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Traffic Brief

PROPOSED RESIDENTIAL DEVELOPMENT

514504 Second Line
Town of Amaranth

December 4, 2025
Project No: NT-23-166

520 Industrial Parkway South, Suite 201
Aurora, Ontario L4G 6W8

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NexEng Consulting Group Inc

December 4, 2025

The Cellular Connection Ltd.
78 Farnham Avenue
Toronto, ON M4V 1H4

Attention: Mr. Stuart Turk

**Re: Traffic Brief
Proposed Residential Development
514504 Second Line, Town of Amaranth
Our Project No. NT-23-166**

Nextrans Consulting Engineers, a Division of NextEng Consulting Group Inc., ("Nextrans") is pleased to present the enclosed Traffic Brief for the above noted site in support of an Official Plan Amendment, Rezoning and Plan of Subdivision applications.

The subject site is located southwest of Side Road 20 and 2nd Line within the Town of Amaranth. The subject lands are currently occupied by the property owner's residence and some existing hydro equipment. Based on the latest proposed site plan provided, the concept is to develop a total of 19 single family detached dwelling units. Two (2) unsignalized full movement accesses will be provided to connect the internal subdivision road network to Second Line. There is an existing driveway and is currently being used by the property owner to access his home.

Given the number of weekday AM and PM peak hour trips that will be generated from the subject development, the subject development will be sufficiently accommodated by the existing road network and will generate an acceptable traffic impact to the surrounding road network.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS ENGINEERING

Prepared by:

A handwritten signature in black ink, appearing to read "Marc Dimayuga".

Marc Dimayuga
Transportation Analyst

Reviewed and Approved by:

A handwritten signature in black ink, appearing to read "Richard Pernicky".

Richard Pernicky, MITE
Principal

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1.0 INTRODUCTION

Nextrans Consulting Engineers (“Nextrans”), a Division of NexEng Consulting Group Inc., has been retained by The Cellular Connection Ltd. (the “client”) to undertake this Traffic Brief in support of an Official Plan Amendment, Rezoning and Plan of Subdivision applications for the proposed residential development located southwest of the intersection of Sideroad 20 and 2nd Line at 514504 Second Line (herein known as the “subject site”), within the Town of Amaranth (herein known as the “Town”).

The subject site is currently developed with a single detached dwelling. The subject site location is provided in **Figure 1**.

