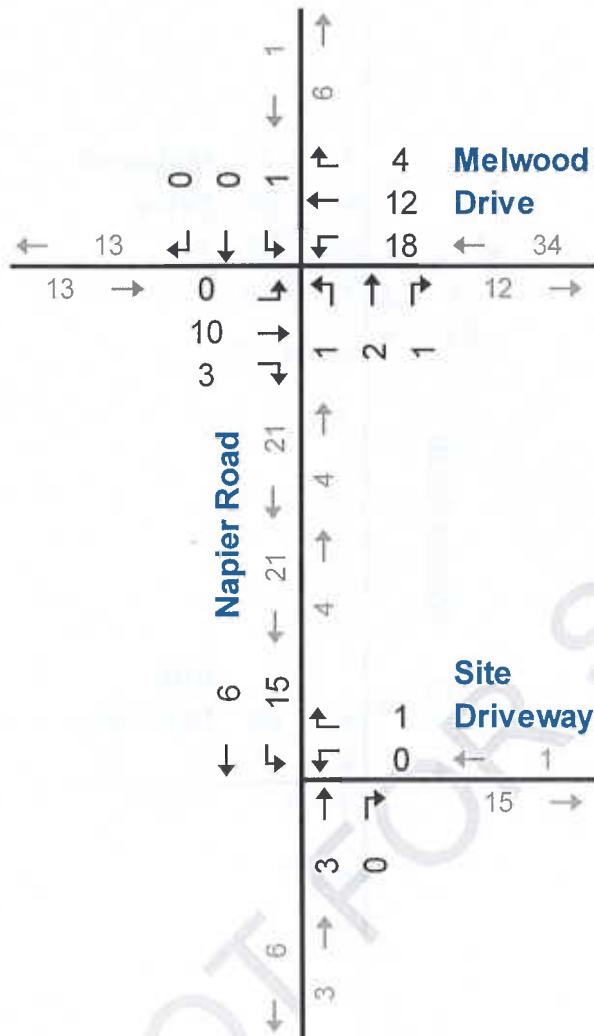
NTS



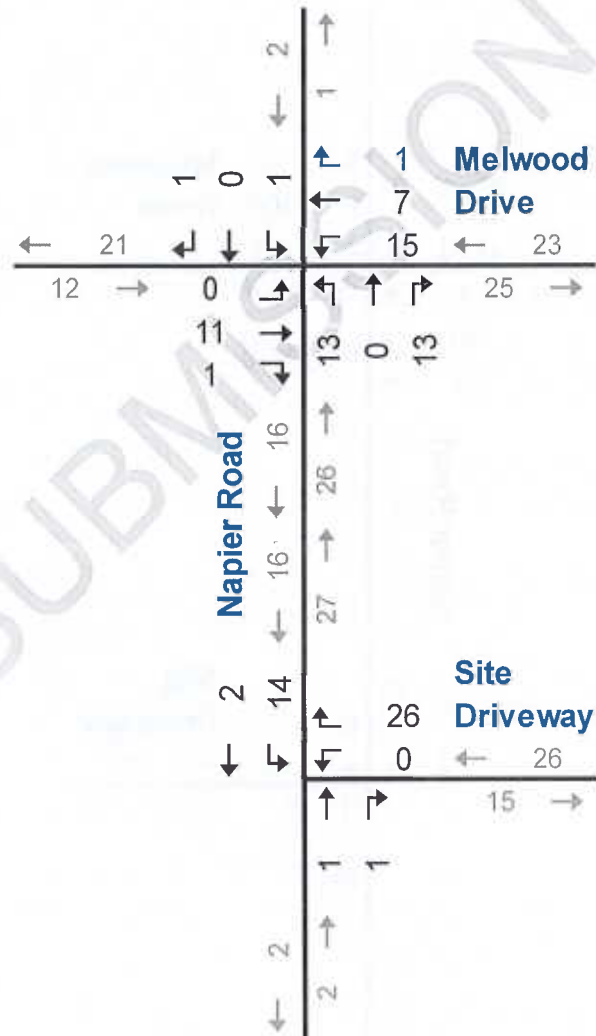
Existing Traffic Volumes Full Count Period



