



**PLANNING BOARD AGENDA
NOTICE OF MEETING**

Friday, October 23, 2020 at 12:00 p.m.
Council Chambers, 2nd Floor, City Hall, 199 Queen Street
Live streaming: www.charlottetown.ca/video

- 1. Call to Order**
- 2. Declaration of Conflicts**
- 3. Approval of Agenda** – Approval of Agenda for Friday, October 23, 2020
- 4. Adoption of Minutes** - Minutes of Planning Board Meeting on Monday, October 05, 2020
- 5. Business arising from Minutes**
- 6. Reports:**
 - a) Others**
 1. Tim Hortons Drive-thru on Maypoint Road *Alex*
Request to permit a Tim Hortons drive-thru subject to proposed upgrades to Maypoint Road/ Capital Drive
- 7. Introduction of New Business**
- 8. Adjournment of Public Session**

**PLANNING AND HERITAGE COMMITTEE – PLANNING BOARD MINUTES
MONDAY, OCTOBER 05, 2020, 4:00 P.M.
COUNCIL CHAMBERS, 2ND FLOOR, CITY HALL**

Present: Mayor Philip Brown
Councillor Greg Rivard, Chair
Deputy Mayor Jason Coady, Vice-Chair
Councillor Julie McCabe
Councillor Bob Doiron*
(*participated via teleconference)

Bobby Kenny, RM
Basil Hambly, RM
Kris Fournier, RM
Shallyn Murray, RM
Reg MacInnis, RM
Rosemary Herbert, RM

Also: Alex Forbes, PHM
Laurel Palmer Thompson, PII
Greg Morrison, PII

Robert Zilke, PII
Ellen Faye Catane, PH IO/AA

Regrets:

As the City continues to follow physical distancing protocols set out by PEI Public Health, the maximum seating for the public was limited to 15 within the 2nd Floor foyer. Upon arrival, individuals were required to provide information for contact tracing purposes.

1. Call to Order

Councillor Rivard called the meeting to order at 4:02pm.

2. Declaration of Conflicts

Councillor Rivard asked if there are any conflicts. Shallyn Murray, RM, has declared conflict for item #3 (428 Queen Street) and item #8 (12 Valley Street & 281 University Avenue).

3. Approval of Agenda

Councillor Rivard suggested that the applications for item #8 (12 Valley Street), item #14 (Tim Hortons Drive-thru on Maypoint Road) and item #5 (Lot 18-2 Sherwood Road) be discussed first since the applicants were at the meeting.

Moved by Reg MacInnis, RM, and seconded by Basil Hambly, RM, that the agenda for Monday, October 05, 2020, be approved.

CARRIED

4. Adoption of Minutes

Moved by Bobby Kenny, RM, and seconded by Reg MacInnis, RM, that the minutes of the meeting held on Tuesday, September 08, 2020, be approved.

CARRIED

5. Business arising from Minutes

There was no business arising from minutes.

6. 12 Valley Street (PID #358192) & 281 University Avenue (PID #358051 & PID #358077)
Shallyn Murray, RM, has declared conflict and left the room for this application.

This is a request to subdivide a portion of 12 Valley Street (PID #358192); rezone this portion of the property (approximately 416.3 sq. m.) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone and amend the Official Plan Map from Low Density Residential to Commercial; consolidate the rezoned portion with the with 281 University Avenue; and a major variance to reduce the minimum flankage yard setback required in the Mixed-Use Corridor (MUC) Zone from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 ½") to allow the construction of an addition to the Provincial Credit Union at 281 University Avenue. Greg Morrison, Planner II, presented the application. See attached report.

Letters were sent to property owners within 100-metres of the subject property and received one (1) letter of opposition. A public meeting was held on September 29, 2020 and at the public meeting, there were concerns raised regarding the addition to the parking lot. The resident indicated that even with the future expansion of the building, the parking spaces would not be fully occupied. Mr. Morrison explained that even though the parking spaces may not be fully utilized, the bylaw requires parking spaces based on the square footage of the building. Another resident asked if the proposed plans could be adjusted to keep the mature trees in the area. Another concern was whether there would be access on to Valley Street. Mr. Morrison responded that based on the plan, only the back portion will be rezoned and the existing dwelling at 12 Valley Street will be retained. No additional access on to Valley Street was proposed.

Mr. Morrison also noted that part of this application is a variance to reduce the minimum flankage yard setback required from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 ½"). The proposal is in-keeping with the adjacent buildings along University Ave. Mr. Morrison presented the proposed landscaping plan. In the plan, while some trees would have to be removed, the developers will be planting additional trees along the boundaries of the property. Staff is recommending approval of the proposed rezoning, lot consolidation and variance. Silva Stojak, architect to the project, was at the meeting to answer any questions.

Councillor McCabe commented that one concern that she heard at the public meeting was having access on to Valley Street. The concern has been addressed, indicating that there is no access on to Valley Street and recommended that this application be approved.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Councillor Julie McCabe and seconded by Bobby Kenny, RM, that the request to:

- **Amend Appendix "A" of the Official Plan by changing the land use designation of a portion of the property (approximately 416.3 sq.m.) located at 12 Valley Street (PID #358192) from Low Density Residential to Commercial;**
- **Amend Appendix "G" of the Zoning & Development Bylaw in order to rezone a portion of the property (approximately 416.3 sq.m) located at 12 Valley Street (PID**

#358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone;

- **Consolidate a portion of the property (approximately 416.3 sq m) located at 12 Valley Street (PID #358192) with 281 University Avenue (six properties containing PID #358051 or PID #358077), subject to a pinned final survey plan and an outer perimeter deed being registered with the Province; and**
- **Reduce the minimum flankage yard setback required in the Mixed-Use Corridor (MUC) Zone from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 ½") to construct an addition to the Provincial Credit Union,**

be recommended to Council for approval.

**CARRIED
(8-0)**

S.Murray declared conflict. Councillor Doiron has not joined the meeting yet at this time.

7. Tim Hortons Drive-thru on Maypoint Road

Councillor Doiron joined the call before the application was presented.

This is a request to permit a Tim Hortons drive-thru subject to proposed upgrades to Maypoint Road/ Capital Drive. Alex Forbes, Planning & Heritage Manager, presented the application. See attached report.

Mayor Brown asked if Scott Adams, Public Works Manager, was at the meeting to present the details of the traffic study similar to the traffic report prepared by Mark MacDonald as it relates to the development application for 45 Towers Road. Mr. Forbes responded that Mr. Adams was not available this evening but may be available during the next Council meeting. Mayor Brown commented that Mr. Adams has a traffic background and should be able to provide comments or respond to the board's questions. Mr. Forbes clarified that Mr. MacDonald is a traffic engineer from CBCL hired by the City and that is why he was made available at Council for the recent deliberations on the Towers Road Development. In this case, a traffic opinion was provided by an engineering firm from New Brunswick and believed that Mr. Adams could be helpful in providing supplemental information and responding to more technical questions.

Councillor Rivard commented that if the engineers are not available at the meeting to answer questions regarding crosswalks, traffic and other questions from the board, there is no clear picture of what the proposal is and would prefer that the board wait for these information before making a decision. This would then be consistent with all other applications that were put on hold while waiting for additional information on the traffic reports. Councillor Rivard indicated that it will be difficult for the board and Council to make a decision on this application if the questions or concerns are not addressed and that is the primary reason why the board would like to have the traffic engineer or Mr. Adams present to be able to address the questions or concerns.

Mayor Brown requested that this application be deferred until Mr. Adams would be available to go over the report and address questions or concerns from the board. Mayor Brown also shared that the application for the corner of Towers Road/Mount Edward Road was deferred for the same similar reasons.

Councillor Rivard asked if a special meeting could be scheduled if necessary and Mr. Forbes agreed.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Mayor Philip Brown and seconded by Deputy Mayor Jason Coady, that the request to accept the traffic studies prepared by Crandall Engineering dated November 05, 2019 and August 14, 2020 for the development on the corner of Maypoint Road and Capital Drive (PID #387365) to permit a Tim Hortons drive-thru restaurant (stacking and queueing spaces) as proposed in Phase 1 Traffic Study as shown as Appendix “A” as well as cross hatching provisions across the entrance to this property, be deferred until additional information is provided and the Manager of Public Works is available to explain the technical details of the traffic study.

**CARRIED
(10-0)**

8. Lot 18-2 Sherwood Road (PID #455642)

This is a request to amend the Official Plan designation from Industrial to Commercial and to rezone the subject property from Business Park Industrial (M-3) Zone to Highway Commercial (C-2) Zone in order to construct three (3) apartment buildings that will provide 200 apartment units at Lot 18-2 Sherwood Road (PID #455642). According to the applicants, 10% of the total apartment units will be affordable housing units. Robert Zilke, Planner II, presented the application. See attached report.

The property is currently vacant and undeveloped. It is situated between Seafood Express and a Maritime Electric substation. The lands to the north are currently vacant and held in reserved. Apartment dwellings exist and are being constructed on the lands to the south of the property along Minna Jane Drive. Mr. Zilke outlined the proposed site plan should the rezoning be approved. Staff is recommending that the application proceed to public consultation. The applicant, David Arsenault on behalf of Arsenault Bros., was at the meeting to answer any questions.

Councillor McCabe clarified why the request is to rezone to the C-2 Zone which is a commercial zone instead of an R-3 zone for apartment units. Mr. Zilke explained that the properties to the south is zoned C-2 which would allow for apartment units. The applicants are looking to rezone the property to a similar zone adjacent to the subject property.

Deputy Mayor Coady commented that Sherwood Road is a busy and narrow road. There are no sidewalks or paved shoulders. Deputy Mayor Coady felt that intensifying the use on that property could potentially cause traffic issues in the future. Rosemary Herbert, RM, also commented that she echoes the concerns of Deputy Mayor Coady. Ms. Herbert noted that one of the limitations in the report indicated the lack of properties for industrial uses and rezoning this property would further reduce the number of properties zoned industrial. Ms. Herbert also felt that the property is not a great area to be developed for residential uses.

Reg MacInnis, RM, asked if there has been any study with regards to the building being near Maritime Electric. Mayor Brown shared that the UPEI soccer field is near a substation. Mr. MacInnis responded that he would like to know if there were studies done in the area since an apartment building would entail numerous individuals who will be living very close to the electric substation. Councillor Rivard also commented that the subdivision along Sherwood Road is also near the electric substation. Basil Hambly, RM, also asked if there are plans to upgrade or widen the road. Deputy Mayor Coady commented that there have been discussions about potential road widening and adding sidewalks in that area. The airport is located at the end of Sherwood Road. Island EMS is along Sherwood Road and eventually, a fire station could be located in that area. Sherwood Road is a busy street that caters to these facilities and trucks that use this road as well.

Councillor Rivard asked if this property used to be zoned C-2 prior the lot being subdivided. Mr. Zilke responded the lot was zoned CDA. In 2001, Maritime Electric rezoned the property from CDA to M-3 Zone.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Mayor Philip Brown and seconded by Shallyn Murray, RM, that the request to:

- **Amend Appendix “A of the Official Plan from Industrial to Commercial; and**
- **Amend Appendix “G” of the Zoning & Development Bylaw from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone,**

in order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units on the property located at Lot 18-2 Sherwood Rd (PID #455642), be recommended to Council to proceed to public consultation.

**CARRIED
(8-2)**

R. MacInnis and R. Herbert opposed

9. 42 Highland Ave (PID #354597)

This is a request for request for two (2) major variances to reduce the minimum side yard setback requirement of 1.2 m (3.9 ft) to 0.9 m (3 ft) and to reduce the minimum rear yard setback requirement of 1.2 m (3.9 ft) to approximately 0.3 m (1 ft) in order to permit the placement of the existing accessory building. Robert Zilke, Planner II, presented the application. See attached report.

The application has a history of non-compliance of constructing a shed without a building permit. During site inspection, it was also determined that the accessory building was located too close to the rear and the side property lines. Two options were provided to the owner – 1) to relocate the accessory building to meet the setback requirements; or 2) apply for two (2) major variances. The owner elected to apply for the variances.

Letters were sent to property owners within 100-metres of the subject property. One (1) letter of support and one (1) letter in opposition were received. The letter of opposition indicated that the

building was built without a permit and that structure is large and too close to the property line. Staff recommended that this application be rejected.

Bobby Kenny, RM, commented that this is the third meeting in a row where there is a request for a variance for a structure that was already constructed without a permit. Mr. Kenny asked if there is anything that the City could do to discourage residents from performing work without a permit and address these types of non-compliance issues. Councillor Rivard commented that this is already being addressed with the Province. Mayor Brown also commented the City is working on the bylaw to potentially issue summary offense tickets for non-compliance. Mr. Zilke commented that the current bylaw only requires applicants to pay twice the fee. In this case, the fee is \$50, so doubling it would be \$100.

Councillor Rivard asked how big is the shed and asked if the applicants could just move the shed to meet the setback requirements. Mr. Zilke responded that shed is a 120 sq. ft. shed. Staff initially recommended that the shed be moved instead of applying for variances and the applicant were adamant to proceed with the variance process. Councillor Rivard asked if the shed meets the allowable size and Mr. Zilke confirmed. Mr. Zilke also added that adjacent property are concerned that if the shed is too close to the property line, there could be potential issues of water run-off on to their property.

Councillor Rivard asked if this application is recommended to Council for rejection, the applicant would then be required to move the shed. Mr. Zilke confirmed. Councillor Rivard also asked if the applicant would have to apply for a permit for the shed. Mr. Zilke responded that the applicant submitted a building permit application after they have been notified of the non-compliance.

Kris Fournier, RM, asked when the shed built. Mr. Zilke responded that the shed was built in 2019. Staff received a complaint regarding the shed, which resulted in staff taking action to address this issue.

Mr. Kenny clarified if staff's recommendation is to reject the variance. Mr. Zilke confirmed and noted that the property has enough space to move the shed to meet the minimum setback requirements. There is no unique circumstance in this application that could warrant a need for the variances. Councillor McCabe asked what would happen if Council rejected it and the applicant does not move the shed. Councillor McCabe asked if this would have to go to court. Mr. Zilke commented that the current practice is to enforce the bylaw and if the applicant does not adhere to the bylaw, it will have to be forwarded to the City's solicitor.

Mayor Brown commented that city has already set precedent by approving previous applications such as that on Mount Edward Road. Mr. Zilke commented that the Mount Edward Road application was deferred until the bylaw regarding Garden Suites is passed. Mayor Brown added that the city already bent the rules on some of the applications that were received and indicated that he is against staff's recommendation. Mayor Brown added that the City should start looking at the offense ticketing. Otherwise, the City will continue to receive similar non-compliance issues. Councillor Rivard noted that bylaw is in place to protect the neighbourhood. The goal is to set a

precedent for residents to follow the rules and not set a precedent to continue to allow non-compliances to be approved.