Figure 1: Subject Site Location

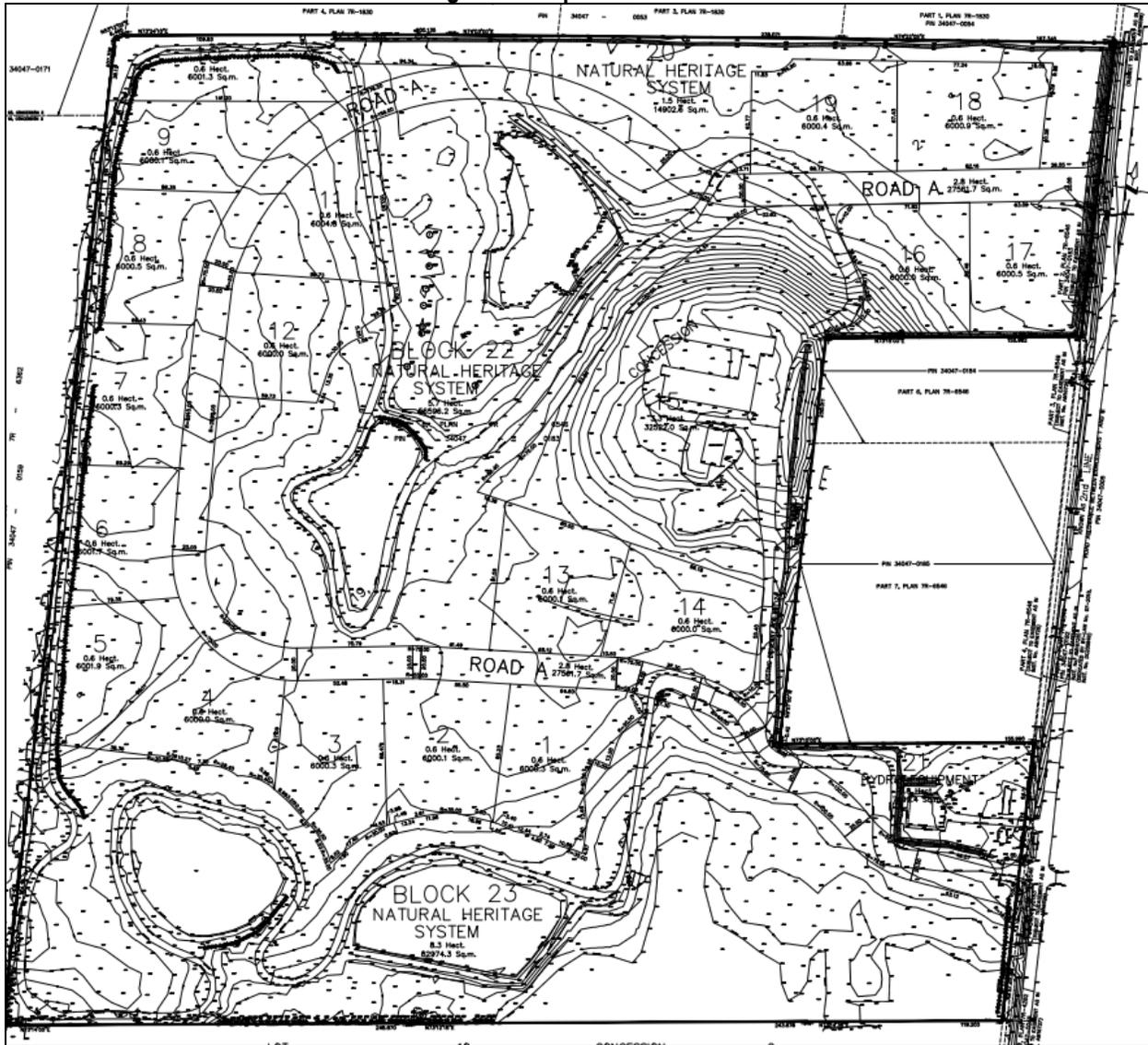


1.1. PROPOSED DEVELOPMENT

The development proposal is to develop a total of 19 single family detached dwelling units. Two (2) unsignalized full movement accesses will be provided to connect the internal subdivision road network to Second Line. There is an existing driveway and is currently being used by the property owner to access his home.

The proposed site plan is shown in **Figure 2** and enclosed in **Appendix A**.

Figure 2: Proposed Site Plan



2.0 EXISTING TRANSPORTATION CONDITIONS

This section will identify and consider the existing transportation conditions for the road, transit, and pedestrian networks located immediate to the subject site.

2.1. ROAD NETWORK

Immediately adjacent roads of interest to the subject site are described as follows:

- **Sideroad 20** is an east-west road under the jurisdiction of the Town and consisting of a two (2)-lane cross-section (one (1) travel lane per direction). Sideroad 20 maintains an assumed and unposted speed limit of 50km/h in the vicinity of the subject site.
- **Second Line** is a north-south road under the jurisdiction of the Town and consisting of a two (2)-lane cross-section (one (1) travel lane per direction) nearby the subject site. Second Line maintains a posted speed limit of 60km/h.

2.2. EXISTING TRANSIT FACILITIES

Currently, there are no existing transit facilities within the surrounding area of the subject site.

2.3. CYCLING NETWORK

Currently, there are no existing cycling facilities within the surrounding area of the subject site.

2.4. PEDESTRIAN NETWORK

Currently, there are no existing pedestrian network within the surrounding area of the subject site.