Saturday Peak Hour



Monday Peak Hour



NTS



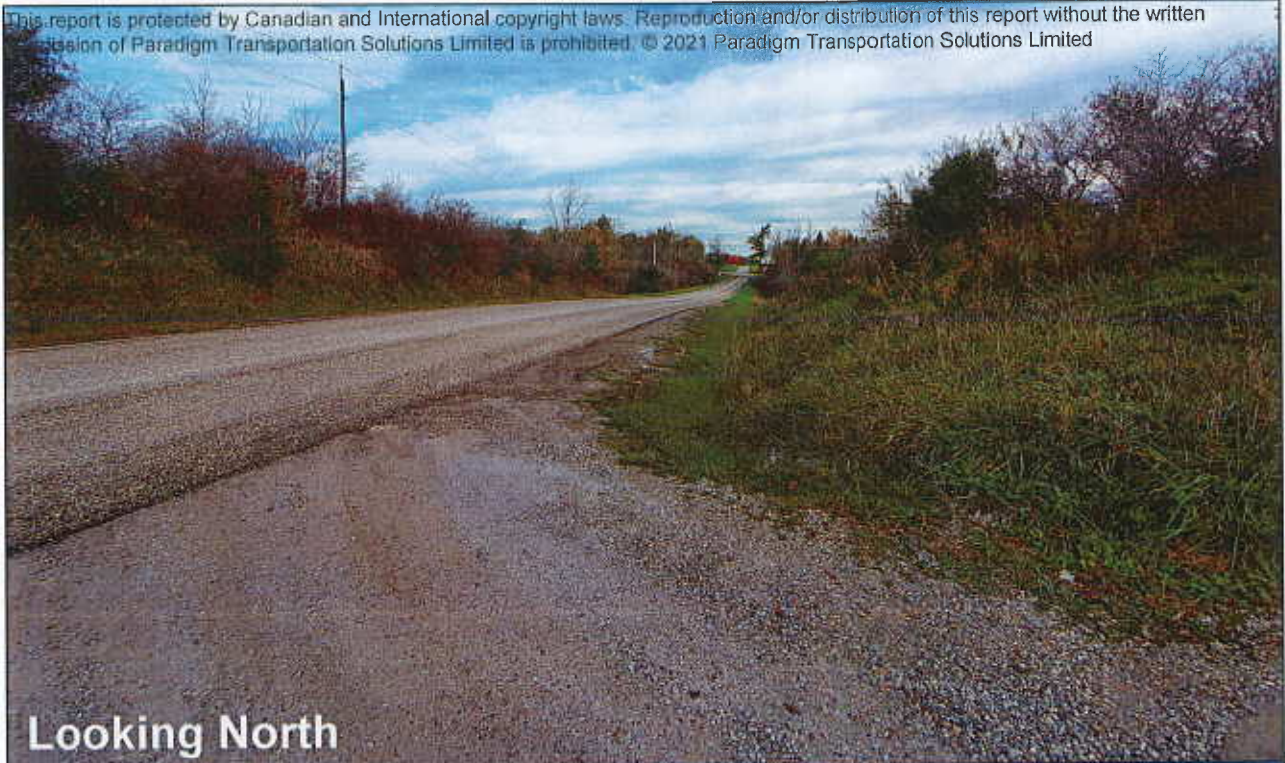
Existing Traffic Volumes Peak Hour

Appendix A

Field Photographs

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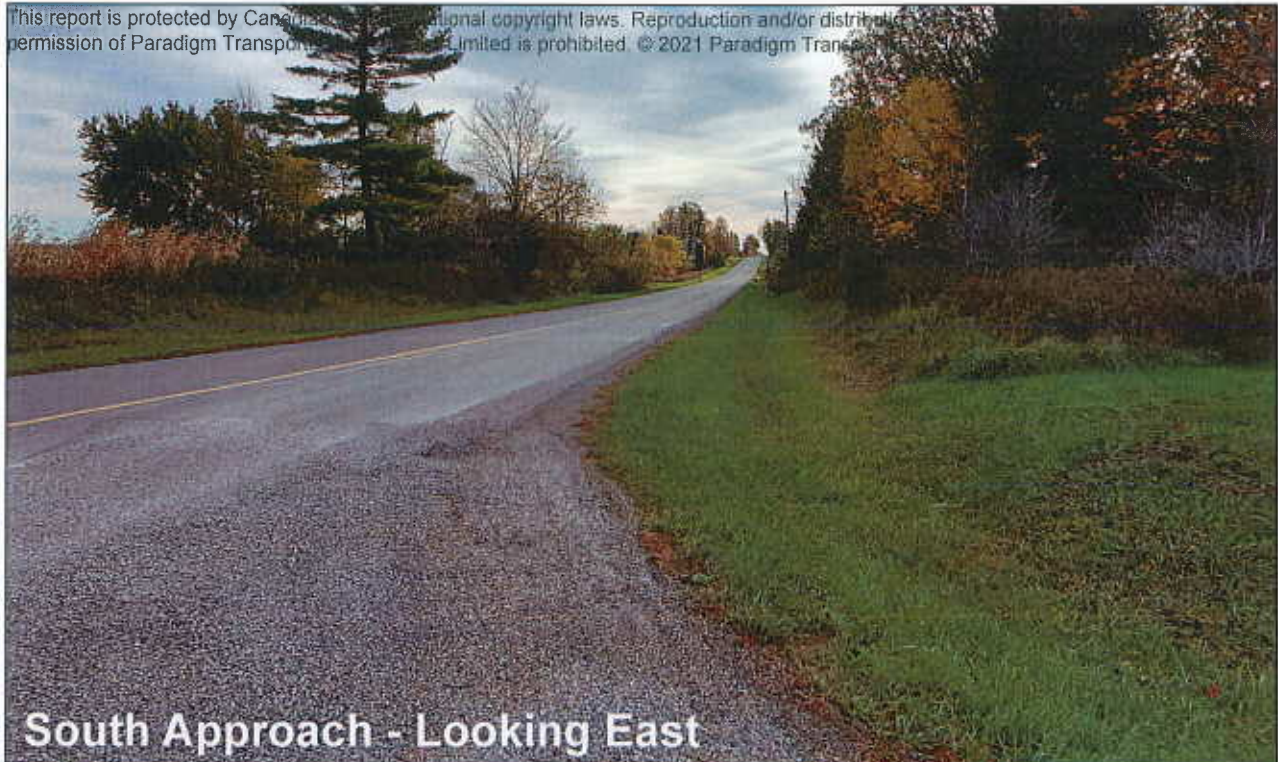
Looking North