It was moved by Mayor Brown to reject staff's recommendation. There was no one from the board to second the motion.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Reg MacInnis, RM, and seconded by Basil Hambly, RM, that the request to:

- **Reduce the minimum side yard setback from 1.2m (3.9 ft) to 0.9m (3 ft); and**
- **Reduce the rear yard setback from 1.2m (3.9 ft) to 0.3m (1 ft);**

in order to permit the location of the existing accessory building on the property located at 42 Highland Ave (PID #354597), be recommended to Council for rejection.

CARRIED

(8-2)

Mayor Brown and R. Herbert opposed

10. Reconsideration for 385 Queen Street (PID #356923)

This is a request for reconsideration of the minor variance to reduce the required lot frontage from 98.4 ft to 94.1 ft in order to construct ten (10) residential apartment dwellings, two (2) of which will be affordable dwelling units. Robert Zilke, Planner II, presented the application. See attached report.

The property owner has indicated that the existing duplex dwelling will be demolished. In order to construct the ten (10) unit apartment building on the property as proposed, one (1) variance would be required to reduce the required lot frontage from 98.4 ft to approximately 94.1 ft. This request represents a 4.37% minor variance. This application was approved by Council on July 13, 2020, with the condition that access be on Costello Lane. A resident has since filed for a reconsideration and appeal with IRAC. IRAC has put this application on hold until a decision on the recommendation is determined by Council.

Costello Lane is considered a local street and Queen Street is a collector street. The property is zoned R-3 and would permit ten (10) units on the property. The request at this time is a minor variance to the lot frontage of the property. The property has an existing access off Costello Lane and the proposed apartment building would move this existing access further to the back of the property and away from Queen Street.

With regards to the reconsideration process, it has to meet the reconsideration threshold test - new material facts or evidence not available at the time of the initial order or decision have come to light; a material change of circumstances has occurred since the initial order or decision; or there is a clear doubt as to the correctness of the order or decision in the first instance. In the applicant's submission, it indicated that "Council failed to act in accordance requiring an independent traffic report to analysis the impact of increase traffic flow from the proposal"; and "Council erred in its interpretation of applicable bylaw(s) (i.e. street access by-law)".

Staff's reconsideration analysis indicated that with regards to the traffic study requirement, the bylaw indicated that "A traffic study may be required for any Development or proposed Subdivision in the City, and it will be reviewed by both the Public Works and the Police Department". Staff elected not to require a traffic study for the following reasons: the property already had prescribed rights to develop multi-units under the Medium Density Residential (R-3) Zone; the development proposed to maintain the existing access point on Costello Lane which is a local street, following standard planning and Transportation Association of Canada (TAC) principles ingress/egress access points should be situated on local streets and away from collector or arterial streets; and the existing access point was moved further away from the intersection (Queen Street and Costello Lane) thereby providing additional queuing space and potentially reducing conflicts at said intersection.

For the second argument, staff indicated that should the minor variance be approved, the proposed modified access point and design would still be subject to the requirements of the Street Access By-law and reviewed by staff. It is staff's opinion that the reconsideration does not meet the threshold test and recommends that this application not be reconsidered.

Councillor Rivard asked when a traffic study would be required. Mr. Zilke responded that it is staff's discretion as to whether a traffic study is required. When reviewing any application, staff works with the Police and Public Works department for recommendation whether a traffic study is required or not. In this situation, it was not required because the access on Costello Lane already existed and that the proposed access is moving further away from the intersection and taking extra precaution to divert traffic to a local street, which is recommended by TAC standards.

Mayor Brown commented that Queen Street is a busy street. Mayor Brown recommends against staff's recommendation and would like to gather more information from a traffic study in order to be able to determine whether the development is suited in the area. Mr. Forbes responded that the city should needs to be careful in determining when traffic studies are required. Staff has not required a lot of traffic studies in the past. Traffic studies are intended to be used for unique circumstances or situations where a development could interfere with arterial roadway or compromise a collector street. In this case, Costello Lane is a local street and the proposal is a considerably smaller residential development. Councillor Rivard also commented that the property has as-of-right property permission to construct up to eight (8) units.

Councillor Rivard also asked why the board has to review the reconsideration if it does not meet the threshold test. Mr. Forbes responded that staff is working on bylaw amendments and will be presented to the board once available.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Councillor Julie McCabe and seconded by Rosemary Herbert, RM, that the request to reconsider the July 13, 2020 decision pertaining to one (1) minor variance to reduce the required lot frontage from 98.4 ft. to approximately 94.1 ft. in order to construct

a ten (10) unit apartment building on the property located at 385 Queen Street (PID #356923), be recommended to Council for rejection.

**CARRIED
(7-3)**

Mayor Brown, Deputy Mayor Coady and Councillor Doiron opposed

11. 428 Queen Street (PID #368134) & 430 Queen Street (PID #s 368126) & a portion of 432 Queen Street (PID #368118)

Shallyn Murray, RM, has declared conflict and left the room for this application.

This is a request to rezone 428 Queen Street (PID #368134) from Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone, and amend the Official Plan Map for 428 Queen Street (PID #368134) & 430 Queen Street (PID #s 368126) & a portion of 432 Queen Street (PID #368118) from Medium Density Residential to Commercial to construct a parking lot for MacQueen's Bike Shop. There is also an application to consolidate 428 Queen Street (PID #368134) & 430 Queen Street (PID #s 368126) & a portion of 432 Queen Street (PID #368118) to form a new Lot 2020-1. Robert Zilke, Planner II, presented the application. See attached report.

Letters were sent to property owners within 100-metres of the subject property and no letters were received in support or opposition to the proposed rezoning. A public meeting was held on September 29, 2020 and at the public meeting, there were no residents who spoke to the application.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Bobby Kenny, RM, and seconded by Reg MacInnis, RM, that the request to:

- **Amend Appendix "A" of the Official Plan from Medium Density Residential to Commercial for the properties at 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118);**
- **Amend Appendix "G" of the Zoning & Development Bylaw from the Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone for the property at 428 Queen Street (PID #368134); and**
- **Consolidate 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118),**

be recommended to Council for approval.

**CARRIED
(9-0)**

S. Murray declared conflict

12. 168 Weymouth Street (PID #345108)

This is a request to rezone the subject property at 168 Weymouth Street (PID #345108) from Downtown Neighbourhood (DN) Zone to Downtown Mixed Use Neighbourhood (DMUN) Zone and change the Official Plan from Downtown Neighbourhood to Downtown Mixed Use Neighbourhood in order to operate a professional office (i.e. Accountants) on the first two floors

with the remaining third floor to be used for residential. Robert Zilke, Planner II, presented the application. See attached report.

The DN Zone is the only pure residential zone in the 500 Lot Area. The only extent of a commercial operation in this area would be a home occupation. The proposed rezoning would be the considered the first in this vicinity. The 500 Lot Plan stated that any properties surrounding heritage squares should be used and kept for residential purposes. The existing institutional and commercial uses adjacent to the proposed dwelling were pre-established used before the 500 Lot Plan was came into effect.

Letters were sent to property owners within 100-metres of the subject property. Six (6) letters of opposition were received. A public meeting was held on September 29, 2020 and at the public meeting, several residents spoke in opposition to the application. The owner of the property adjacent to the property not only had concerns with the introduction of commercial uses in the area but also had concerns with the shared driveway access. The resident indicated that it is a tight and narrow driveway. Staff is recommending that the application be rejected.

Bobby Kenny, RM, asked what the boundaries of Ole King Square are and Mr. Zilke showed the map showing Ole King Square. Mr. Zilke added that the DMUN zone is a transitional zone from the DN which is a purely residential zone, to the Downtown Main Street (DMS) or Downtown Core (DC) which has more commercial uses. Mr. Kenny noted that he drove around the area and has seen a number of commercial uses. Mr. Zilke clarified that these commercial uses have existed before the 500 Lot Plan was put in effect. Mayor Brown also shared that he grew up in that neighbourhood and confirmed that the commercial uses (Kent's Corner, ADL) were in place before the 500 Lot area was in place. The goal of the 500 Lot Area is to protect the residential integrity of the heritage squares and the Old City of Charlottetown.

Mayor Brown asked if the application was rejected, could the applicant apply for home occupation. Mr. Zilke responded that the applicant could apply for home occupation through the major variance process. However, the applicant's intent is to have a larger accounting office with several staff working in the area and the intent of the home occupation is that the residential dwelling is the primary use with the business being secondary. In this case the applicant is proposing the opposite, to make the commercial offices the primary use on the first two floors with a residential apartment on the third.

Mr. Kenny noted a section of the report that says, "a resident commented on the surplus of commercial space that was available and could accommodate a commercial office in the downtown area, thereby negating the need to rezone another property to accommodate a commercial use." Mr. Kenny felt that it did not reflect the conversation at the public meeting. The public meeting minutes stated, "Mr. Gallant felt that there is no need to further encroach residential neighbourhoods. Mr. Keough, applicant, asked if all the available spaces were as big as the property in question in order to meet their needs and also asked if these properties were for sale or just rental spaces. Mr. Gallant responded that it is a combination of spaces for rent and for sale but majority will be for rent." Mr. Zilke explained that staff considers public feedback as part of the report. However, these comments are not considered in the analysis and recommendation. The

recommendations are based on the use of the specific property in question only. The applicants are looking at ownership, rather than rental units, in order to make modifications to the property.

Councillor McCabe commented that she initially struggled with the application because of the commercial spaces that were too close to the subject property. It does make it clearer now that these commercial uses have existed prior to the 500 Lot Area Plan being put in place and that parking is a huge concern.

Rosemary Herbert, RM, asked if the zoning of the property be carried over should the property be sold in the future. Mr. Zilke confirmed and explained that any commercial that is permitted in the DMUN zone would be permitted as well.

Councillor Rivard ask if the vacancies were to the current pandemic situation, would the city be seeing a shift in terms of converting more homes into commercial spaces in the main floor and residential on the upper floors in order to subsidize rentals. Mr. Zilke responded that residents could apply for home occupation, and any appointment-based type of occupation would have to go through the major variance and the owner reside on the property. Should this be warranted more because of the pandemic, staff may look at revisiting the bylaw and recommend changes to the process rather than dealing with each application individually. Mayor Brown clarified that a home occupation does not change the zone of the property and Mr. Zilke confirmed.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Basil Hambly, RM, and seconded by Rosemary Herbert, RM, that the request to:

- Amend Appendix “A of the Official Plan from Downtown Neighbourhood to Downtown Mixed-Use Neighbourhood; and**
- Amend Appendix “G” of the Zoning & Development Bylaw from the Downtown Neighbourhood (DN) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone,**

in order to operate a professional office (i.e. Accountants) on the first two (2) floors with the remaining third floor to be used for residential unit at 168 Weymouth Street (PID #345108), be recommended to Council for rejection.

CARRIED

(6-4)

Councillor B. Doiron, S. Murray, B. Hambly and K. Fournier opposed

Mayor Brown left the meeting.

13. 45 Towers Road (Lot 2014-4) (PID #1076694)

This is a request to amend a comprehensive development plan and amend a development agreement to change the use on a lot from a 90-bed community care facility with an additional 8,000 sq. ft of commercial space to a 74-unit apartment building. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

Letters were sent to property owners within 100-metres of the subject property. Four (4) letters of opposition were received. A public meeting was held on September 29, 2020 and at the public meeting, one resident spoke in opposition to the application. The concerns that were raised in the letters and at the public meeting were around sustainability, access to the Confederation Trail, cars crossing, green space, amount of parking on site and trails to the development. Council also inquired about energy efficiency in the building and the architect responded to the query.

The applicant, Diane McQuaid, was at the public meeting and has provided a rationale of the proposed amendment. When the development concept plan was initially approved, the McQuaids requested the community care use at that time. At that time, there was more demand for community care beds. Residents going into community care are now required to meet the means test and prove that they are able to support themselves as compared to nursing homes which is government supported. There has been a shift in trends in looking after the elderly where people are encouraged to stay in their own homes rather than in a community care facilities. Staff is not able to determine what the market demand is for a community care facility. Staff deals with the land use and felt that either a community care facility or a 74-unit apartment building is a compatible use in the neighbourhood. Changing the intended use of the comprehensive development plan shifts the overall nature of the plan but would still be considered to be an appropriate use and would align with the objectives of the Official Plan. Staff is recommending approval of the proposed amendment.

Councillor Doiron commented that he doesn't understand why the plan has changed several times already. When the plan was originally approved, this was approved without all these apartments. Councillor Doiron felt that there could be a better use of these vacant properties. With all these apartments, there will be concerns on losing green space and parks in the area. Councillor Doiron indicated that he will not support any more change in this area. Ms. Thompson explained that the green space that was identified in the original comprehensive development plan was deeded to the City as parkland and still exists. Councillor Doiron asked where the greenspace from Mount Edward Road to the trail is going to be located. Ms. Thompson responded that the greenspace was located at the back of the property near the trail and there is a walking path from Mount Edward Road to the park.

Deputy Mayor Coady asked if the footprint of the community care facility is larger or smaller than the proposed apartment building. Ms. Thompson responded based on the site plan, the apartment building will almost be the same size as the proposed community care facility. The community care facility did not have underground parking. The apartment building will have 50 underground parking spaces. Deputy Mayor Coady commented about the traffic that will be generated by the proposed development across the street and the master traffic plan and asked how the change from a community care facility to an apartment building is going to impact or change the traffic flow. Ms. Thompson responded that with a community care facility, there will be staff going in and out of the facility, two or three (2 or 3) shifts a day, visitors and family members. While residents typically leave in the morning and return in the evening. Some residents may not have cars. Therefore, there could be more traffic flow from staff and visitors. Because of the proximity of the apartment building to amenities, mall, trail, etc., residents may not require a car or prefer not to

drive. Ms. Thompson felt that the community care facility could be busier than the proposed 74-unit apartment building.

Councillor McCabe commented that there will be 50 underground parking spaces and approximately 30 or 40 surface parking. With 74 units, that would only leave around eight (8) spots for visitors for 30 surface parking spaces. Ms. Thompson explained that the bylaw only requires one (1) parking space per unit. In the past, the bylaw required 1.25 spaces per unit but as a result of promoting sustainability and encouraging people to take public transit, walk more, etc., the bylaw reduced the number of required parking spaces per unit. Councillor McCabe felt that it may not be practical as one (1) household or one (1) unit usually have two (2) cars.