3.0 SITE TRAFFIC

The following section discusses the modal split and the calculation, distribution, and assignment of trips generated by the site.

3.1. SITE TRIP GENERATION

The auto site trip generation was derived from the Institute of Transportation Engineers (ITE) Trip Generation Manual 12th Edition using land use code (LUC) 210 Single-Family Detached Housing for the proposed dwelling units. The weekday AM and PM peak hour trip generation volumes for the proposed residential development were calculated using the fitted equation for LUC 210 for the weekday AM and PM peak hour of adjacent street traffic.

The summary of the site trip generation is shown in **Table 1**.

Table 1: Trip Generation for Proposed Residential Development

Land Use	Units	Parameter	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing (LUC 210)	19	ITE Gross Trips	4	9	13	11	7	18
Auto Trips Generated			4	9	13	11	7	18

The resultant net total trip generation for the proposed development yields 13 trips in the AM peak hour (four (4) inbound, nine (9) outbound) and 18 trips in the PM peak hour (11 inbound, seven (7) outbound). **The number of site trips is expected to have an acceptable impact on the road network surrounding the subject site given the low site trip generation and the assumed low traffic volumes along Second Line.**

4.0 SITE PLAN REVIEW

4.1. PROPOSED SITE DRIVEWAY LOCATION ON SECOND LINE

Two (2) unsignalized full movement accesses that provides connection to the internal driveway is proposed along Second Line. The proposed driveway location is appropriate given the following.

Local street with low traffic volumes

Vehicular trips circulating Second Line will be predominantly local in nature, with existing corridor traffic volumes along Second Line expected to be low during the weekday AM and PM peak hours given that Second Line is a street with few existing developments.

Low site trip generation during AM and PM peak hours

The site trip generation in the AM and PM peak hours will be low, with 13 trips in the AM peak hour (four (4) inbound, nine (9) outbound) and 18 trips in the PM peak hour (11 inbound, seven (7) outbound) or less than (1) site trip per minute within the AM and PM peak hour. As such, the existing roadway operations will be minimally impacted by the site driveways operations in the AM and PM peak periods.

In summary, given the road context of Second Line, assumed existing low volumes, low site trip generation of the proposed development, it is Nextrans' opinion that the location of the proposed site driveway is acceptable.

5.0 VEHICULAR PARKING REVIEW

This section will review the proposed parking provision for the proposed development and compare it to the parking requirements defined in The Township of Amaranth Zoning By-law 2-2009.

5.1. VEHICULAR PARKING REQUIREMENTS

The proposed development is currently zoned as Rural. The proposed development is subject to the parking requirements as provided in Table 3.15.8 of Zoning By-law 2-2009 in effect for the subject lands. A summary of the minimum parking requirements and proposed parking supply for the subject site is provided in **Table 2**.

Table 2: Parking Requirements Review

Use	No. of Dwelling Units	Parking Rate	Parking Required
Residential	19	2 spaces per dwelling unit	38
Total			38

Based on the parking requirements defined in the Township of Amaranth Zoning By-law 2-2009, the proposed development requires a minimum of 38 vehicular parking spaces.

6.0 CONCLUSIONS & RECOMMENDATIONS

The conclusions and recommendations of our traffic brief are summarized as follows:

- The proposed development is expected to generate 13 trips in the AM peak hour (four (4) inbound, nine (9) outbound) and 18 trips in the PM peak hour (11 inbound, seven (7) outbound).
- The subject site will have an acceptable traffic impact on the road network surrounding the subject site given the number of trips generated.
- The proposed site driveway location is acceptable given the local context and assumed existing low traffic volumes on Second Line, and low site trip generation.
- Based on the parking requirements defined in the Township of Amaranth Zoning By-law 2-2009, the proposed residential development requires a minimum of 38 vehicular parking spaces.