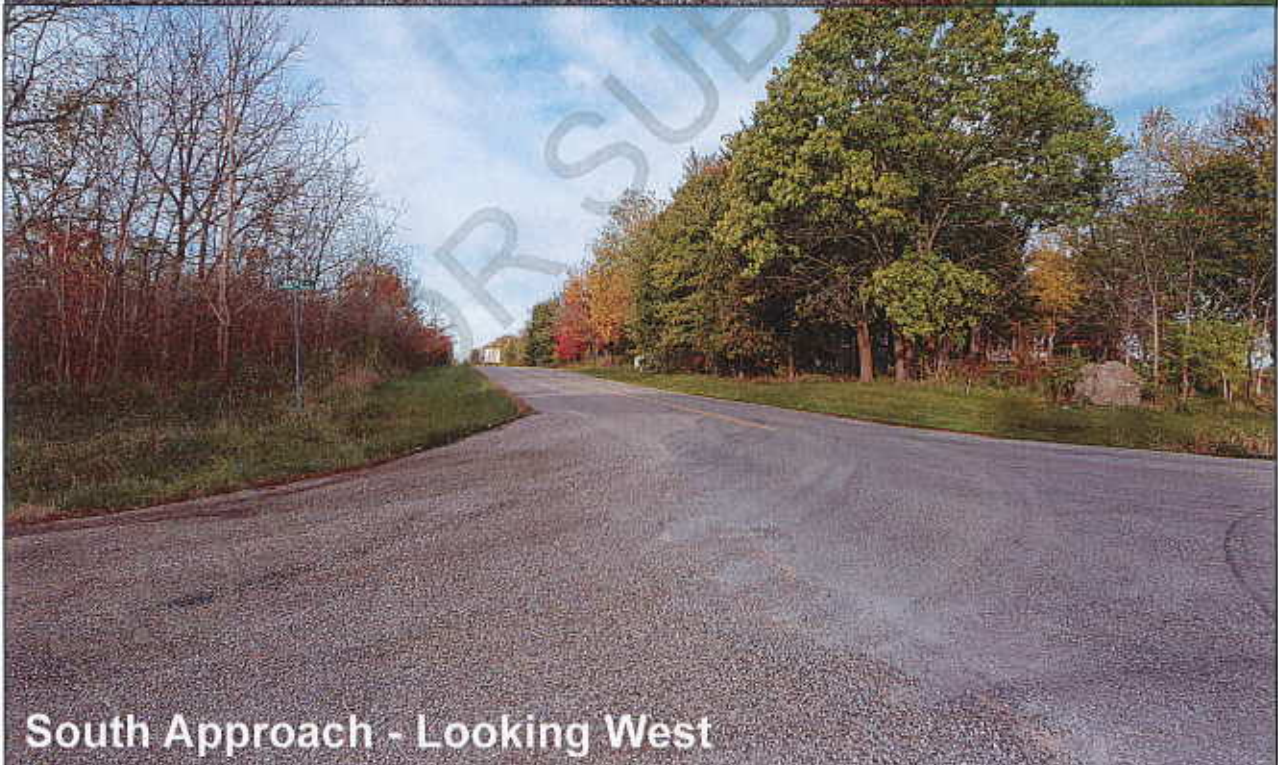
Looking South



Field Photographs Napier Road Driveway



South Approach - Looking East



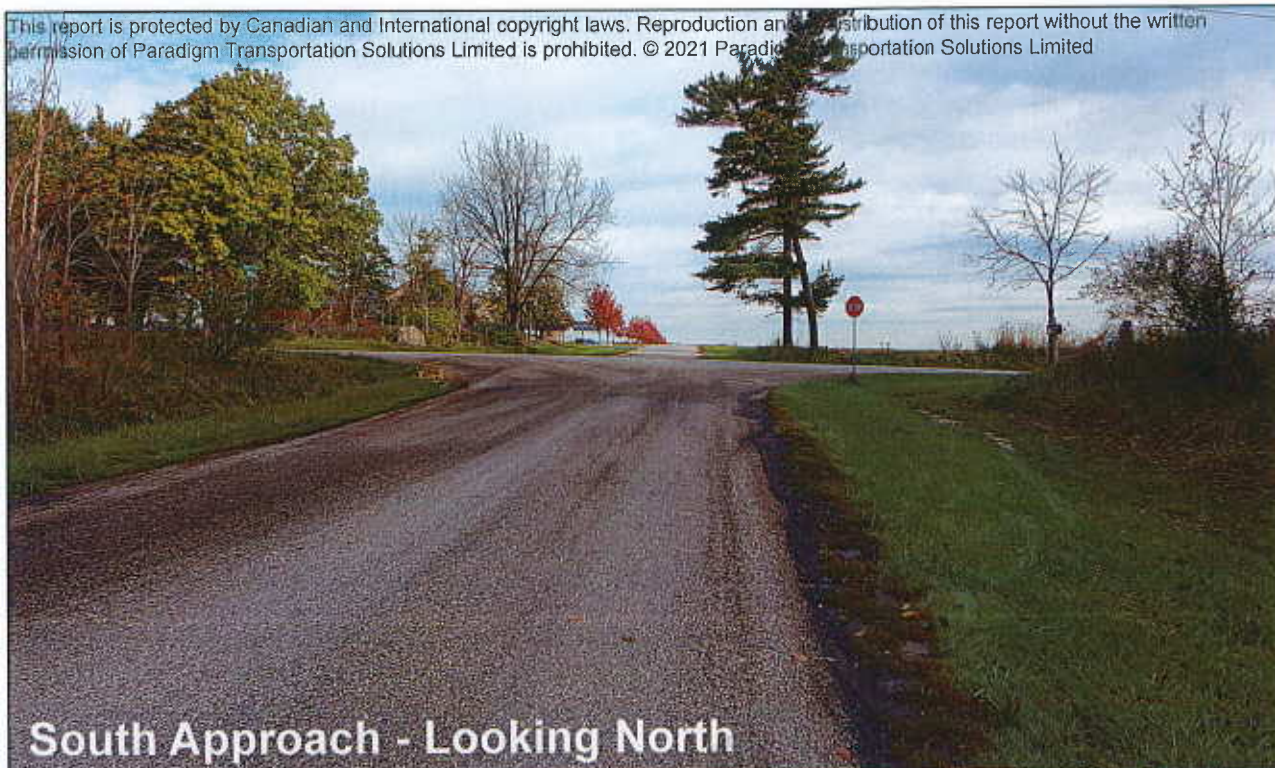
South Approach - Looking West



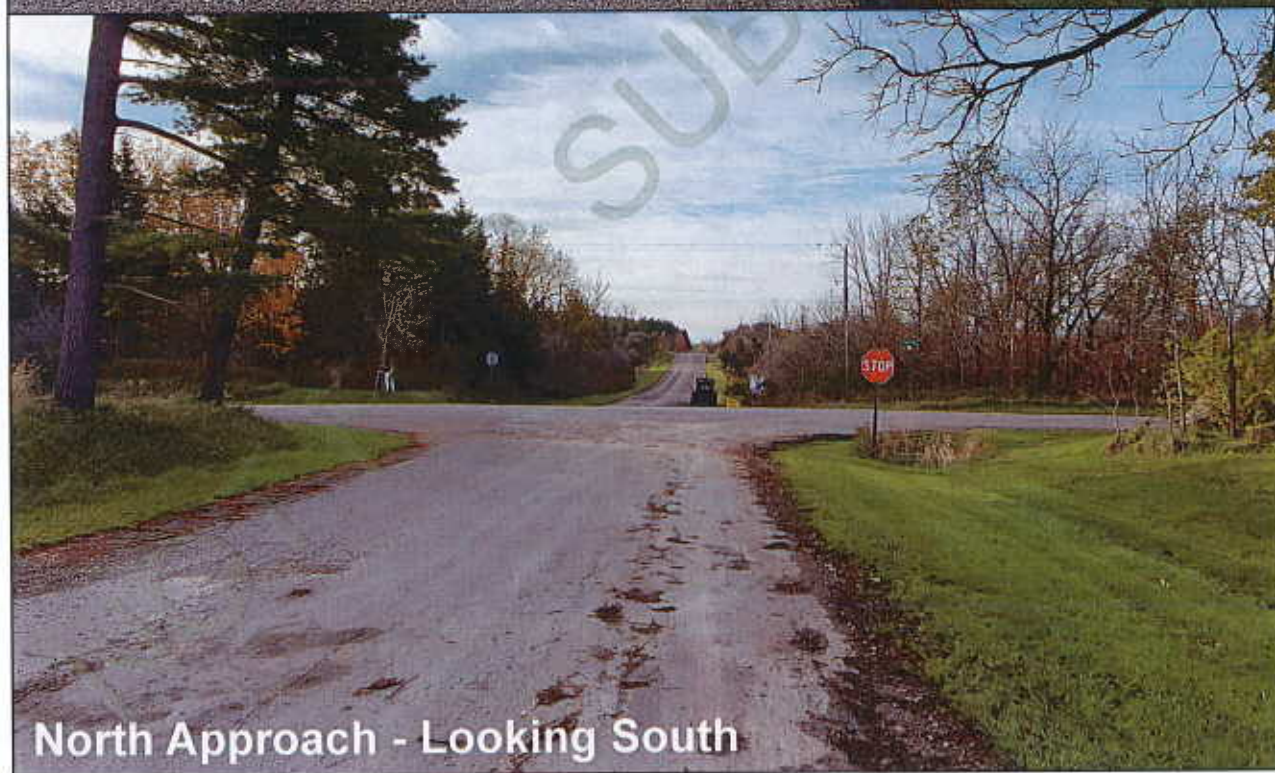
Field Photographs Melwood Drive and Napier Road Intersection