Rosemary Herbert, RM, asked if this 74-unit apartment building is going to be in addition to the current building being constructed. Ms. Thompson explained that in the original development plan, there were three (3) apartment buildings – 60-unit apartment building, 40-unit building and a 25-unit apartment building. Some property owners requested changes to density. This lot is the only lot that is changing from a community care facility to an apartment building. Another lot was designated for an apartment building but instead of developing an apartment building, townhouses were built instead. There were less units in total for the townhouses compared to the initial apartment building. Ms. Herbert commented that traffic is still considered a huge issue in this area.

Basil Hambly asked if the property behind the proposed 74-apartment building would be Diane MacQuaid's 62-unit apartment and Ms. Thompson confirmed. Mr. Hambly commented that there could potentially be at least 136 cars coming out of that single driveway and another 88 cars from the 88-unit apartment building for lot 2014-6 giving a total of at least 200 additional cars going out of that street. Members of the board also commented that aside from the cars coming out of this development, there could be another 300 cars from the potential development across the street. Ms. Thompson explained that when the development was initially proposed in 2013, the development to the north was not contemplated at time. This area or location is considered to be the best area to locate these types of developments. Mr. Hambly asked if there are plans to expand Towers Road. Councillor Rivard responded that there is an initiative from the City to do a traffic study for the area before any further development happens.

Reg MacInnis asked if the green shade on the map is the green space or is it the trail. Ms. Thompson responded that the green shade is the trail and the green space is the square parcel adjacent to the trail. The bylaw requires 10% landscaping and the greenspace provided is more than the required landscaping requirement. Mr. MacInnis felt that it is not a lot of greenspace for the area. Ms. Thompson explained that the greenspace and the trails were part of the agreement with the developer.

Councillor Rivard also shared that it is difficult to look ahead and determine what the need is in the future. Ms. Thompson also noted that construction of a community care facility on this property is a private initiative and not a provincial initiative. Councillor Rivard added that the current needs may no longer be the case in the future but noted that it is just difficult to have to come back to the board several times to amend or make changes to the approved development concept plan and the plans for this development has significantly changed from its original plan. Kris Fournier, RM,

asked if the planning department has any concerns about the number of buildings being built at once or how quick the city is growing. Mr. Fournier also asked if the number of apartment units are needed by the city all at the same time and if these vacancies are still warranted at this time. Ms. Thompson explained that the city cannot control how many buildings will be built at the same time. The city only looks at the application on a land use perspective. Mr. Fournier asked if there is a masterplan for the city to determine the number of units that would be required five (5) years from now. Councillor Rivard responded that the CMHC report that would be available in the fall would be able to provide additional information to respond to these queries. Mr. Fournier added in the next couple years, there would almost be 200 units along Towers Road. Councillor Rivard commented that it would be nice to see other types of housing units such as townhouses, duplexes or triplexes versus larger apartments.

Ms. Herbert asked if the vacancy rate report from CMHC would be something that could be looked at as a committee and Councillor Rivard encouraged the board to CMHC to look at the report and be able to filter the report such as starts, location, vacancy rate, housing type, etc. Ms. Herbert commented it would be good for the committee to look at the bigger picture and needs of the city.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Kris Fournier, RM, and seconded by Councillor Julie McCabe, that the request to amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw, by changing the use of the property at 45 Towers Road (Lot 2014-4) (PID #1076694) from a 90-bed community care facility with additional 8,000 sq.ft. of commercial space to a 74-unit apartment building, be recommended to Council for approval.

**CARRIED
(6-3)**

Councillor B. Doiron, B. Hambly and R. MacInnis opposed

14. 505 Malpeque Road (PID #145466) and Properties along Patrie Lane (PID #s 1117167 and 676213)

This is a request to rezone a portion of the property (approximately 17,000 sq. ft.) located at 505 Malpeque Road from Highway Commercial (C-2) Zone to Single-Detached Residential (R-1L) Zone and amend the Official Plan Map from Commercial to Low Density Residential in order to construct a single-detached dwelling. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

This application also includes rezoning a portion of the property located at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) Zone to Open Space (OS) and amend the Official Plan Map from Commercial to Recreational; rezone portions of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential (R-1L) Zone and amend the Official Plan Map of (PID # 1117167) from Commercial to Low Density Residential and (PID #676213) from Commercial to Low Density Residential.

The purpose is to construct a single-detached dwelling at the back of the existing property at 505 Malpeque Road. 505 Malpeque Road is currently occupied by a single-detached dwelling. The proposal was reviewed by Parks and Recreation Department and they agreed to give a portion of the land along Patrie Lane in exchange for a portion of the property along 505 Malpeque Road to expand the existing park. The portion of the property along Patrie Lane would give the property being rezoned frontage on to Patrie Lane. Patrie Lane is zoned C-2 and was developed with semi-detached dwellings. There is no other development at the end of the cul-de-sac and has left a gap along Patrie Lane. Staff felt that this proposed single-detached dwelling is compatible with the dwellings along Patrie Lane and would improve the streetscape by expanding the development on that area. The properties along Trailview Drive is zoned R-1L. Patrie Lane is fully serviced and would be considered as infill lot. Staff is recommending that the application proceed to public consultation.

Deputy Mayor Coady commented that a number of the residents along Patrie Lane felt that there would no longer be any development along Patrie Lane because the end of the cul-de-sac is already an open space and have not envisioned any trade-off of a piece of open space to allow for future development. Ms. Thompson commented that the piece of parkland that is being traded off by the City is not a usable lot and the strip of land that the applicants are trading would be more beneficial to the city and the residents in that area. There may be fear of a higher density in the area, but the application is just for a single-detached dwelling. Deputy Mayor Coady commented that he felt that the perimeter of the cul-de-sac would act as a protection in that area from any future development.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Councillor Julie McCabe and seconded by Reg MacInnis, RM, that the request to:

- **Amend Appendix “A” of the Official Plan from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix “A” of the Official Plan from Commercial to Recreational for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix “A” of the Official Plan from Recreational to Low Density Residential for a portion of the property along Patrie Lane (PID# 676213);**
- **Amend Appendix “A” of the Official Plan from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167);**
- **Amend Appendix “G” of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Single-Detached Residential Large (R-1L) Zone for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix “G” of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix “G” of the Zoning and Development Bylaw from Open Space (OS) to Single-Detached Residential Large (R-1L) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213);**

in order to construct a single-detached dwelling, be recommended to Council to proceed to public consultation.

**CARRIED
(9-0)**

15. MacRae Drive/ Norwood Road (PID #192401)

This is a request to rezone majority of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings. Greg Morrison, Planner II, presented the application. See attached report.

Mr. Morrison presented the configuration of the existing property. There are two (2) single-detached dwelling that existed on the property and several single-detached dwellings along MacRae Drive. The plan shows a public street from Norwood Road to MacRae Drive. The application originally proposed a cul-de-sac but the Fire Department required a second means of access on the property. There is a proposed greenspace around one of the existing single-detached dwelling and the configuration of said greenspace had a preliminary review from the Parks and Recreation Department. There is a section of the property that will remain zoned R-1L.

The applicants originally requested to be rezoned to the Medium Density Residential (R-3) Zone but the application was withdrawn. The applicants came back with a revised proposal to rezone the property to the Low Density Residential (R-2) Zone. It went to a public meeting and at the public meeting, residents had concerns that R-1L lots should be across the street from existing R-1-L lots. The current proposal shows where the existing houses are on MacRae Drive and the applicant is proposing to keep the lots across these houses as R-1L lots to mirror the existing houses and rezone the rest of the proposed portion as R-2. There are a few lots adjacent to the subject property that are currently used as industrial. While the public wanted R-1L uses along both streets, the applicant revised the proposal to meet some of the recommendations of the residents. Staff is recommending that the application proceed to public consultation.

Councillor McCabe asked if Norwood Road is owned by the City and Mr. Morrison confirmed. Councillor McCabe asked if the roads could be paved so residents would have better access in the area. Mr. Morrison commented that Council or the Public Works committee could look into it.

Councillor Rivard commented that the previous public meeting had a lot of opposition from the residents and that the residents would like to again see the single-detached dwellings be mirrored by single-detached dwellings as well. Mr. Morrison explained that the application was deferred following the last public meeting. The applicant then spoke with the residents to address some of the concerns. At that meeting, residents indicated that properties abutting existing single-detached dwelling should remain R-1L lots but had no concerns with the interior lots. The current proposal is a compromise to address the concerns of the residents. The R-2 lots along MacRae Drive does not front on any existing single-detached dwelling, just the R-1L Zone. Councillor Rivard indicated that he is cautious not to receive the same amount of opposition as before. Councillor McCabe noted that residents in the area are getting used to development in that area and will be looking at other details such as infrastructure to support continuous growth in the area. Mr.

Morrison also noted that some of the other concerns were on additional green space and sidewalks along MacRae Drive. In the previous plan, the green space was significantly smaller than what is being proposed now. Councillor Rivard also added that residents are also more accepting of duplexes or semi-detached dwellings than it used to be. Councillor McCabe commented that they are also an affordable type of housing. Mr. Morrison also commented that the developer of this proposed subdivision is the same developer that developed Horseshoe Hills and Alice Avenue. These have wider streets and underground services.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Shallyn Murray, RM, and seconded by Bobby Kenny, RM, that the request to rezone a portion of the vacant property (approximately 338,651 sq ft) located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be recommended to Council to proceed to public consultation.

**CARRIED
(9-0)**

16. Lot 07-15 Cobirt Drive (PID #406736) and Lot 07-16 Cobirt Drive (PID #406736)

This is a request to consolidate two properties in the Light Industrial (M-1) Zone in order to construct a new commercial building for EMCO (HVAC Charlottetown) containing retail, office and a warehouse. Greg Morrison, Planner II, presented the application. See attached report.

The properties abut a greenspace/open space which then abuts a residential development. Any consolidation that is not R-1 or R-2 requires that it go to Planning Board and Council for approval. Staff looked at compatible uses and the plan here is to consolidate the two properties in order to construct one (1) larger industrial development instead of two (2) smaller buildings. Industrial and single-detached dwellings are seen as incompatible but when the subdivision was developed, a landscape buffer was intentionally put in between the residential and the industrial uses to separate the land uses and mitigate any land use conflicts that may exist. Staff is recommending approval of the proposed lot consolidation.

Deputy Mayor Coady asked how the building would look like in terms of having all these uses in the building. Mr. Morrison responded that it will be one (1) building and one (1) business where it would have a showroom, offices and a warehouse. Councillor Rivard asked if this service is similar to the one along MacAusland Drive. Basil Hambly, RM, also asked if this is the same business that operates on Riverside Drive and Mr. Morrison believed it is. Mr. Morrison also commented that continuing on to Paramount Drive would be Supreme Homes (Modular Homes) and that would be the one of lots that backs on to the bypass.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Reg MacInnis, RM, and seconded by Kris Fournier, RM, that the request to consolidate Lot 07-15 Cobirt Drive (PID #406736) and Lot 07-16 Cobirt Drive (PID #406736), be recommended to Council for approval, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

**CARRIED
(9-0)**

17. 65 Walsh Road (PID #s 941260 and 1091958)

This is a request to consolidate two properties in the Light Industrial (M-1) Zone in order to construct a building for (MF Schurman Company) containing a warehouse. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

The request is to consolidate 2 (two) properties consisting of two (2) different PID #s into one (1) single parcel. However the GIS map shows 5 parcels with 2 PID numbers. Staff noted that five parcels are showing because when the subdivision/consolidation of the properties containing the Kent store was originally approved, it would have required a perimeter deed and if the developer did not register the perimeter deed the mapping would not be changed in the system. The consolidation will clean up obsolete property boundaries. The purpose of the consolidation is to allow Kent Building supplies to expand their lumberyard and build a warehouse for additional storage. The proposed warehouse is approximately 10,000 sq. ft and would require an additional ten (10) parking spaces. The land is large enough to accommodate this. Staff is recommending approval of the proposed consolidation.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Reg MacInnis, RM, and seconded by Basil Hambly, RM, that the request to consolidate the properties on 65 Walsh Road (PID #s 941260 and 1091958), be recommended to Council for approval, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

**CARRIED
(9-0)**

18. Regis Duffy Drive and Innovation Way (PID #s 386524) with walkway parcels

This is a request to consolidate three (3) lots with former walkways in the Bio Commons Park. There is no requirement to maintain the walkways since the Bio Commons Park has been rezoned from Comprehensive Development Area (CDA) to Business Park Industrial (M-3) Zone. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

The walkways were initially from the original Biocommons Development which was intended to be developed as a campus-like development. Within the Biocommons, these walkways would connect the Biocommons park to Upton farmland. The intent of these walkways is to provide green space and common space to mingle with other staff and walk to the Upton farmlands. However, when Canada's Island Garden was developed, the central walkway was consolidated into the

property. The remaining walkways are no longer required at this time and consolidating the walkways with the existing lots would allow for more lot area for development. Staff is recommending approval of the proposed development.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Councillor Julie McCabe and seconded by Reg MacInnis, RM, that the request to consolidate the following properties on Regis Duffy Drive and Innovation Way:

- **Lot 3 (PID #386524) and Parcel W1;**
- **Lot 6 (PID #386524) and Parcel W8; and**
- **Lot 20 (PID #386524) and Parcel W4,**

be recommended to Council for approval, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

**CARRIED
(9-0)**

19. River Ridge Drive (PID #857441)

This is a request to consolidate Lots 1A, 2A and 3A of PID #857441 in the River Ridge Subdivision to form one new Lot 20-1 and a request to consolidate Lots 4A and 5A of PID #857441 in the River Ridge Subdivision to form one new Lot 20-2 to construct two new 58-unit apartment buildings on each lot. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

Letters were sent to property owners within 100-metres of the subject property and no letters were received in support or in opposition to the proposed lot consolidation. The properties are zoned to allow for apartment buildings and have existed since the original approval of the subdivision plan. Capreit is requesting to consolidate the lots into two (2) bigger lots in order to permit two (2) apartment buildings, each building consisting of 58 units each. This will result in two (2) apartment buildings as opposed to five (5). Consolidating these properties into two (2) lots would result to lesser total number of units as compared to when separate apartment buildings will be built on each of the lots due to the density requirement for a corner lot. Staff felt that the proposed consolidation is in line with the Official Plan and compatible with the surrounding neighbourhood. A buffer is required along the north boundary of proposed Lot 20-1 between it and the single detached dwelling. The developer will be required to place a fence, berm or trees along this boundary.