Appendix A - Proposed Site Plan

METRIC: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

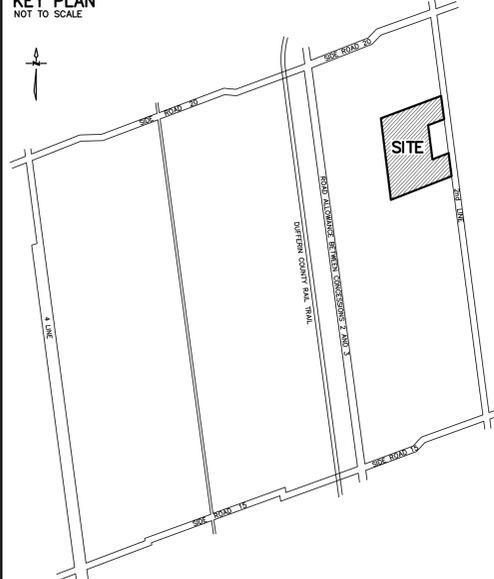
RESIDENTIAL/FARM



DRAFT PLAN OF SUBDIVISION OF

PART OF LOT 19
CONCESSION 2
(GEOGRAPHIC TOWNSHIP OF AMARANTH)
TOWNSHIP OF AMARANTH
COUNTY OF DUFFERIN
OCTOBER 20, 2025

KEY PLAN
NOT TO SCALE



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O., 1990

- (a) AS SHOWN ON DRAFT PLAN
- (b) AS SHOWN ON DRAFT PLAN AND KEY PLANS
- (c) AS SHOWN ON DRAFT PLAN
- (d) THE LAND IS TO BE USED ACCORDING TO THE SCHEDULE OF LAND USE
- (e) AS SHOWN ON DRAFT PLAN AND KEY PLANS
- (f) AS SHOWN ON DRAFT PLAN
- (g) AS SHOWN ON DRAFT PLAN AND KEY PLANS
- (h) MUNICIPAL WATER SUPPLY TO BE MADE AVAILABLE
- (i) SOIL IS CLAYEY SILT AND SILTY CLAY TO CLAY
- (j) AS SHOWN ON DRAFT PLAN
- (k) FULL MUNICIPAL SERVICES TO BE MADE AVAILABLE
- (l) SUBJECT TO EASEMENTS AS SHOWN ON THE DRAFT PLAN

SCHEDULE OF LAND USE

LAND USE	LOTS / BLOCKS	(ha)	AREA (ac)	(m ²)
SINGLE DETACHED RESIDENTIAL	LOTS 1 TO 19	14.0525	34.72	140535.1
NATURAL HERITAGE SYSTEM	BLOCK 20	1.4916	3.69	14902.6
HYDRO EQUIPMENT	BLOCK 21	0.7599	1.88	7599.4
NATURAL HERITAGE SYSTEM	BLOCK 22	5.6596	13.98	56596.2
NATURAL HERITAGE SYSTEM	BLOCK 23	8.2971	20.50	82974.3
PUBLIC STREET		2.7562	6.81	27561.7
TOTAL	UNITS 19	33.0169	81.58	330169.3

SCALE 1:1000
(30X36)

OWNER'S AUTHORIZATION

I AUTHORIZE W.E. OUGHTRED AND ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF DUFFERIN FOR APPROVAL.

OCTOBER 20, 2025
DATE

STUART TURK
THE CELLULAR CONNECTION LTD.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

OCTOBER 20, 2025
DATE

DAN DZALDOV
ONTARIO LAND SURVEYOR

SCHAEFFER DZALDOV PURCELL LTD.
ONTARIO LAND SURVEYORS
64 JARDIN DRIVE CONCORD, ONTARIO L4K 3P3 TEL: (416) 887-0101
DRAWN ACAD/SL/LW CHECKED LEGAL RM/GK SCALE 1:1000 JOB NO. 23-313-011
PLOT SIZE: 30X36 OCTOBER 20, 2025