1425 Melwood Drive, Kerwood TIB
210647

Appendix A



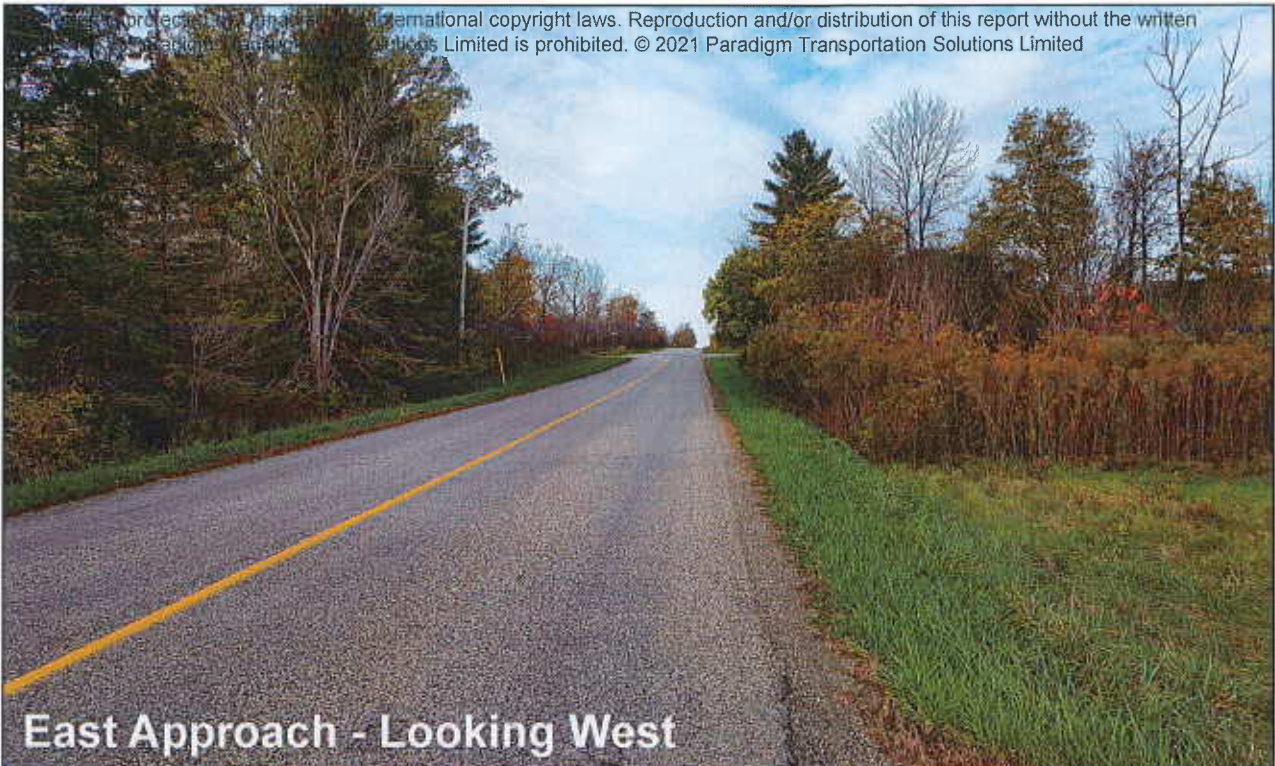
South Approach - Looking North



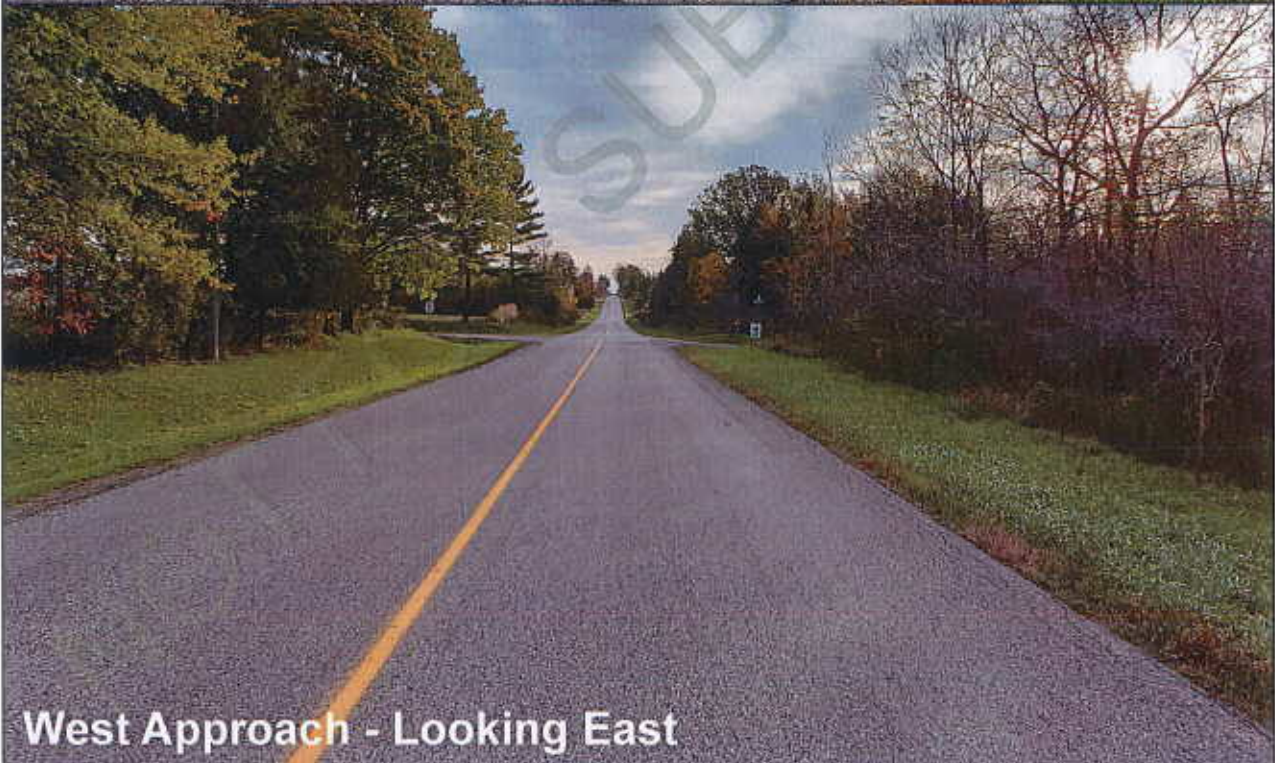
North Approach - Looking South



Field Photographs Melwood Drive and Napier Road Intersection



East Approach - Looking West



West Approach - Looking East



Field Photographs Melwood Drive and Napier Road Intersection

1425 Melwood Drive, Kerwood TIB
210647

Appendix A

Appendix B

Existing Traffic Volumes

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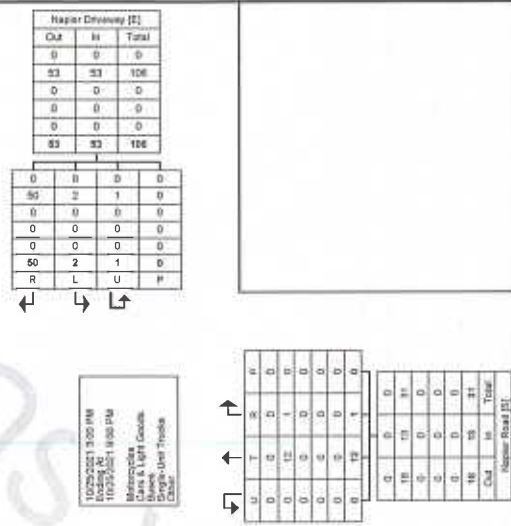
Count Name: Napier Driveway - Monday
Site Code: 210647
Start Date: 10/25/2021
Page No: 1