Councillor McCabe commented that there is a concern around traffic in the Hillsborough campus. An additional number of apartment units could potentially impact the traffic and was wondering if there are plans to improve the traffic and access on to Riverside Drive. Mr. Fournier commented that these lots are already approved for apartment buildings. Councillor Rivard commented that the Province is willing to sit down to discuss possible options to help improve traffic along that area. Basil Hambly, RM, asked if consolidating the lots would result in less units and Ms. Thompson confirmed. Since the lots would now be considered as corner lots, the required lot area for each unit on a corner lot is larger than interior lots, therefore resulting to lesser units being built. Mr. Hambly asked if the developer is looking to build sooner or are just looking to

consolidate and build on a later date. Ms. Thompson responded that it is her understanding the developers are looking to be able to begin construction soon.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

Moved by Bobby Kenny, RM, and seconded by Kris Fournier, RM, that the request to consolidate the following properties on River Ridge Drive:

- **Lots 1A, 2A and 3A (PID #857441) to form new Lot 20-1; and**
- **Lots 4A and 5A (PID #857441) to form new Lot 20-2,**

be recommended to Council for approval, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

**CARRIED
(9-0)**

20. New Business

There are no new businesses discussed.

21. Adjournment of Public Session

Moved by Councillor Julie McCabe and seconded by Basil Hambly, RM, that the meeting be adjourned. The meeting was adjourned at 6:17 p.m.

CARRIED

Councillor Greg Rivard, Chair

TITLE: <p style="text-align: center;"> Special Planning Board Meeting FILE: PLAN-2020-23-October- 6A1 Traffic Study Maypoint Road / Capital Drive OWNER: Cordova Realty </p>		
MEETING DATE: October 23rd, 2020		Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Appendix A from Crandall report dated November 5, 2019 B. 2019 November Crandall traffic report C. August 23, 2019 Planning Report	
SITE INFORMATION: Context: Proposed Tim Horton's Drive Thru queuing and stacking plan Ward No: 7 Existing Land Use: Hotel, proposed drive thru restaurant, convenience store, quick service restaurant and gas bar (8 pumps), and separate car wash. Official Plan: Commercial Zoning: C 2 Highway Commercial		
PREVIOUS APPLICATIONS: 2016 Rezoning Application / 2019 Traffic Review		

RECOMMENDATION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic studies prepared by Crandall Engineering dated November 5th, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the Crandall traffic study and shown as Appendix "A" as well cross hatching provisions across the entrance to this property on Maypoint Road and the signing of a Development Agreement.

BACKGROUND:

Request

In November 2016 a traffic study was prepared for D. P. Murphy to comment on a proposed 125 room hotel, a gas station with food outlet/convenience store/car wash with a total of 12 fueling stations and a high turnover restaurant. The consultant (Don Good) from EXP Services Fredericton, New Brunswick reviewed the proposed land uses for both properties and outlined where three access points to service the hotel and adjacent commercial development should be located. The consultant identified two access points to Maypoint Road (with full access) and one access point to Capital Drive which was restricted (to right in / right out only).

Since that time the hotel has been constructed with 124 hotel rooms and development of the adjacent piece of property on the corner of Maypoint Road and Capital Drive for commercial purposes. The original concept for the adjacent parcel now includes a gas bar /convenience store with 8 fueling stations, car wash and a quick service restaurant (without Drive thru) and a Tim Horton's restaurant with a double lane drive thru. Since the original traffic study for the subject property was prepared in 2016 the new roundabout has been constructed and it was determined that the previous traffic study needed to be reviewed to ensure that any and all impacts were identified before proceeding to approve a drive thru at this location. The section below is from the Zoning By-law which indicates that before approving a drive thru that Police and Public Works need to provide input as well as a traffic study where deemed necessary. It was determined that a traffic study was necessary in this case because of the implications for queuing on Maypoint Road and the proximity to the new arterial roundabout.

QUEUING SPACE

Queuing spaces shall be provided in accordance with the following requirements:

Car Wash:

- five (5) in-bound queuing spaces Shall be provided the first bay and three (3) spaces for each additional bays; and
- out-bound queuing space Shall be provided on the exit side of each service position and this space Shall be located so as not to interfere with service to the next vehicle.

Drive-thru Eating and Drinking Establishment:

Council shall determine stacking requirements after receiving input from the Police and Public Works Departments and/or from a traffic consultant.

Automobile Service Station:

- four (4) in-bound spaces Shall be provided; and
- three (3) out-bound spaces Shall be provided.

All queuing spaces shall be a minimum of 6.5 m (21.3 ft) long and 3.0 m (9.8 ft) wide, and queuing lanes shall provide sufficient space for turning and maneuvering and shall not occupy any portion of a Designated fire lane.

As the Board will recall this application was reviewed in August of 2019 (see attached planning report) and not supported for approval because of concerns with analysis of the EXP traffic report that recommended a drive thru could be accommodated on this site without impacting adjacent traffic. Council concurred with this opinion and a subsequent peer reviewed traffic report was prepared by Crandall Engineering from St. John New Brunswick. The Crandall Report dated

November 5, 2019 indicated that the drive thru could be accommodated with a significant design modification to the adjacent street network to accommodate a right turning lane from Maypoint Road to Capital Drive. See Appendix A showing outlining the site plan.

LEGISLATIVE REQUIREMENTS:

Notification

Notification is not required on this application. The provision in the Zoning By-law was put in place to ensure that the technical merits associated with the queuing spaces for a drive thru were properly addressed. Upon the recommendation of Council with input from Public Works and Police and in this case a traffic study, approval can be provided.

ANALYSIS:

The Crandall Report agreed with the EXP Report and suggested that the right turn lane be provided at this time at the developers expense to ensure that the proposed traffic from the development will not impede adjacent traffic flow in and around the roundabout. The Crandall Report states that:

“The exp report stated that if queue lengths grew beyond the 2024 planning horizon and created long term operational concerns that a second northbound entry lane could be added at the roundabout to accommodate right turns. A concept drawing of a potential right-turn lane on Maypoint Road was created and is included in Appendix A. It was determined that it would be feasible to construct a 50 m right-turn lane by widening the east side of Maypoint Road and realigning the existing curb and sidewalk to the east. This would require approximately 175 m2 of right-of-way from the proposed development site. The construction costs for this work were estimated at \$118,000. This includes a 20% contingency and HST. The detailed cost estimate is shown in Appendix B.”

This application was presented to the Planning Board on August 4th, 2020 and the application was deferred at the applicants request in order to work with staff and their consultant to see if some additional measures could be employed. This dialogue resulted in an additional street cross hatching measures being suggested by City staff in front of the primary driveway Cordova access point on Maypoint Road. This is to prevent vehicles wishing to make a left turn movement (from those exiting the roundabout) and a review by Crandall Engineering to outline what would be required to improve traffic circulation if these proposed solutions did not solve the problem.

On August 14, 2020 Crandall prepared a revised report with additional solutions and costing estimates. The analysis suggested that:

Due to concerns of queuing on Maypoint Road at the roundabout, the City would like to consider options to improve this movement. The following two options were considered as part of this assignment:

- 1. Widening the approach to provide a dedicated left-turn lane and a shared thru/right lane;*
- 2. Widening the approach to provide a dedicated left-turn lane and a shared left/thru/right lane (this option would allow left turns to be completed from both travel lanes).*

Preliminary concept drawings and construction cost estimates were prepared for each of the above options. Traffic impacts were also assessed using Vissim software. The results are summarized below in this

Technical Memo.

PRELIMINARY CONCEPT DESIGNS

Option 1 – Left-turn lane and a shared thru/right lane

This option provides a more traditional lane configuration with left turns only permitted from the left lane, while the right lane will accommodate through traffic as well as right turns. The preliminary concept design for Option 1 is shown in Figure 1.

Option 2 – Left-turn lane and a shared left/thru/right lane

in Option 2 left turns would be permitted in both lanes. This lane configuration is not as common as Option 1 and could be more confusing for some drivers; however, it would provide more capacity for northbound left turns from Maypoint Road onto Capital Drive westbound. This option would also make left turns onto Capital Drive easier for drivers who exit the development at the southeast corner of the intersection, as they could use the right lane and avoid crossing two lanes of traffic. The preliminary concept design for Option 2 is shown in Figure 2.

Note: following a review of the existing roundabout it was noted that the Maypoint Road approach does not provide sufficient deflection to meet current design standards. This issue was corrected in both design

options by shifting the northbound travel lane and splitter island on Maypoint Road to the west.

Subject: Maypoint Road Roundabout Technical Memo August 14, 2020

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PRELIMINARY COST ESTIMATE

Both lane configuration options would require the same roundabout geometry. The only difference between the two options would be the lane markings; therefore, the costs of both options are essentially

the same. The preliminary construction costs for these modifications were estimated at \$222,000. This includes a 20% contingency and HST, but excludes the following:

- ☐ Property acquisitions;*
- ☐ Additional underground utility or municipal services;*
- ☐ Engineering services.*

The developer (Cordova Realty) has discussed the various options from the traffic studies and is prepared to enter into a Development Agreement with the City, however, wants to limit their

exposure for traffic concerns related to the impacts from the Tim Horton's drive thru only. Cordova were prepared to implement the road improvements suggested by Crandall Engineering in their August 2020 report as required. Staff vetted the Crandall Engineering August 14th 2020 proposal to the province to see whether they were prepared to support these upgrades to the entrance to the traffic circle. The provincial traffic engineers indicated that they were not prepared to support either of the options outlined in the August 14, 2020 Crandall proposal. As a result, the most recent traffic solution as proposed by Crandall in their August 2020 report will not be considered by the Board or Council as a part of any future Development Agreement required for the approval of a drive thru.

Therefore, the following language in the Development Agreement as outlined below is what is being proposed by staff to ensure that traffic concerns related to the drive thru at this location are properly addressed.

Developer Imposed Conditions for the Development Agreement

The Development Agreement would require Cordova to implement the following street improvements before a Building Permit for the Tim Horton's Drive thru would be approved.

- 1) Implement the right turning lane as outlined in the Crandall Engineering study dated Nov 5th, 2019.
- 2) Implement the cross hatching on Maypoint Road in front of the Cordova property to the satisfaction of the Manager of Public Works. A component of this will require flashing lights to be implanted on either side of the driveway opening on Maypoint Road to prevent cars from queuing in this area in the winter months when the cross hatching is not visible.
- 3) In the event that traffic disruption is observed (and can be validated) on two consecutive days the developer will be required to close the primary access to the Cordova site and direct all traffic to the access lane to the south that provides the entrance into the Hampton Inn hotel.

Development Agreement in more detail

The applicant will be required to sign a development agreement outlining what the conditions required to ensure that construction of the right turn lane is provided to the City's satisfaction.

The following statements reflect what the City will require in the Development Agreement to ensure the developer adheres to their commitments to obtain the drive thru at this location.

The City will require the right turn lane (as outlined on the attached sketch dated November 5th, 2019) be designed and constructed as outlined in the traffic report to the satisfaction of the Manager of Public Works and all cost associated with implementation and construction as outlined by Crandall Engineering to be paid for by Cordova Realty. The developer can engage any local engineering consultant that is familiar with City of Charlottetown street standards. Once the developer engages a consultant and a design prepared, the City will require that the proposed street design be reviewed to ensure the drawings and specification meet all municipal standards to the satisfaction of the manager of Public Works.

The developer will be required to implement cross hatching on Maypoint Road in front of the subject Cordova property to the satisfaction of the Manager of Public Works. A component of this will require flashing lights to be implanted on either side of the driveway opening on Maypoint Road to prevent cars from queuing in front of the driveway during the winter months when the cross hatching is not visible on the street.

Upon notification to the City by the Provincial Department of Transportation Infrastructure and Energy, or the travelling public, that vehicular traffic attempting to make a left turn into the Tim Horton's property (Cordova Realty) on Maypoint Road is causing an increase of queuing backup of traffic that is spilling into the Capital Drive roundabout, the City will immediately initiate a review to monitor the situation to determine if the following conditions are occurring:

- southbound traffic on Maypoint Road queues back into the roundabout for an observable timeframe .
- The above queuing must be observed on two consecutive days.
- If City staff suspect that the above conditions have been met, the presence and extent of queuing will be confirmed with the use of video recordings of the Maypoint Road approach of the roundabout.
- Review of traffic problems from this property does not include when an extraordinary event has occurred in the area that impacts traffic. Extraordinary shall be defined as: required provincial or municipal maintenance or roadwork in the immediate area that causes disruption or detours to existing daily traffic patterns, car accidents or extreme weather events (flooding or culvert washout) that damage or restrict traffic in the area

The City of Charlottetown will notify Cordova Realty of the need to immediately close the primary Maypoint Road access to their property and redirect all of their traffic to the adjacent access point to the south for the Hampton Inn Hotel, once the above conditions have been met and confirmed. The closure of the Cordova Realty Maypoint Road access point shall be determined at by the discretion of Manager of Public Works as per the observable and quantitative criteria set out in the agreement.

In the event that the primary access to the Cordova property on Maypoint Road needs to be closed, the City will work with the property owner (Cordova Realty) to create a revised site plan that will show how the Tim Horton's drive thru on the Cordova property will be safely accessed from the adjacent Hampton Inn Hotel right of way on Maypoint Road. The owner of the Hampton Inn Hotel will be required to sign the Development Agreement regarding Cordova's ability to utilize their driveway access in the event that Cordova's primary access needs to be closed.

Transportation, Infrastructure and Energy

The Province supports the proposed requirements as outlined above and stipulated in a Development Agreement.

City of Charlottetown Police Services

Charlottetown Police Services support this application with the stipulations outlined in this report.

Public Works

Public Works supports this application with the stipulations as outlined in the report.

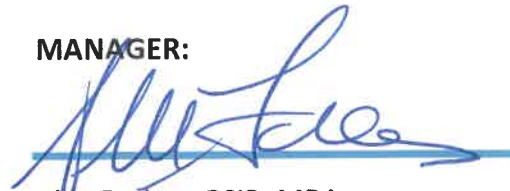
CONCLUSION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared by Crandall Engineering dated November 5th, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the above mentioned traffic study and shown as Appendix "A" as well cross hatching provisions across the entrance to this property and the signing of a development agreement.