Turning Movement Data

Start Time	Napier Driveway Westbound						Napier Road Northbound				Napier Road Southbound			
	Left	Right	Thru	App. Total	Peds	U-Turn	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	App. Total
3:00 PM	1	0	0	1	0	0	0	0	0	1	1	1	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	3
Hourly Total	1	0	0	1	0	0	0	0	0	1	3	4	0	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	12	2	0	14
Hourly Total	0	0	0	0	0	0	0	0	0	0	17	5	0	23
5:00 PM	0	0	1	1	0	0	0	0	0	1	8	1	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:30 PM	0	1	0	1	0	0	0	0	0	1	4	1	0	5
5:45 PM	0	1	0	1	0	0	0	0	0	1	6	1	0	7
Hourly Total	0	2	1	3	0	0	0	0	0	2	21	3	0	24
6:00 PM	0	11	0	11	0	0	1	0	0	1	5	1	0	6
6:15 PM	0	7	0	7	0	0	0	0	0	0	3	0	0	3
6:30 PM	0	7	0	7	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	4	0	4	0	0	0	0	0	1	1	0	0	1
Hourly Total	0	29	0	29	0	0	1	0	0	2	9	1	0	10
7:00 PM	0	5	0	5	0	0	0	0	0	0	1	1	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	0
7:45 PM	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Hourly Total	1	16	0	17	0	0	0	0	0	2	1	1	0	2
8:00 PM	0	3	0	3	0	0	0	0	0	0	0	1	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	3	0	0	0	0	0	0	0	1	0	1
Grand Total	2	50	1	53	-	-	92.3	7.7	0.0	-	51	16	0	67
Approach %	3.8	94.3	1.9	-	-	-	76.1	23.9	0.0	-	76.1	23.9	0.0	-
Total %	1.5	37.6	0.8	39.8	-	-	9.8	38.3	12.0	50.4	38.3	12.0	0.0	50.4
Motorcycles	0	0	0	0	-	-	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars & Light Goods	2	50	1	53	-	-	12	1	0	13	51	16	0	67

% Cars & Light Goods	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
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% Single-Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot



paradiem

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Solutions Limited
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ebush Rd
Canada N1R 8J8
wness@ptsl.com

[illegible]



Turning Movement Peak Hour Data Plot (5:45 PM)



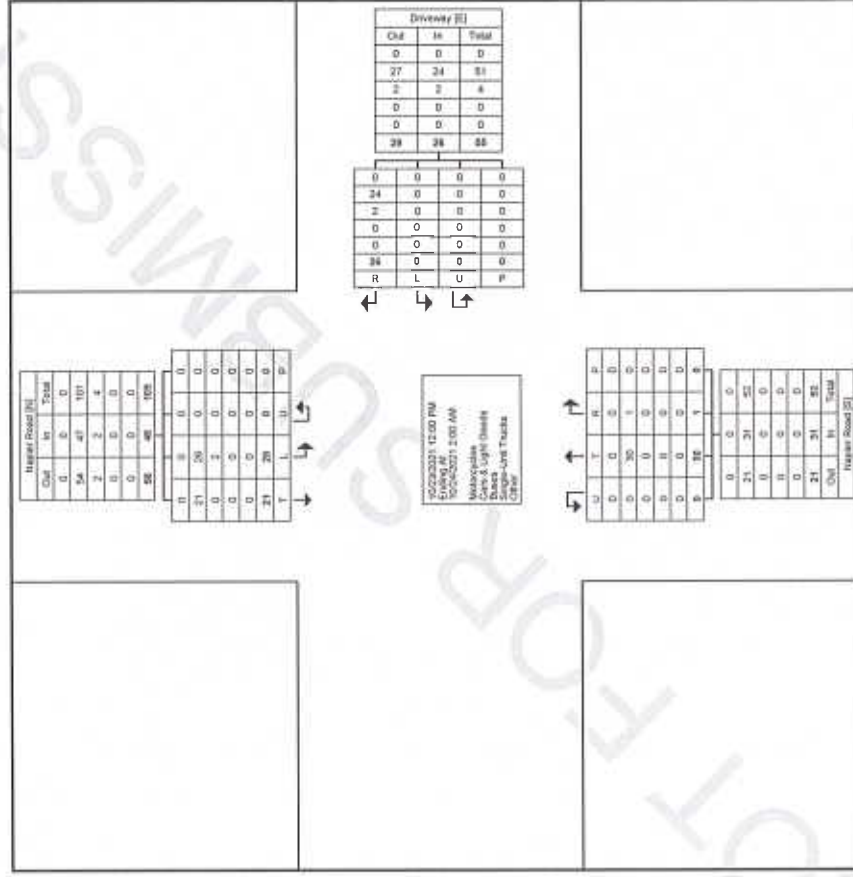
Count Name: Napier Driveway - Saturday
 Site Code: 210647
 Start Date: 10/23/2021
 Page No: 1

Cambridge, Ontario, Canada N1R 8J5
 519-896-3163 cbowness@ptsl.com

Turning Movement Data

Start Time	Driveway					Napier Road Northbound					Napier Road Southbound				
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	L-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0
Hourly Total	0	1	0	0	1	5	0	0	0	5	1	4	0	0	5
1:00 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1
1:45 PM	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1
Hourly Total	0	0	0	0	0	8	1	0	0	9	5	0	0	0	5
2:00 PM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:45 PM	0	0	0	0	0	1	0	0	0	1	6	5	0	0	11
Hourly Total	0	0	0	0	0	5	0	0	0	5	7	6	0	0	13
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	1	2	0	0	0	2	5	1	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1
Hourly Total	0	1	0	0	1	3	0	0	0	3	5	4	0	0	9
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
Hourly Total	0	2	0	0	2	4	0	0	0	4	1	1	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	1	0	0	1	1	0	0	0	1	2	2	0	0	4
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1
7:00 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1

[illegible]



Turning Movement Data Plot



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 5A-150 Pinebush Rd

Count Name: Napier Driveway - Saturday
 Site Code: 210647
 Start Date: 10/23/2021
 Page No: 5