Appendix B November 5th, 2019 Crandall Review for Capital Drive /Maypoint Development

Appendix C August 23rd, 2019 Planning Report

MANAGER:



Alex Forbes, FCIP, MBA

Manager of Planning & Heritage



Technical Memo

Project:	Peer Review of TIS for Capital Drive Development, Charlottetown
Project #:	1901108
Subject:	TIS Review Capital Drive Development
To:	Alex Forbes, MBA, FCIP, Manager of Planning and Heritage
Prepared by:	Ryan Esligar, P.Eng., and Jill DeMerchant, P.Eng. Crandall Engineering Ltd.
Reviewed by:	Peter Allaby, P.Eng., Crandall Engineering Ltd.
Date:	November 5, 2019

Dear Mr. Forbes:

As requested, we have completed a peer review of the *“Update of the Traffic Impact Study for a Development on Capital Drive, Charlottetown, PEI”*. We have also investigated several additional issues you requested. The scope of this assignment included the following tasks:

- Review the TIS completed by exp to determine if the methodology and results support the conclusions that the Tim Horton’s drive-thru will not negatively impact traffic operations beyond the perimeter of the property.
- Investigate the need for a right-turn lane on Maypoint Road at the roundabout, including:
 - A review of the traffic volumes and trip generation rates used in the exp report;
 - Assess traffic operations with and without the right-turn lane in place;
 - Create a concept drawing showing the right-turn lane;
 - Assemble a preliminary construction cost estimate for the right-turn lane;
- Review existing conditions at the Tim Horton’s entrance based on video provided by the Province;
- Identify any other potential options to address queuing on Maypoint Road;
- Summarize findings in a technical memo.

The results of our TIS review and additional investigations are summarized in the following sections.

Review of 2019 TIS

In November 2016 a TIS titled *“Traffic Impact Study for a Development on Capital Drive - Charlottetown, PEI”* was completed by exp for a proposed development at the southeast corner of Capital Drive and Maypoint Road in Charlottetown. In August 2019 an updated TIS was completed by exp titled *“Update of the Traffic Impact Study for a Development on Capital Drive, Charlottetown, PEI”*. The updated TIS was completed because the proposed development had changed from the original version proposed in 2016.

The proposed development currently includes the following:

- A gas bar/convenience store (181.4 m²) with 8 fueling stations;
- A quick service restaurant without a drive-thru (157.9 m²);
- A Tim Horton’s with a double order drive-thru window.



A new 124-room hotel that was included as part of the initial TIS in 2016 has been built and is fully operational at the development site.

Existing Traffic Volumes

It was noted that the original TIS completed by exp in 2016 was based on a traffic count that was completed by PEI Transportation and Public Works on Wednesday, August 13, 2014. The revised TIS completed in 2019 was based on a traffic count that was completed by PEI Transportation and Public Works on Monday, August 5, 2019. The exp report mentioned that the August 2019 traffic volumes were lower than the August 2014 volumes and it was suggested that this may be due to the 150th anniversary of the 1864 Charlottetown Conference, which was held in 2014 and caused a boost in traffic volumes.

The Crandall team compared the two traffic counts and noted that the peak hour volumes on Capital Drive were approximately 25% lower in the August 2019 count than they were in 2014. This is a significant difference. The Crandall team also noted that Monday, August 5, 2019 was Natal Day in PEI. Many businesses remain open; however, it is a holiday for Federal and Municipal workers. Therefore, we suspected that traffic volumes during the peak hours are likely lower on Natal Day.

A review of the Daily factors spreadsheet provided by the City of Charlottetown confirmed that the AM peak hour traffic volumes on Natal day in 2018 were roughly 12 - 18% lower than typical AM peak hour volumes of other summer weekdays in 2018, while the PM peak hour traffic volumes on Natal day were roughly 5% lower than other summer weekday PM peak hours. The Crandall team suspected that the peak hour volumes observed in the August 2019 traffic count were also lower than typical peak hour traffic volumes observed during the summer months.

It was also noted that the 2016 study suggested that queuing and congestion would be expected at the south leg of the roundabout (northbound on Maypoint Road); however, in the 2019 study the LOS results suggested that queuing would not be an issue. We believe that this is due to the lower traffic volumes recorded in the August 2019 traffic count.

The Study Team discussed their concerns about the lower traffic volumes in the August 2019 count with City of Charlottetown staff. It was decided that the City would complete another traffic count in October 2019 to provide volumes for the analysis that are more representative of a typical weekday at the intersection. The new traffic count was completed by CBCL on Tuesday, October 29, 2019. The AM and PM peak hours and the estimated AADT from the latest count were summarized. The results are compared in Table 1 to the August 2014 and August 2019 counts. It was noted that the AM and PM peak hours recorded in October 2019 were 57% and 40% higher than the count recorded on the holiday Monday in August 2019. The October 2019 traffic volumes were also higher than the 2014 traffic volumes. ***This confirms that the traffic volumes from the August 2019 count were lower as a result of the holiday and are not representative of a typical weekday.***

Table 1 - Traffic Count Comparison at Capital/Maypoint Roundabout (all volumes are unadjusted)

Count Date	Intersection Type	Traffic Volumes		
		AM Peak	PM Peak	Estimated AADT
Wednesday, August 13 th 2014	Signalized	2535	3007	26,615
Monday, August 5 th 2019	Roundabout	1969	2416	30,008
Tuesday, October 29 th 2019	Roundabout	3096	3390	36,721

Seasonal Variation

The Study Team used the Daily Factors spreadsheet that was provided by the City to compare the average weekday peak hour volumes of each month in 2018. The results are summarized in Table 2. It was determined that the AM peak hour volumes in October were among the highest of the year, while the PM peak hour volumes in October were approximately 10% lower than in June and July. The Study Team left the AM peak hour volumes as-is and increased the PM peak hour volumes by 10% to account for this seasonal variation.

Table 2 - Average Weekday Peak Hour Volumes by Month in 2018 at Count Location 001071

	AM Peak	PM Peak
January	1763	2149
February	1685	2068
March	1782	2048
April	1901	2268
May	2073	2497
June	2122	2597
July	2049	2718
August	1970	2730
September	2130	2616
October	2060	2483
November	1977	2265
December	1614	2057

Trip Generation

The trip generation rates proposed by exp are based on the 9th edition of the *Trip Generation Manual*. The Study Team generated trips for the same land uses using the 10th edition of the *Trip Generation Manual* and it was determined that the 10th edition would generate slightly fewer trips for the AM peak period and slightly more trips for the PM peak period. However, it was concluded that the difference between the two editions would have negligible impacts given the high volume of background traffic already travelling through the study area. Therefore, the trip rates from the 9th edition, as summarized in the exp study, were used for the analysis. These trip generation rates are shown below in Table 3.

Table 3 - Trip Generation Rates Based on 9th Edition of the Trip Generation Manual

Development	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel (ITE Lane Use #310)	124 rooms	39	27	66	38	36	74
Car Wash (ITE Land Use #948)	135.1 m ² (1,454 ft ²)	0	0	0	7	7	14
Quick Serve Restaurant (ITE Land Use #933)	157.9 m ² (1,699 ft ²)	26	18	44	13	13	26
Trip Generation Sub-Total		65	45	110	58	56	114

Source: exp

Exp completed a traffic count and drive-thru queue count at an existing Gas Bar/Convenience store and Tim Horton's on Mapleton Road in Moncton, NB. This existing development is similar in size to the Gas Bar/Convenience store and Tim Horton's in the proposed development. Crandall Engineering agrees with this approach, as ITE trip rates often under-estimate the traffic demand of high-volume coffee shops such as a Tim Horton's. Crandall has completed traffic and drive-thru counts in the past at two Tim Horton's developments in Fredericton (Bishop Drive and Union Street). These developments were stand-alone Tim Horton's developments and did not include a gas bar/convenience store. Exp's traffic count was comparable but slightly higher than the Fredericton counts, which makes sense as the Fredericton counts did not include a gas bar/convenience store. The exp trip rates for the gas bar/convenience store and Tim Horton's are summarized below in Table 4. ***Crandall Engineering agrees with the Gas Bar/Convenience Store and Tim Horton's development traffic assumptions.***

Table 4 - Trip Generation of Gas Bar/Convenience Store and Tim Horton's

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Gas Bar/Convenience Store with 8 Fuelling Stations and a Tim Horton's	176	169	344	111	108	219
Pass-By Traffic	111	106	217	70	68	130
Net	65	63	128	41	40	81

Source: exp

Drive-Thru Queue Lengths

The exp drive-thru count indicates that a maximum queue length of 9 cars was observed from the order window (5 cars in one lane and 4 cars in the other) during the AM peak hour at the Mapleton location. It is assumed that these queue lengths were measured beginning at the drive-thru order boxes. The proposed site plan included in Appendix A shows that the drive-thru would have designated space for 6 vehicles beyond the order boxes in each lane (12 spaces total). There would be additional space for another 5 vehicles between the order boxes and the drive-thru window. This provides designated space for a total of 19 vehicles. There would also be space for an additional 4 vehicles before the drive-thru queue would begin to impact traffic flow at the main development entrance on Maypoint Road. Based on our experience with drive-thru queue counts at other Tim Horton's locations (Bishop Drive and Union



Street in Fredericton) we believe that this is sufficient space to accommodate the anticipated demand at the drive-thru. ***We agree with exp's conclusion that there is sufficient storage space on site to accommodate the drive-thru traffic (provided that the same setup is used as at the Mapleton Road Tim Horton's location).***

Review of Existing Conditions on Maypoint Road

The Province provided three videos of Maypoint Road that were recorded between the evening of Thursday, September 12, 2019 to the morning of Saturday, September 14, 2019. The videos captured the following views:

Video 1 - Southbound view from the south leg of the roundabout to Maypoint Road;

Video 2 - Northbound view from Maypoint Road to the Roundabout exit;

Video 3 - Northbound view from Maypoint Road to the roundabout entrance.

Crandall staff reviewed the video footage during the AM and PM peak periods on Friday, September 13, 2019 and concluded the following:

- During the AM peak, queues in the northbound lane did develop but they did not exceed 12 vehicles (approximately 72 m) and they typically cleared up quickly, within 30 seconds to a minute. The queue did back up past the development access 5 - 6 times during this period.
- During the PM peak, the northbound queue only exceeded 12 vehicles after 5 pm. Typically the queue cleared up quickly. At around 5:30 pm, the queue extended past the access road and around the curve. This was a rolling queue that lasted approximately 2 minutes.
- No queuing was observed in the southbound direction on the south leg during either peak period.

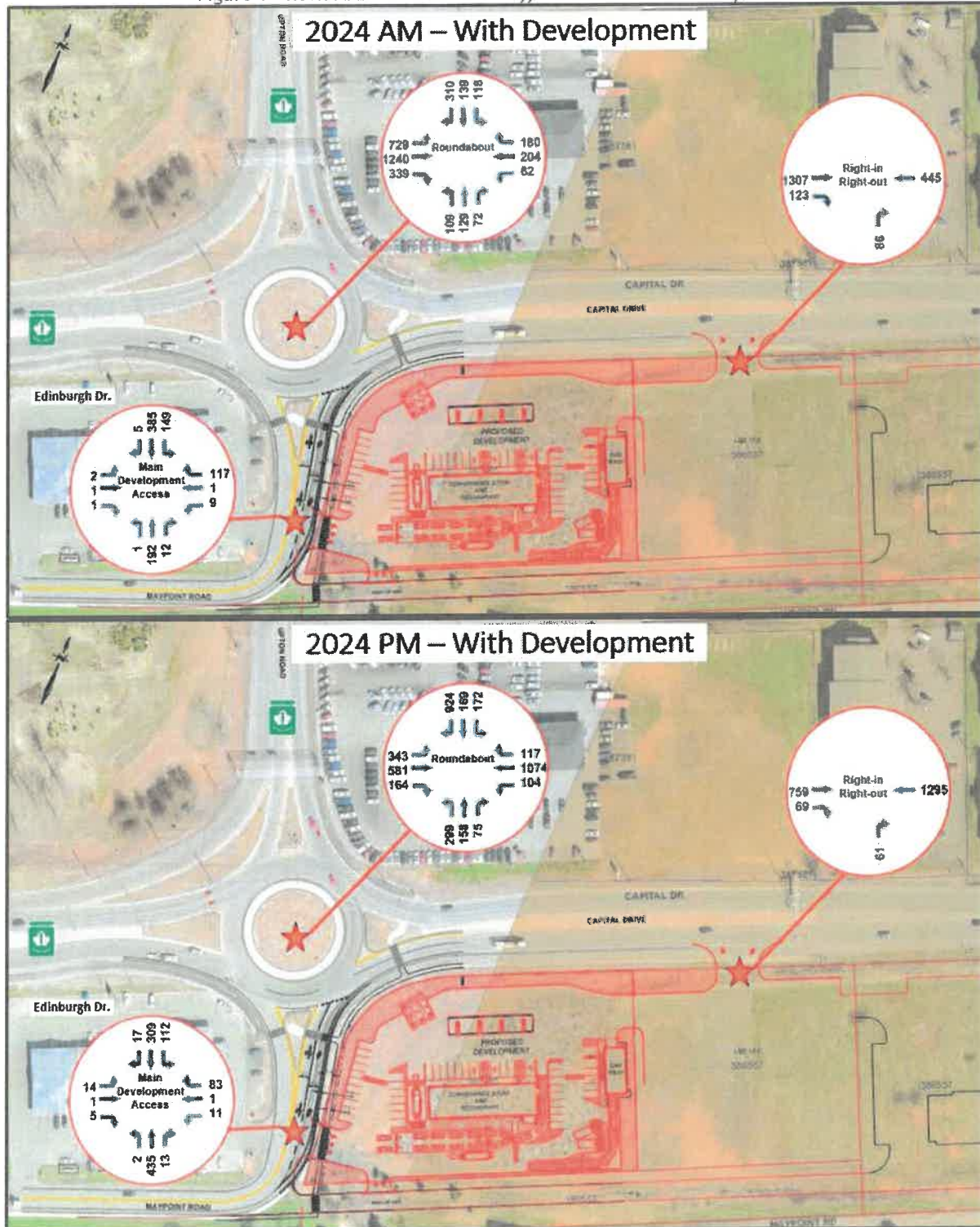
Potential for Right-Turn Lane on Maypoint Road

The exp report stated that if queue lengths grew beyond the 2024 planning horizon and created long-term operational concerns that a second northbound entry lane could be added at the roundabout to accommodate right turns. A concept drawing of a potential right-turn lane on Maypoint Road was created and is included in **Appendix A**. It was determined that it would be feasible to construct a 50 m right-turn lane by widening the east side of Maypoint Road and realigning the existing curb and sidewalk to the east. This would require approximately 175 m² of right-of-way from the proposed development site. The construction costs for this work were estimated at **\$118,000**. This includes a 20% contingency and HST. The detailed cost estimate is shown in **Appendix B**.