Cambridge, Ontario, Canada N1R 8J8
 519-896-3163 cdowness@ptsl.com

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Driveway					Napier Road Northbound					Napier Road Southbound				
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total
2:45 PM	0	0	0	0	0	1	0	0	0	1	6	2	0	0	8
3:00 PM	0	0	0	0	0	2	0	0	0	0	4	0	0	0	4
3:15 PM	0	1	0	0	1	2	0	0	0	2	5	1	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	0	1	0	0	1	3	0	0	0	3	15	6	0	0	21
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	71.4	28.6	0.0	-	-
Total %	0.0	4.0	0.0	-	4.0	12.0	0.0	0.0	-	12.0	60.0	24.0	0.0	-	84.0
PHF	0.000	0.250	0.000	-	0.250	0.375	0.000	0.000	-	0.375	0.625	0.500	0.000	-	0.656
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0
Cars & Light Goods	0	0	0	0	0	3	0	0	0	3	14	6	0	-	20
% Cars & Light Goods	-	0.0	-	-	0.0	100.0	-	-	-	100.0	93.3	100.0	-	-	95.2
Buses	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
% Buses	-	100.0	-	-	100.0	0.0	-	-	-	0.0	6.7	0.0	-	-	4.8
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-

Peak Hour Data

Turning Movement Peak Hour Data Plot (2:45 PM)



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Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Count Name: Napier Road & Melwood Drive -
Monday
Site Code: 210647
Start Date: 10/25/2021
Page No: 1

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Turning Movement Data

Start Time	Melwood Drive Eastbound						Melwood Drive Westbound						Napier Road Northbound						Napier Road Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
3:00 PM	1	3	0	0	0	4	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
3:15 PM	1	0	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
3:30 PM	0	3	1	0	0	4	1	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	9
3:45 PM	0	1	0	0	0	1	2	1	0	0	0	3	0	0	1	0	0	0	1	0	1	0	0	1	6
Hourly Total	2	7	1	0	0	10	4	7	1	0	0	12	0	0	2	0	0	2	2	1	1	0	0	2	26
4:00 PM	0	2	1	0	0	3	1	3	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	9
4:15 PM	0	8	1	0	0	9	1	4	0	0	0	5	0	1	1	0	0	0	2	0	1	0	0	1	17
4:30 PM	1	8	0	0	0	9	4	6	1	0	0	11	0	0	0	0	0	0	0	1	0	0	0	1	19
4:45 PM	0	4	0	0	0	4	13	1	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	20	2	0	0	23	19	14	2	0	0	35	0	1	3	0	0	4	0	2	0	0	0	2	64
5:00 PM	0	4	1	0	0	5	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	16
5:15 PM	0	3	0	0	0	3	3	5	0	0	0	8	0	0	1	0	0	1	0	0	0	0	0	0	12
5:30 PM	0	1	0	0	0	1	5	4	0	0	0	9	0	1	0	0	0	1	1	0	0	0	0	1	12
5:45 PM	0	1	0	0	0	1	7	2	1	0	0	10	0	0	2	0	0	2	1	0	0	0	0	1	14
Hourly Total	0	9	1	0	0	10	23	14	1	0	0	38	0	1	3	0	0	4	2	0	0	0	0	2	54
6:00 PM	0	4	0	0	0	4	6	3	0	0	0	9	6	0	5	0	0	11	0	0	1	0	0	1	25
6:15 PM	0	3	1	0	0	4	2	0	0	0	0	2	6	0	1	0	0	7	0	0	0	0	0	0	13
6:30 PM	0	3	0	0	0	3	0	2	0	0	0	2	1	0	5	0	0	6	0	0	0	0	0	0	11
6:45 PM	0	4	0	0	0	4	1	2	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	0	13
Hourly Total	0	14	1	0	0	15	9	7	0	0	0	18	13	0	17	0	0	30	0	0	1	0	0	6	82
7:00 PM	0	0	0	0	0	0	2	4	0	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	11
7:15 PM	0	6	0	0	0	6	0	0	0	0	0	6	4	0	3	0	0	7	0	0	0	0	0	0	13
7:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	2	0	2	0	0	4	0	0	0	0	0	0	6
7:45 PM	0	4	0	0	0	4	0	0	0	0	0	4	1	0	1	0	0	2	0	0	0	0	0	0	8
Hourly Total	0	10	0	0	0	10	2	6	0	0	0	8	12	0	6	0	0	18	0	0	0	0	0	0	36
8:00 PM	0	1	0	0	0	1	1	1	0	0	0	2	1	2	0	0	0	3	1	0	0	0	0	1	7
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	2	0	0	0	2	1	2	0	0	0	3	1	2	0	0	0	3	1	0	0	0	0	1	9
Grand Total	3	82	5	0	0	90	58	50	4	0	0	112	26	4	31	0	0	61	4	3	1	0	0	8	251
Approach %	4.3	88.6	7.1	0.0	-	-	51.8	44.6	3.6	0.0	-	-	42.6	6.6	50.8	0.0	-	-	50.0	37.5	12.5	0.0	-	-	-
Total %	1.2	24.7	2.0	0.0	-	27.9	23.1	19.9	1.6	0.0	-	44.6	10.4	1.6	12.4	0.0	-	24.3	1.6	1.2	0.4	0.0	-	3.2	-
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0

Cars & Light Goods	3	60	5	0	0	58	53	50	4	0	112	26	4	31	0	-	61	4	3	1	0	8	249
% Cars & Light Goods	100.0	99.8	100.0	100.0	100.0	97.1	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	99.2
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% Buses	0.0	1.0	0.0	-	-	1.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.4	1
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	1.0	0.0	-	-	1.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOT FOR SUBMISSION



Turning Movement Peak Hour Data (4:15 PM)

Start Time	Melwood Drive Eastbound					Melwood Drive Westbound					Napier Road Northbound					Napier Road Southbound					Int. Total			
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right		U-Turn	Peds	App. Total
4:15 PM	0	8	1	0	0	9	1	4	0	0	0	5	0	1	1	0	0	2	0	1	0	0	0	1
4:30 PM	1	6	0	0	0	7	4	8	1	0	0	11	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	4	0	0	0	4	13	1	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	1	0	0	5	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	22	2	0	0	25	26	14	2	0	0	42	0	1	1	0	0	2	0	2	0	0	0	2
Approach %	4.0	88.0	8.0	0.0	-	-	81.9	33.3	4.8	0.0	-	-	0.0	50.0	50.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-
Total %	1.4	31.0	2.8	0.0	-	35.2	36.6	19.7	2.8	0.0	-	59.2	0.0	1.4	1.4	0.0	-	2.8	0.0	2.8	0.0	0.0	-	2.8
PHF	0.250	0.688	0.500	0.000	-	0.884	0.500	0.583	0.500	0.000	-	0.700	0.000	0.250	0.250	0.000	-	0.250	0.000	0.500	0.000	0.000	-	0.500
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	-	0.0
Cars & Light Goods	1	20	2	0	0	23	26	14	2	0	0	42	0	1	1	0	0	2	0	2	0	0	-	2
% Cars & Light Goods	100.0	90.0	100.0	-	92.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	-	-	-	-	100.0
Buses	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	4.5	0.0	-	4.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	-	0.0
Single-Unit Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0.0	4.5	0.0	-	4.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	-	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	-	0.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-