Updated Vissim Results

Crandall Engineering used the trip generation estimates and assignment used in exp's study and added this to the updated traffic count that was completed on October 29, 2019 (with the PM peak hour volumes increased by 10% to account for seasonal variation). The traffic volumes were then increased by 5% to estimate the future 5-year 2024 traffic volumes with the development in place. The revised 2024 AM and PM peak hour traffic volumes with the development in place are summarized in **Figure 1**.

Figure 1 - Revised 2024 Peak Hour Traffic Volumes with Development



A Vissim model was created which included the Capital Drive / Maypoint Road roundabout and the two proposed development accesses. Ten simulations were completed for each peak period and the average delay and queues at key approaches were reported. The delays are summarized in **Table 5** and the queues are summarized in **Table 6**. The results were reported with and without the northbound right turn lane on Maypoint Road.

Without the right turn lane the Vissim simulation generated average delays of 49 seconds at the west leg of the roundabout (Capital Drive) and 41 seconds at the south leg of the roundabout (Maypoint Road) during the AM peak period. With the right turn lane these delays were reduced to 35 seconds and 22 seconds, respectively. It should be noted that the delays reported here represent the average travel delay experienced while travelling completely through the roundabout. For example, if an eastbound vehicle experiences delay while entering the roundabout and is delayed again while exiting the roundabout onto Maypoint Road (due to congestion at the development entrance) both of these delays are included in the delay that is reported. Therefore, these delays cannot be used to estimate the LOS of the roundabout. This also explains why adding the right turn lane on Maypoint Road results in a lower delay at the west leg of the roundabout. Queuing on Maypoint Road is reduced with the right turn lane, which reduces congestion and delay for southbound traffic on Maypoint Road.

Table 5 - Vissim Delay Results

Approach	Average Delay (sec)			
	Existing Configuration		With Right Turn Lane on Maypoint	
	AM Peak	PM Peak	AM Peak	PM Peak
Capital Dr West	49	6	35	6
Capital Dr East	10	39	9	44
Maypoint Rd	41	10	22	8
Upton Rd	5	9	1	9
Development Access	43	16	13	11
Access Road	56	14	12	11

Without the right turn lane an average queue length of 87 m was recorded in the northbound direction on Maypoint Road. These queues would extend past the main development access. An average queue length of 64 m was recorded in the southbound direction on Maypoint Road. The southbound queues were caused when southbound vehicles attempting to turn left into the development access were blocked by the northbound queue. The Vissim results indicated that without a right-turn lane on Maypoint Road queues during the AM peak period will regularly extend back past the main development access. This increases the risk that southbound traffic turning into the development will have to stop and potentially cause a queue to back into the roundabout. This risk is greatly reduced with the right turn lane.

Table 6 - Vissim Queuing Results on Maypoint Road

Approach	Average Queue (m)			
	Existing Configuration		With Right Turn Lane on Maypoint	
	AM Peak	PM Peak	AM Peak	PM Peak
Maypoint NB @ Roundabout	64	14	12	6
Maypoint SB @ Dev. Access	87	1	1	0



Additional Options to Address Queuing on Maypoint Road

Left Turn Lane for Southbound Traffic

Following an analysis of the traffic operations the Study Team determined that adding a left turn lane for southbound traffic turning into the development would also reduce the likelihood of southbound queues backing up into the roundabout.

The Ontario Left Turn Lane Warrant nomographs were used to determine if a left turn lane would be warranted on Maypoint Road based on the Ontario guidelines. The results indicate that a left turn lane with a 25 m long storage lane would be warranted based on the projected 2024 AM and PM peak hour traffic volumes. A concept drawing of this improvement option has not been created; however, a preliminary review of the roadway geometry along Maypoint Road suggests that a shorter left turn lane with approximately 15 - 18 m could be added by widening the western curb by approximately 2 m. This would provide space for an additional 2-3 vehicles.

Relocate Primary Development Access

Another option that was considered was to relocate the primary development access to the access road that runs behind the development site. This would provide additional queue space for 2-3 extra vehicles in the southbound direction, which would reduce the likelihood of queues extending back into the roundabout. However, the average northbound queues observed in the Vissim model for the AM peak period (64 m) would still interfere with this development access. By adding additional queue space for 2-3 vehicles this option would essentially achieve the same goal as adding a left turn lane. However, City staff indicated that the access road is owned by a private developer and providing access on this road could cause issues in the future if part of the development is sold. For this reason this option is not recommended.

Conclusions

After reviewing the exp report and all of the information that was available to us as of November 5, 2019 we have drawn the following conclusions regarding the TIS and proposed development planned for the southeast corner of the Capital Drive / Maypoint Road intersection:

1. Following a review of the Province's video on Maypoint Road, we have concluded that northbound traffic does currently queue along Maypoint Road during both peak periods.
 - During the AM peak period a maximum queue of 12 vehicles was observed but the queues typically cleared within 30 - 60 seconds.
 - During the PM peak period the northbound queue did exceed 12 vehicles, but typically cleared quickly. The worst queuing was observed around 5:30 pm, when the queue extended past the access road and around the curve. This was a rolling queue that lasted approximately 2 minutes.
 - There was no queuing observed in the southbound direction.
2. We agree with exp's trip generation and traffic assignment assumptions.
3. We agree with exp's assessment that sufficient space is available to accommodate the Tim Horton's drive-thru traffic and that drive-thru queues are not expected to interfere with traffic operations on Maypoint Road.

4. The August 2019 exp report was based on a traffic count that was collected on Monday August 5, 2019, which was Natal Day and is a holiday for Federal and Municipal workers. A new traffic count was completed on Tuesday October 29, 2019 and the AM and PM peak hour volumes of this count were 57% and 40% higher than the August 5th traffic count. It is our opinion that traffic conditions derived from the October 29th count are more representative of typical weekday conditions.
5. Analysis of future traffic conditions based on the October 29th data results in higher queuing and delays on Maypoint Road than those reported in exp's August 2019 report. Without the right turn lane average northbound queues of 64 m were observed in the Vissim simulation, which would result in traffic queuing back to the curve on Maypoint Road. This contradicts exp's conclusion that traffic would not queue back past the development access.
6. We have concluded that a right turn lane on Maypoint Road is feasible and would reduce congestion and queuing along Maypoint Road. The right turn lane would require approximately 175 m² of right-of-way from the proposed development and would have an estimated construction cost of \$118,000, including a 20% contingency and HST.
7. A detailed analysis of a southbound left turn lane for traffic turning into the development was not included in the initial scope of this assignment, but this was identified as an alternative option to the right turn lane and would reduce the likelihood of southbound queues backing up into the roundabout.
8. Another option that was considered was to relocate the primary development access to the access road that runs behind the development site. This would provide queue space for 2-3 additional vehicles in the southbound direction, which would reduce the likelihood of queues extending back into the roundabout. However, this option would effectively achieve the same goal as adding a left turn lane; therefore, this option was not recommended due to the potential access ownership issues it could potentially cause with the developer.

The above conclusions have been made based on the information that was available at the time of this report. Should additional information become available please do not hesitate to contact us for further analysis.

Sincerely,

CRANDALL ENGINEERING LTD.

A handwritten signature in blue ink, appearing to read "Ryan Esliar".

Ryan Esliar, M.Sc.E, P.Eng.
Transportation/Traffic Engineer

A handwritten signature in blue ink, appearing to read "Peter Allaby".

Peter Allaby, P.Eng., M.A.Sc.
Service Director
Civil and Transportation Engineering



Appendix A
Concept Drawing of Right Turn Lane on Maypoint Road



Appendix B

Cost Estimate for Right Turn Lane



City of Charlottetown
 1901108-Peer Review of Traffic Impact Study for Charlottetown Drive Development
 Separate Right Turn Concept
 Preliminary Cost Estimate - November 05, 2019

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Cost
Removals					
1	Asphalt Removal & Disposal	sq. m.	93.5	\$ 5.00	\$ 467.50
2	Common Excavation	cu. m.	106.0	\$ 10.00	\$ 1,060.00
3	Concrete Curb Removal & Disposal	lin. m.	87.0	\$ 10.00	\$ 870.00
Roadway Construction					
4	New Concrete Sidewalk (100mm Thick)	sq. m.	220.0	\$ 150.00	\$ 33,000.00
5	New Concrete Curb & Gutter	lin. m.	87.0	\$ 120.00	\$ 10,440.00
6	New Concrete Barrier Curb	lin. m.	20.5	\$ 100.00	\$ 2,050.00
7	Aggregate Sub-Base	tonne	173.5	\$ 25.00	\$ 4,337.50
8	Aggregate Base	tonne	87.0	\$ 30.00	\$ 2,610.00
9	Asphalt Saw Cutting	lin. m.	88.0	\$ 10.00	\$ 880.00
10	Asphalt Cold Milling	sq. m.	44.0	\$ 10.00	\$ 440.00
11	Asphaltic concrete Base - (75mm Thickness)	tonne	41.9	\$ 300.00	\$ 12,570.00
12	Asphaltic concrete Seal - (40mm Thickness)	tonne	23.5	\$ 350.00	\$ 8,225.00
Property Restoration					
13	Pavement Markings and Signage	lumpsum	1.0	\$ 5,000.00	\$ 5,000.00
14	Topsoil and Sod	sq. m.	436.0	\$ 12.00	\$ 5,232.00
Miscellaneous					
15	Mobilization	lump.sum	1.0	\$ 5,000.00	\$ 5,000.00
16	Traffic Control	lump.sum	1.0	\$ 10,000.00	\$ 10,000.00
Note: Estimate does not include:		SUB-TOTAL:			\$87,182.00
-Property Acquisitions		Contingency (20%)			\$17,436.40
-Underground Utility or Municipal Services Relocations/Replacements		HST @ 15 %:			\$ 13,077.30
-Engineering services		GRAND TOTAL:			\$ 117,695.70



Appendix C Traffic Data



C1 - August 13 2014 Traffic Count

PAGE 1

PAGE 2

PAGE 3

Page 1

00107201.txt					
12.00-12.15	123	1	0	0	124
12.15-12.30	135	1	1	0	137
12.30-12.45	150	2	0	0	152
12.45-13.00	120	1	1	0	122
13.00-13.15	118	4	0	0	122
13.15-13.30	60	3	0	0	63
13.30-13.45	80	2	0	0	82
13.45-14.00	128	1	1	0	130
14.00-14.15	112	1	0	0	113
14.15-14.30	98	1	2	0	101
14.30-14.45	102	1	0	0	103
14.45-14.55	99	2	0	0	103
14.55-15.00	116	3	2	0	120
14.55-15.15	131	1	1	0	133
15.00-15.15	121	3	1	0	125
15.15-15.30	113	2	1	0	116
15.30-15.45	143	1	1	0	145
15.45-16.00	141	1	0	0	142
16.00-16.15	118	2	0	0	120
16.15-16.30	115	2	1	0	153
16.30-16.45	150	2	0	0	120
16.45-17.00	119	1	0	0	120
17.00-17.15	127	2	0	0	129
17.15-17.30	127	63	17	0	4744
17.30-17.45	4664				
17.45-18.00					
0 TOTAL					

1DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

PAGE 4

LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 1: Rte 1 West		SECTID #: 001071		RIGHT TURN TO: Maypoint Rd		SECTID #: 000000	
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL		
7.30- 7.45	10	0	0	0	10	*	
7.45- 8.00	10	0	0	0	10	*	63 TOTAL MOVEMENT
8.00- 8.15	18	0	0	0	18	*	1576 TOTAL APPROACH
8.15- 8.30	25	0	0	0	25	*	4.00 GOES RIGHT
8.30- 8.45	18	0	0	0	18		
8.45- 9.00	11	0	0	0	11		
9.00- 9.15	7	0	0	0	7		
9.15- 9.30	7	0	0	0	7		
9.30- 9.45	13	2	0	0	15		
9.45-10.00	7	0	0	0	7		
10.00-10.15	12	1	0	0	13		
10.15-10.30	12	0	0	0	12		
11.30-11.45	11	0	0	0	11		
11.45-12.00	12	0	0	0	12		
12.00-12.15	11	0	0	0	11	*	
12.15-12.30	11	0	0	0	12	*	51 TOTAL MOVEMENT
12.30-12.45	12	0	1	0	11	*	901 TOTAL APPROACH
12.45-13.00	10	0	0	0	17	*	5.66 GOES RIGHT
13.00-13.15	17	0	0	0	13		
13.15-13.30	13	0	0	0	9		
13.30-13.45	8	0	1	0	11		
13.45-14.00	11	0	0	0	10		
14.00-14.15	10	0	0	0	8		
14.15-14.30	7	1	0	0	14		
15.00-15.15	14	0	0	0	11		
15.15-15.30	11	1	0	0	9		
15.30-15.45	8	1	0	0	15		
15.45-16.00	13	2	0	0	7		
16.00-16.15	7	0	0	0	15	*	
16.15-16.30	15	0	0	0	20	*	72 TOTAL MOVEMENT
16.30-16.45	20	0	0	0	20	*	920 TOTAL APPROACH
16.45-17.00	19	1	0	0	17	*	7.83 GOES RIGHT
17.00-17.15	17	0	0	0	11		
17.15-17.30	10	1	0	0	12		
17.30-17.45	12	0	0	0	11		
17.45-18.00	11	0	0	0	11		
0 TOTAL	440	9	2	0	451		

1DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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0 SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Rte 1 West SUBSECTION ID: 001071

SITE ID: 00107201		LOCATION: Charlottetown - Rte 1, Capital Dr				and Maypoint Rd													
DATE: 14/ 8/13		CREW: DR,SC,RM,TM				D.O.W.: WEDNESDAY				WEATHER: sunny				INDEX NO.: 14076					
0		LEFT				STRAIGHT				RIGHT								TOTAL	
TIME		CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL		
7.30- 7.45*		198	0	0	198	223	0	0	223	10	0	0	10				431		
7.45- 8.00*		180	2	2	184	235	1	0	236	10	0	0	10				430		
8.00- 8.15*		152	1	4	157	193	2	0	195	18	0	0	18				370		
8.15- 8.30*		152	1	2	155	164	1	0	165	25	0	0	25				345		
8.30- 8.45		88	4	2	94	143	2	0	145	18	0	0	18				257		
8.45- 9.00		75	2	2	79	131	1	0	132	11	0	0	11				222		
9.00- 9.15		52	3	3	58	120	3	0	123	7	0	0	7				188		
9.15- 9.30		67	3	1	71	89	1	0	90	7	0	0	7				168		
9.30- 9.45		54	1	2	57	130	4	1	135	13	2	0	15				207		
9.45-10.00		43	4	4	51	120	2	2	124	7	0	0	7				182		
10.00-10.15		47	1	4	52	95	3	1	99	12	1	0	13				164		
10.15-10.30		49	2	1	52	140	1	0	141	12	0	0	12				205		
11.30-11.45		83	2	2	87	135	2	0	137	11	0	0	11				235		

00107201.txt												
11.45-12.00	72	1	2	75	142	2	0	144	12	0	0	231
12.00-12.15	69	2	1	72	123	1	0	124	11	0	0	207
12.15-12.30*	68	4	0	72	135	1	1	137	11	0	0	220
12.30-12.45*	64	2	10	76	150	2	0	152	12	0	0	240
12.45-13.00*	77	4	2	83	120	1	1	122	10	0	1	216
13.00-13.15*	80	3	3	86	118	4	0	122	17	0	0	225
13.15-13.30	60	1	3	64	60	3	0	63	13	0	0	140
13.30-13.45	40	1	1	42	80	2	0	82	8	0	1	9
13.45-14.00	72	1	2	75	128	1	1	130	11	0	0	11
14.00-14.15	82	4	2	88	112	1	0	113	10	0	0	10
14.15-14.30	74	2	3	79	98	1	2	101	7	1	0	8
15.00-15.15	76	4	1	81	102	1	0	103	14	0	0	14
15.15-15.30	79	2	2	83	99	2	2	103	11	0	0	11
15.30-15.45	77	4	1	82	116	3	1	120	8	1	0	9
15.45-16.00	81	8	3	92	131	1	1	133	13	2	0	15
16.00-16.15	88	6	1	95	121	3	1	125	7	0	0	7
16.15-16.30*	79	8	2	89	113	2	1	116	15	0	0	15
16.30-16.45*	61	5	1	67	143	1	1	145	20	0	0	20
16.45-17.00*	86	2	1	89	141	1	0	142	19	1	0	20
17.00-17.15*	74	5	1	80	118	2	0	120	17	0	0	17
17.15-17.30	59	4	4	67	150	2	1	153	10	1	0	11
17.30-17.45	66	3	2	71	119	1	0	120	12	0	0	12
17.45-18.00	66	5	2	73	127	2	0	129	11	0	0	11
0 TOTAL	2890	107	79	3076	4664	63	17	4744	440	9	2	451
% OF APPROACH				37.19				57.36				5.45
P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS												
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS												
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)												
DATE: 2016 10 04												
TIME: 10:10:48												

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East		SECTID #: 001072		LEFT TURN TO: Capital Drive		SECTID #: 000000	
0 TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL		
7.30- 7.45	10	0	0	0	10	*	
7.45- 8.00	13	0	0	0	13	*	63 TOTAL MOVEMENT
8.00- 8.15	15	1	0	0	16	*	408 TOTAL APPROACH
8.15- 8.30	24	0	0	0	24	*	15.44 GOES LEFT
8.30- 8.45	21	0	1	0	22		
8.45- 9.00	14	0	0	0	14		
9.00- 9.15	11	1	0	0	12		
9.15- 9.30	20	0	0	0	20		
9.30- 9.45	24	2	0	0	26		
9.45-10.00	24	1	0	0	25		
10.00-10.15	15	1	0	0	16		
10.15-10.30	21	1	0	0	22		
10.30-10.45	23	2	0	0	25		
11.00-11.15	20	0	0	0	20		
11.15-11.30	24	0	0	0	24		
11.30-11.45	22	1	0	0	23	*	
11.45-12.00	24	0	0	0	24	*	95 TOTAL MOVEMENT
12.00-12.15	22	1	0	0	23	*	466 TOTAL APPROACH
12.15-12.30	24	0	0	0	24	*	20.39 GOES LEFT
12.30-12.45	33	1	1	0	35		
12.45-13.00	13	0	0	0	13		
13.00-13.15	25	0	0	0	25		
13.15-13.30	12	0	0	0	12		
13.30-13.45	12	1	0	0	13		
13.45-14.00	14	1	1	0	16		
14.00-14.15	23	0	0	0	23		
14.15-14.30	15	1	0	0	16		
15.00-15.15	18	0	0	0	18		
15.15-15.30	22	2	0	0	24		
15.30-15.45	17	1	0	0	18		
15.45-16.00	20	0	0	0	20		
16.00-16.15	27	1	0	0	28	*	
16.15-16.30	36	2	0	0	38	*	138 TOTAL MOVEMENT
16.30-16.45	37	1	1	0	39	*	856 TOTAL APPROACH
16.45-17.00	33	0	0	0	33	*	16.12 GOES LEFT
17.00-17.15	29	1	0	0	30		
17.15-17.30	20	1	0	0	21		
17.30-17.45	17	0	0	0	17		
17.45-18.00	747	23	4	0	774		
0 TOTAL							
P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS							
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS							
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)							

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East		SECTID #: 001072		STRAIGHT THROUGH TO: Maypoint Rd		SECTID #: 000000	
0 TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL		
7.30- 7.45	15	0	0	0	15	*	
7.45- 8.00	19	1	0	0	20	*	67 TOTAL MOVEMENT
8.00- 8.15	23	1	0	0	24	*	408 TOTAL APPROACH
8.15- 8.30	7	1	0	0	8	*	16.42 GOES STRAIGHT
8.30- 8.45	14	0	0	0	14		
8.45- 9.00	14	1	0	0	15		
9.00- 9.15	10	2	0	0	12		

00107201.txt

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
9.15- 9.30	13	0	0	0	13	
9.30- 9.45	9	1	0	0	10	
9.45-10.00	8	0	0	0	8	
10.00-10.15	12	0	0	0	12	
10.15-10.30	7	1	0	0	8	
10.30-10.45	10	0	0	0	10	
10.45-11.00	13	0	0	0	13	
11.00-11.15	15	0	0	0	15	
11.15-11.30	12	1	0	0	13	*
11.30-11.45	12	1	0	0	14	* 62 TOTAL MOVEMENT
11.45-12.00	13	0	0	0	16	* 466 TOTAL APPROACH
12.00-12.15	16	0	0	0	19	* 13.30 GOES STRAIGHT
12.15-12.30	19	0	0	0	19	
12.30-12.45	18	1	0	0	19	
12.45-13.00	12	1	0	0	13	
13.00-13.15	22	1	0	0	23	
13.15-13.30	22	0	0	0	22	
13.30-13.45	23	1	0	0	24	
13.45-14.00	17	0	0	0	17	
14.00-14.15	23	1	0	0	24	
14.15-14.30	17	0	0	0	17	
14.30-14.45	20	1	0	0	21	
14.45-15.00	20	0	0	0	20	
15.00-15.15	25	2	0	0	27	
15.15-15.30	19	0	0	0	19	
15.30-15.45	21	1	0	0	22	*
15.45-16.00	26	0	0	0	26	* 110 TOTAL MOVEMENT
16.00-16.15	29	0	0	0	29	* 856 TOTAL APPROACH
16.15-16.30	30	3	0	0	33	* 12.85 GOES STRAIGHT
16.30-16.45	18	0	0	0	18	
16.45-17.00	19	0	0	0	19	
17.00-17.15	16	0	0	0	16	
17.15-17.30	21	0	0	0	21	
17.30-17.45	596	21	0	0	617	
17.45-18.00						
0 TOTAL						

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East SECTID #: 001072 RIGHT TURN TO: Rte 1 West SECTID #: 001071

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
7.30- 7.45	58	3	1	0	62	*
7.45- 8.00	62	2	2	0	67	* 278 TOTAL MOVEMENT
8.00- 8.15	59	2	2	0	63	* 408 TOTAL APPROACH
8.15- 8.30	75	10	1	0	86	* 68.14 GOES RIGHT
8.30- 8.45	61	5	1	0	67	
8.45- 9.00	53	9	6	0	68	
9.00- 9.15	56	3	1	0	60	
9.15- 9.30	39	3	1	0	46	
9.30- 9.45	40	3	4	0	47	
9.45-10.00	62	7	0	0	69	
10.00-10.15	44	6	6	0	56	
10.15-10.30	47	3	3	0	52	
10.30-10.45	59	3	2	0	64	
10.45-11.00	72	3	1	0	78	
11.00-11.15	70	3	0	0	73	
11.15-11.30	57	6	3	0	66	*
11.30-11.45	81	2	2	0	85	* 309 TOTAL MOVEMENT
11.45-12.00	73	2	3	0	78	* 466 TOTAL APPROACH
12.00-12.15	70	7	3	0	80	* 66.31 GOES RIGHT
12.15-12.30	45	1	4	0	50	
12.30-12.45	66	2	2	0	70	
12.45-13.00	68	1	2	0	71	
13.00-13.15	57	1	2	0	60	
13.15-13.30	68	3	3	0	74	
13.30-13.45	79	4	3	0	86	
13.45-14.00	82	2	3	0	87	
14.00-14.15	93	4	2	0	99	
14.15-14.30	109	2	1	0	112	
14.30-14.45	114	3	1	0	119	
14.45-15.00	129	3	1	0	135	*
15.00-15.15	164	1	2	0	167	* 608 TOTAL MOVEMENT
15.15-15.30	153	2	2	0	157	* 856 TOTAL APPROACH
15.30-15.45	143	3	2	0	149	* 71.03 GOES RIGHT
15.45-16.00	139	3	6	0	148	
16.00-16.15	120	1	4	0	127	
16.15-16.30	85	1	1	0	87	
16.30-16.45	2852	130	86	0	3068	
16.45-17.00						
16.45-17.15						
16.45-17.30						
16.45-17.45						
16.45-18.00						
0 TOTAL						

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Rte 1 East SUBSECTION ID: 001072

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SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

TIME	LEFT				TOTAL	STRAIGHT				TOTAL	RIGHT				TOTAL
	CAR/PU VAN/MC	SU/ BUS	TT 3, 4, 5, 6	TT		CAR/PU VAN/MC	SU/ BUS	TT 3, 4, 5, 6	TT		CAR/PU VAN/MC	SU/ BUS	TT 3, 4, 5, 6	TT	
7.30- 7.45*	10	0	0	10	15	0	0	15	58	3	1	62	87		
7.45- 8.00*	13	0	0	13	19	1	0	20	62	2	3	67	100		
8.00- 8.15*	15	1	0	16	23	1	0	24	59	2	2	63	103		
8.15- 8.30*	24	0	0	24	7	1	0	8	75	10	1	86	118		
8.30- 8.45	21	0	1	22	14	0	0	14	61	5	1	67	103		
8.45- 9.00	14	0	0	14	14	1	0	15	53	9	6	68	97		

00107201.txt

9.00- 9.15	11	1	0	12	10	2	0	12	56	3	1	60	84
9.15- 9.30	20	0	0	20	13	0	0	13	39	5	2	46	79
9.30- 9.45	24	2	0	26	9	1	0	10	40	3	4	47	83
9.45-10.00	24	1	0	25	8	0	0	8	62	7	0	69	102
10.00-10.15	15	1	0	16	12	0	0	12	44	6	6	56	84
10.15-10.30	21	1	0	22	7	1	0	8	47	3	2	52	82
11.30-11.45	23	2	0	25	10	0	0	10	59	3	2	64	99
11.45-12.00	20	0	0	20	13	0	0	13	72	5	1	78	111
12.00-12.15	24	0	0	24	15	0	0	15	70	3	0	73	112
12.15-12.30*	22	1	0	23	12	1	0	13	57	2	3	66	102
12.30-12.45*	24	0	0	24	13	1	0	14	81	2	3	85	123
12.45-13.00*	33	1	1	35	16	0	0	16	73	2	3	78	129
13.00-13.15*	13	0	0	13	19	0	0	19	70	7	3	80	112
13.15-13.30	25	0	0	25	18	1	0	19	45	1	4	50	94
13.30-13.45	12	0	0	12	12	1	0	13	66	2	2	70	95
13.45-14.00	11	1	0	12	22	1	0	23	68	5	2	75	110
14.00-14.15	14	1	1	16	10	0	0	10	57	1	2	60	86
14.15-14.30	23	0	0	23	23	1	0	24	68	3	3	74	121
15.00-15.15	15	1	0	16	17	0	0	17	79	4	3	86	119
15.15-15.30	18	0	0	18	22	1	0	23	82	2	2	86	127
15.30-15.45	22	2	0	24	20	0	0	20	93	4	2	99	143
15.45-16.00	17	1	0	18	25	2	0	27	109	2	1	112	157
16.00-16.15	20	0	0	20	19	0	0	19	114	3	2	119	158
16.15-16.30*	27	1	0	28	21	1	0	22	129	3	3	135	185
16.30-16.45*	36	2	0	38	26	0	0	26	164	1	2	167	231
16.45-17.00*	37	1	1	39	29	0	0	29	153	2	2	157	225
17.00-17.15*	33	0	0	33	30	3	0	33	143	4	2	149	215
17.15-17.30	29	1	0	30	18	0	0	18	139	3	6	148	196
17.30-17.45	20	1	0	21	19	0	0	19	120	3	4	127	167
17.45-18.00	17	0	0	17	16	0	0	16	85	1	1	87	120
0 TOTAL	747	23	4	774	596	21	0	617	2852	130	86	3068	4459

% OF APPROACH
 10DATE: 2016 10 04
 TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
 INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
 INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
 DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH	LEG 3: Capital Drive	SECTID #: 000000	LEFT TURN TO: Maypoint Rd	SECTID #: 000000			
0	TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL	
7.30- 7.45	6	0	0	0	0	6	*
7.45- 8.00	7	0	0	0	0	7	* 27 TOTAL MOVEMENT
8.00- 8.15	8	0	0	0	0	8	* 426 TOTAL APPROACH
8.15- 8.30	6	0	0	0	0	6	* 6.34 GOES LEFT
8.30- 8.45	5	0	0	0	0	5	
8.45- 9.00	6	0	0	0	0	6	
9.00- 9.15	6	0	0	0	0	6	
9.15- 9.30	4	0	0	0	0	4	
9.30- 9.45	4	0	0	0	0	4	
9.45-10.00	5	1	0	0	0	6	
10.00-10.15	10	0	0	0	0	10	
10.15-10.30	6	0	0	0	0	6	
11.30-11.45	8	1	0	0	0	9	
11.45-12.00	6	0	0	0	0	6	
12.00-12.15	5	0	0	0	0	5	
12.15-12.30	7	0	0	0	0	7	*
12.30-12.45	10	0	0	0	0	10	* 36 TOTAL MOVEMENT
12.45-13.00	5	1	0	0	0	6	* 626 TOTAL APPROACH
13.00-13.15	11	2	0	0	0	13	* 5.75 GOES LEFT
13.15-13.30	7	0	0	0	0	7	
13.30-13.45	5	0	0	0	0	5	
13.45-14.00	4	0	0	0	0	4	
14.00-14.15	8	0	0	0	0	8	
14.15-14.30	5	0	0	0	0	5	
15.00-15.15	7	0	0	0	0	7	
15.15-15.30	4	0	0	0	0	4	
15.30-15.45	9	0	0	0	0	9	
15.45-16.00	11	0	0	0	0	11	
16.00-16.15	8	0	0	0	0	8	*
16.15-16.30	7	1	0	0	0	8	* 33 TOTAL MOVEMENT
16.30-16.45	6	0	0	0	0	6	* 974 TOTAL APPROACH
16.45-17.00	8	0	0	0	0	8	* 3.39 GOES LEFT
17.00-17.15	11	0	0	0	0	11	
17.15-17.30	9	0	0	0	0	9	
17.30-17.45	8	0	0	0	0	8	
17.45-18.00	10	0	0	0	0	10	
0 TOTAL	252	6	0	0	0	258	