Turning Movement Peak Hour Data Plot (4:15 PM)



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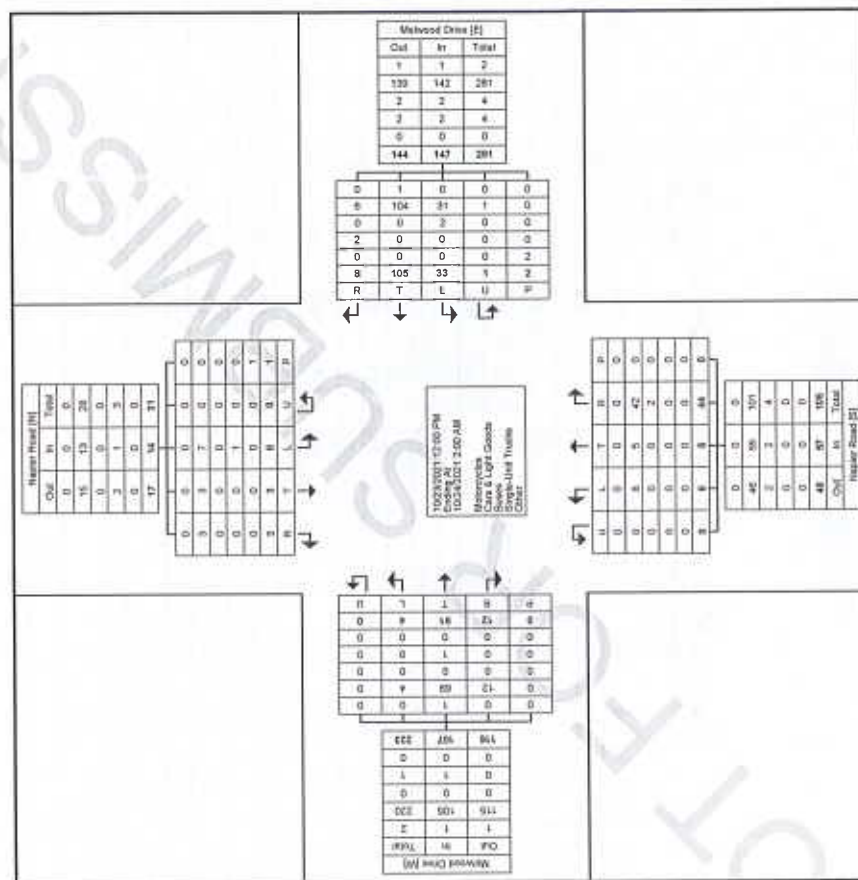
Count Name: Napier Road & Melwood Drive -
Saturday
Site Code: 210647
Start Date: 10/23/2021
Page No: 1

Turning Movement Data

Start Time	Melwood Drive Eastbound						Melwood Drive Westbound						Napier Road Northbound						Napier Road Southbound					
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total					
12:00 PM	0	6	0	0	0	6	1	5	0	0	0	6	0	0	1	0	0	0	1	13				
12:15 PM	0	4	0	0	0	4	0	5	0	0	0	5	0	0	1	0	0	0	1	10				
12:30 PM	1	1	2	0	0	4	1	4	0	0	0	5	0	0	2	0	1	0	2	12				
12:45 PM	0	6	0	0	0	6	0	1	0	0	0	1	2	0	0	0	0	0	0	9				
Hourly Total	1	17	2	0	0	20	2	15	0	0	0	17	2	0	4	0	0	0	6	44				
1:00 PM	0	2	3	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	6				
1:15 PM	0	3	0	0	0	3	0	3	0	0	0	3	0	1	0	0	0	0	1	7				
1:30 PM	0	4	1	0	0	5	0	5	1	0	0	6	0	0	2	0	0	0	2	14				
1:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	1	0	5	0	0	6	12					
Hourly Total	0	10	4	0	0	14	0	10	1	0	0	11	1	1	7	0	0	9	39					
2:00 PM	0	4	0	0	0	4	1	0	0	0	0	1	2	0	2	0	0	4	0	9				
2:15 PM	0	1	1	0	0	2	1	5	0	0	0	6	0	0	0	0	0	0	0	8				
2:30 PM	0	5	0	0	0	5	1	3	0	0	0	4	0	0	0	0	0	0	0	11				
2:45 PM	0	1	0	0	0	1	8	3	2	0	0	13	1	0	0	0	0	1	0	15				
Hourly Total	0	11	1	0	0	12	11	11	2	0	0	24	3	0	2	0	0	5	2	43				
3:00 PM	0	3	0	0	0	3	4	2	1	0	0	7	0	0	0	0	0	0	0	10				
3:15 PM	0	4	0	0	0	4	6	2	0	0	0	8	0	2	1	0	0	3	0	15				
3:30 PM	0	2	3	0	0	5	0	5	1	0	0	6	0	0	0	0	0	0	0	12				
3:45 PM	0	4	0	0	0	4	1	1	0	0	0	2	0	0	1	0	0	1	0	9				
Hourly Total	0	13	3	0	0	16	11	10	2	0	0	23	0	2	2	0	0	4	3	46				
4:00 PM	0	2	0	0	0	2	0	2	1	0	0	3	0	0	1	0	0	0	0	6				
4:15 PM	0	4	0	0	0	4	1	1	0	0	0	2	0	0	0	0	0	0	0	6				
4:30 PM	0	5	0	0	0	5	0	2	0	0	0	2	0	0	4	0	0	4	0	11				
4:45 PM	2	2	0	0	0	4	0	3	1	0	0	4	0	0	1	0	0	1	0	10				
Hourly Total	2	13	0	0	0	15	1	6	2	0	0	11	0	0	6	0	0	6	1	33				
5:00 PM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	1	0	0	0	0	5				
5:15 PM	1	2	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	8				
5:30 PM	0	3	0	0	0	3	2	3	0	0	0	5	0	0	1	0	0	0	0	9				
5:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	3				
Hourly Total	1	5	0	0	0	6	4	13	0	0	0	17	0	0	2	0	0	2	0	25				
6:00 PM	0	3	0	0	0	3	0	2	0	0	0	2	0	0	1	0	0	0	0	6				
6:15 PM	0	4	0	0	0	4	0	3	0	0	0	3	0	1	0	0	0	0	0	8				
6:30 PM	0	2	1	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	6				
6:45 PM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	3				
Hourly Total	0	11	1	0	0	12	0	9	0	0	0	9	0	1	1	0	0	2	0	23				

Count Name: Napier Road & Melwood Drive -
Saturday
Site Code: 210647
Start Date: 10/23/2021
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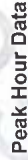
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519-896-3163 cbowness@ptsl.com



Turning Movement Data Plot

Turning Movement Peak Hour Data (2:45 PM)

[illegible]



Turning Movement Peak Hour Data Plot (2:45 PM)

Appendix C

Erin Wedding Event Data

NOT FOR SUBMISSION





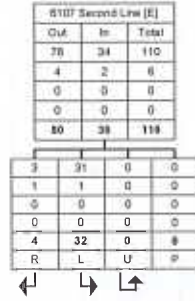
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Paradigm Transportation Solutions Limited
22 King Street South, Suite 300

Count Name: 6107 Second Line
Site Code:
Start Date: 09/22/2018
Page No: 1

Waterloo, Ontario, Canada N2J 1N8
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Turning Movement Data

Start Time	6107 Second Line						Second Line					
	Westbound			Northbound			Southbound			Second Line		
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Thru	U-Turn
12:00 PM	0	0	0	0	0	4	0	0	0	4	0	0
12:15 PM	0	0	0	0	0	1	1	0	0	2	0	0
12:30 PM	1	1	0	0	2	4	1	0	0	5	1	0
12:45 PM	0	0	0	0	0	1	1	0	0	2	3	0
Hourly Total	1	1	0	0	2	10	3	0	0	13	4	0
1:00 PM	0	0	0	0	0	2	1	0	0	3	0	0
1:15 PM	4	0	0	0	4	6	7	0	0	13	1	0
1:30 PM	1	0	0	0	1	1	1	0	0	2	2	0
1:45 PM	0	0	0	0	0	6	6	0	0	12	1	0
Hourly Total	5	0	0	0	5	15	15	0	0	30	4	0
2:00 PM	0	0	0	0	0	7	2	0	0	9	1	0
2:15 PM	0	0	0	0	0	1	2	0	0	3	0	0
2:30 PM	0	0	0	0	0	1	2	0	0	3	0	0
2:45 PM	10	0	0	0	10	2	0	0	0	2	0	0
Hourly Total	10	0	0	0	10	11	6	0	0	17	1	0
3:00 PM	0	0	0	0	0	4	4	0	0	8	0	0
3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0
3:30 PM	0	0	0	0	0	3	4	0	0	7	3	0
3:45 PM	2	0	0	0	2	0	6	0	0	8	1	0
Hourly Total	12	0	0	0	12	7	14	0	0	21	4	0
4:00 PM	1	0	0	0	1	3	12	0	0	15	2	0
4:15 PM	1	0	0	0	1	4	6	0	0	10	6	0
4:30 PM	1	1	0	0	2	2	3	0	0	5	0	0
4:45 PM	0	0	0	0	0	2	1	0	0	3	1	0
Hourly Total	3	1	0	0	4	11	22	0	0	33	9	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	1	0
Grand Total	33	4	0	0	36	55	60	0	0	115	20	0
Approach %	88.9	11.1	0.0	0.0	-	47.8	52.2	0.0	0.0	-	40.0	60.0
Total %	15.6	2.0	0.0	0.0	17.9	27.4	29.9	0.0	0.0	57.2	10.0	14.9
Lights	31	3	0	0	34	55	57	0	0	112	19	30
% Lights	96.8	75.0	-	-	94.4	100.0	95.0	-	-	97.4	85.0	100.0
Medians	1	1	0	0	2	0	3	0	0	3	1	0
% Medians	3.1	25.0	-	-	5.6	0.0	5.0	-	-	2.6	5.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-



Turning Movement Data Plot



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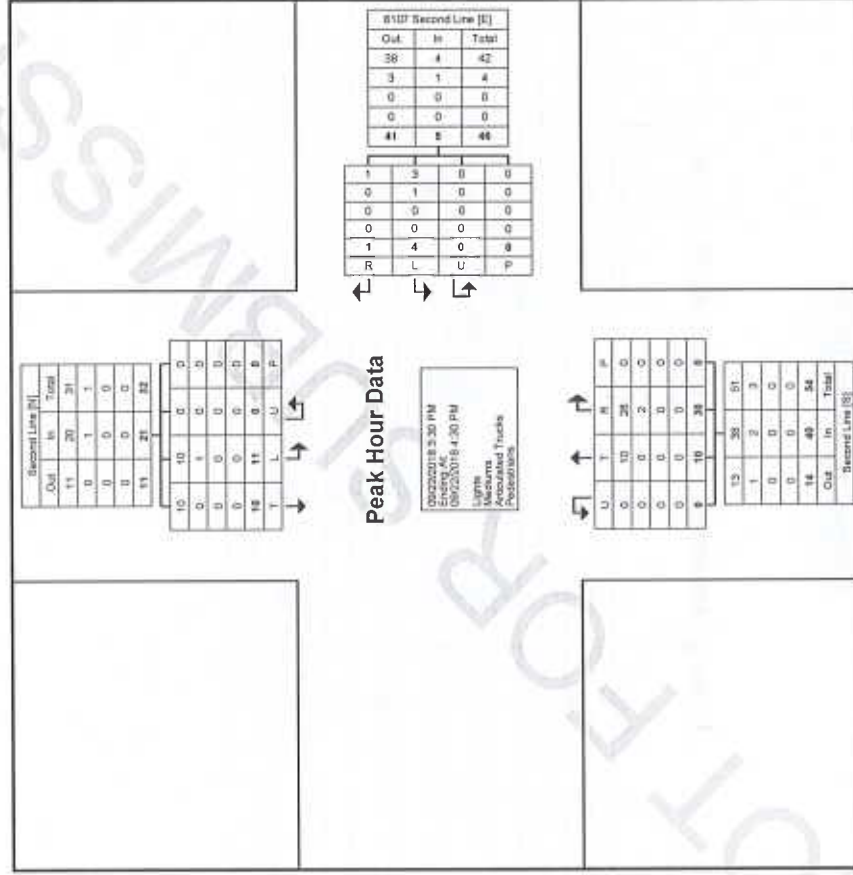
Turning Movement Peak Hour Data (3:30 PM)

Start Time	6107 Second Line						Second Line					
	Westbound			Northbound			Southbound			Eastbound		
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Thru	Left
3:30 PM	0	0	0	0	0	3	4	0	0	7	3	2
3:45 PM	2	0	0	0	2	0	8	0	0	8	3	1
4:00 PM	1	0	0	0	1	3	12	0	0	15	3	2
4:15 PM	1	1	0	0	2	4	6	0	0	10	1	0
Total	4	1	0	0	5	10	30	0	0	40	10	11
Approach %	80.0	20.0	0.0	0.0	-	25.0	75.0	0.0	0.0	-	47.6	52.4
Total %	8.1	1.5	0.0	0.0	7.6	15.2	45.5	0.0	0.0	60.6	15.2	18.7
PHF	0.500	0.250	0.000	-	0.625	0.625	0.625	0.000	-	0.667	0.633	0.458
Lights	3	1	0	-	4	10	28	0	-	38	10	10
% Lights	75.0	100.0	-	-	80.0	100.0	93.3	-	-	95.0	100.0	90.9
Medians	1	0	0	-	1	0	2	0	-	2	0	1
% Medians	25.0	0.0	-	-	20.0	0.0	6.7	-	-	5.0	0.0	9.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-



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Turning Movement Peak Hour Data Plot (3:30 PM)



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