10DATE: 2016 10 04
 TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
 INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
 INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
 DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH	LEG 3: Capital Drive	SECTID #: 000000	STRAIGHT THROUGH TO: Rte 1 West	SECTID #: 001071		
0	TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL

00107201.txt

7.30- 7.45	55	2	2	0	59	*
7.45- 8.00	57	3	1	0	61	* 251 TOTAL MOVEMENT
8.00- 8.15	52	2	1	0	55	* 426 TOTAL APPROACH
8.15- 8.30	73	2	1	0	76	* 58.92 GOES STRAIGHT
8.30- 8.45	72	5	0	0	77	
8.45- 9.00	76	2	0	0	78	
9.00- 9.15	75	1	1	0	77	
9.15- 9.30	67	3	1	0	71	
9.30- 9.45	56	3	0	0	59	
9.45-10.00	85	4	1	0	90	
10.00-10.15	103	1	0	0	104	
10.15-10.30	107	3	0	0	110	
11.30-11.45	94	3	0	0	97	
11.45-12.00	89	2	1	0	92	
12.00-12.15	102	4	2	0	108	
12.15-12.30	97	3	0	0	100	
12.30-12.45	106	4	1	0	111	* 469 TOTAL MOVEMENT
12.45-13.00	121	2	0	0	123	* 626 TOTAL APPROACH
13.00-13.15	132	3	0	0	135	* 74.92 GOES STRAIGHT
13.15-13.30	112	1	0	0	113	
13.30-13.45	124	0	1	0	125	
13.45-14.00	113	0	0	0	113	
14.00-14.15	122	2	0	0	124	
14.15-14.30	143	2	2	0	147	
15.00-15.15	146	3	0	0	149	
15.15-15.30	133	1	1	0	135	
15.30-15.45	171	2	0	0	173	
15.45-16.00	182	0	0	0	182	
16.00-16.15	196	3	1	0	200	
16.15-16.30	208	2	0	0	210	*
16.30-16.45	207	1	0	0	208	* 871 TOTAL MOVEMENT
16.45-17.00	224	1	1	0	226	* 974 TOTAL APPROACH
17.00-17.15	226	1	0	0	227	* 89.43 GOES STRAIGHT
17.15-17.30	172	1	1	0	174	
17.30-17.45	189	2	1	0	191	
17.45-18.00	178	1	0	0	180	
0 TOTAL	4465	75	20	0	4560	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH	LEG 3: Capital Drive	SECTID #: 000000	RIGHT TURN TO: Rte 1 East	SECTID #: 001072		
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL	
7.30- 7.45	38	0	0	0	38	*
7.45- 8.00	40	1	0	0	41	* 148 TOTAL MOVEMENT
8.00- 8.15	36	0	0	0	36	* 426 TOTAL APPROACH
8.15- 8.30	33	0	0	0	33	* 34.74 GOES RIGHT
8.30- 8.45	26	2	0	0	28	
8.45- 9.00	34	2	0	0	36	
9.00- 9.15	26	1	0	0	27	
9.15- 9.30	24	2	0	0	26	
9.30- 9.45	14	0	0	0	14	
9.45-10.00	23	1	0	0	24	
10.00-10.15	22	0	0	0	22	
10.15-10.30	25	0	0	0	25	
11.30-11.45	28	1	0	0	29	
11.45-12.00	31	0	0	0	31	
12.00-12.15	22	0	0	0	22	*
12.15-12.30	26	2	0	0	28	* 121 TOTAL MOVEMENT
12.30-12.45	31	0	0	0	31	* 626 TOTAL APPROACH
12.45-13.00	29	0	0	0	29	* 19.33 GOES RIGHT
13.00-13.15	32	1	0	0	33	
13.15-13.30	20	0	0	0	20	
13.30-13.45	25	2	0	0	27	
13.45-14.00	12	0	0	0	12	
14.00-14.15	18	0	0	0	18	
14.15-14.30	14	0	0	0	14	
15.00-15.15	23	1	0	0	24	
15.15-15.30	16	0	0	0	16	
15.30-15.45	18	0	0	0	18	
15.45-16.00	19	2	0	0	21	
16.00-16.15	21	0	0	0	21	*
16.15-16.30	23	0	0	0	23	* 70 TOTAL MOVEMENT
16.30-16.45	15	1	0	0	16	* 974 TOTAL APPROACH
16.45-17.00	17	0	0	0	17	* 7.19 GOES RIGHT
17.00-17.15	13	1	0	0	14	
17.15-17.30	14	0	0	0	14	
17.30-17.45	17	0	0	0	17	
17.45-18.00	13	0	0	0	13	
0 TOTAL	838	20	0	0	858	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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0 SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Capital Drive SUBSECTION ID: 000000

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076
0 LEFT STRAIGHT RIGHT TOTAL
CAR/PU SU/ TT TOTAL CAR/PU SU/ TT TOTAL CAR/PU SU/ TT TOTAL TOTAL

00107201.txt											
TIME	VAN/MC	BUS	3,4,5,6		VAN/MC	BUS	3,4,5,6		VAN/MC	BUS	3,4,5,6
7.30- 7.45*	6	0	0	6	55	2	2	59	38	0	0
7.45- 8.00*	7	0	0	7	57	3	1	61	40	1	0
8.00- 8.15*	8	0	0	8	52	2	1	55	36	0	0
8.15- 8.30*	6	0	0	6	73	2	1	76	33	0	0
8.30- 8.45	5	0	0	5	72	5	0	77	26	2	0
8.45- 9.00	6	0	0	6	76	2	0	78	34	2	0
9.00- 9.15	6	0	0	6	75	1	1	77	26	1	0
9.15- 9.30	4	0	0	4	67	3	1	71	24	2	0
9.30- 9.45	4	0	0	4	56	3	0	59	14	0	0
9.45-10.00	5	1	0	6	85	4	1	90	23	1	0
10.00-10.15	10	0	0	10	103	1	0	104	22	0	0
10.15-10.30	6	0	0	6	107	3	0	110	25	0	0
11.30-11.45	8	1	0	9	94	3	0	97	28	1	0
11.45-12.00	6	0	0	6	89	2	1	92	31	0	0
12.00-12.15	5	0	0	5	102	4	2	108	22	0	0
12.15-12.30*	7	0	0	7	97	3	0	100	26	2	0
12.30-12.45*	10	0	0	10	106	4	1	111	31	0	0
12.45-13.00*	5	1	0	6	121	2	0	123	29	0	0
13.00-13.15*	11	2	0	13	132	3	0	135	32	1	0
13.15-13.30	7	0	0	7	112	1	0	113	20	0	0
13.30-13.45	5	0	0	5	124	0	1	125	25	2	0
13.45-14.00	4	0	0	4	113	0	0	113	12	0	0
14.00-14.15	8	0	0	8	122	2	0	124	18	0	0
14.15-14.30	5	0	0	5	143	2	2	147	14	0	0
15.00-15.15	7	0	0	7	146	3	0	149	23	1	0
15.15-15.30	4	0	0	4	133	1	1	135	16	0	0
15.30-15.45	9	0	0	9	171	2	0	173	18	0	0
15.45-16.00	11	0	0	11	182	0	0	182	19	2	0
16.00-16.15	8	0	0	8	196	3	1	200	21	0	0
16.15-16.30*	7	1	0	8	208	2	0	210	23	0	0
16.30-16.45*	6	0	0	6	207	1	0	208	15	1	0
16.45-17.00*	8	0	0	8	224	1	1	226	17	0	0
17.00-17.15*	11	0	0	11	226	1	0	227	13	1	0
17.15-17.30	9	0	0	9	172	1	1	174	14	0	0
17.30-17.45	8	0	0	8	189	2	0	191	17	0	0
17.45-18.00	10	0	0	10	178	1	1	180	13	0	0
0 TOTAL	252	6	0	258	4465	75	20	4560	838	20	0
% OF APPROACH				4.55				80.34			15.12

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd				SECTID #: 000000		LEFT TURN TO: Rte 1 West		SECTID #: 001071	
TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL				
7.30- 7.45	6	0	0	0	6	*			
7.45- 8.00	7	0	0	0	7	*	38 TOTAL MOVEMENT		
8.00- 8.15	13	0	0	0	13	*	125 TOTAL APPROACH		
8.15- 8.30	11	1	0	0	12	*	30.40 GOES LEFT		
8.30- 8.45	9	0	0	0	9				
8.45- 9.00	8	0	0	0	8				
9.00- 9.15	11	1	0	0	12				
9.15- 9.30	9	0	0	0	9				
9.30- 9.45	13	0	0	0	13				
9.45-10.00	11	1	0	0	12				
10.00-10.15	7	0	0	0	7				
10.15-10.30	17	0	0	0	17				
11.30-11.45	12	0	0	0	12				
11.45-12.00	14	1	0	0	15				
12.00-12.15	11	0	0	0	11				
12.15-12.30	11	0	0	0	11	*			
12.30-12.45	17	0	0	0	17	*	57 TOTAL MOVEMENT		
12.45-13.00	13	0	0	0	13	*	168 TOTAL APPROACH		
13.00-13.15	16	0	0	0	16	*	33.93 GOES LEFT		
13.15-13.30	19	1	0	0	20				
13.30-13.45	15	1	0	0	16				
13.45-14.00	15	1	0	0	16				
14.00-14.15	19	1	0	0	20				
14.15-14.30	20	0	0	0	20				
15.00-15.15	17	0	0	0	17				
15.15-15.30	13	1	0	0	14				
15.30-15.45	16	0	0	0	16				
15.45-16.00	18	1	0	0	19				
16.00-16.15	36	1	0	0	37				
16.15-16.30	34	1	0	0	35	*			
16.30-16.45	53	1	0	0	54	*	141 TOTAL MOVEMENT		
16.45-17.00	33	1	0	0	34	*	257 TOTAL APPROACH		
17.00-17.15	18	0	0	0	18	*	54.86 GOES LEFT		
17.15-17.30	20	0	0	0	20				
17.30-17.45	0	7	1	0	8				
17.45-18.00	7	0	0	0	7				
0 TOTAL	569	21	1	0	591				

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
Page 7

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd SECTID #: 000000 STRAIGHT THROUGH TO: Rte 1 East SECTID #: 001072

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
7.30- 7.45	8	2	0	0	10	*
7.45- 8.00	12	3	0	0	15	* 53 TOTAL MOVEMENT
8.00- 8.15	9	0	0	0	9	* 125 TOTAL APPROACH
8.15- 8.30	17	2	0	0	19	* 42.40 GOES STRAIGHT
8.30- 8.45	9	0	0	0	9	
8.45- 9.00	17	2	0	0	19	
9.00- 9.15	14	0	0	0	14	
9.15- 9.30	6	1	0	0	7	
9.30- 9.45	11	0	0	0	11	
9.45-10.00	13	0	0	0	13	
10.00-10.15	15	2	0	0	17	
10.15-10.30	10	1	0	0	11	
11.30-11.45	9	0	0	0	9	
11.45-12.00	11	2	0	0	13	
12.00-12.15	9	1	0	0	10	
12.15-12.30	18	0	0	0	18	*
12.30-12.45	18	0	0	0	18	* 73 TOTAL MOVEMENT
12.45-13.00	14	1	0	0	15	* 168 TOTAL APPROACH
13.00-13.15	22	0	0	0	22	* 43.45 GOES STRAIGHT
13.15-13.30	10	0	0	0	10	
13.30-13.45	12	0	0	0	12	
13.45-14.00	18	1	1	0	20	
14.00-14.15	9	0	0	0	9	
14.15-14.30	13	1	0	0	14	
15.00-15.15	11	0	0	0	11	
15.15-15.30	15	1	0	0	16	
15.30-15.45	9	0	0	0	9	
15.45-16.00	10	1	0	0	11	
16.00-16.15	11	1	0	0	12	
16.15-16.30	15	0	0	0	15	*
16.30-16.45	22	2	0	0	24	* 83 TOTAL MOVEMENT
16.45-17.00	19	3	0	0	22	* 257 TOTAL APPROACH
17.00-17.15	22	0	0	0	22	* 32.30 GOES STRAIGHT
17.15-17.30	14	2	0	0	16	
17.30-17.45	0	17	0	0	17	
17.45-18.00	15	0	0	0	15	
0 TOTAL	467	46	1	0	514	

1DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd SECTID #: 000000 RIGHT TURN TO: Capital Drive SECTID #: 000000

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
7.30- 7.45	3	1	0	0	4	*
7.45- 8.00	4	1	0	0	5	* 34 TOTAL MOVEMENT
8.00- 8.15	8	0	0	0	8	* 125 TOTAL APPROACH
8.15- 8.30	17	0	0	0	17	* 27.20 GOES RIGHT
8.30- 8.45	4	1	0	0	5	
8.45- 9.00	10	0	0	0	10	
9.00- 9.15	9	0	0	0	9	
9.15- 9.30	10	0	0	0	10	
9.30- 9.45	4	0	0	0	4	
9.45-10.00	10	1	0	0	11	
10.00-10.15	16	0	0	0	16	
10.15-10.30	5	0	0	0	5	
11.30-11.45	4	0	0	0	4	
11.45-12.00	3	0	0	0	3	
12.00-12.15	7	0	0	0	7	
12.15-12.30	6	0	0	0	6	*
12.30-12.45	13	0	0	0	13	* 38 TOTAL MOVEMENT
12.45-13.00	10	0	0	0	10	* 168 TOTAL APPROACH
13.00-13.15	9	0	0	0	9	* 22.62 GOES RIGHT
13.15-13.30	6	0	0	0	6	
13.30-13.45	7	0	0	0	7	
13.45-14.00	10	0	0	0	10	
14.00-14.15	6	0	0	0	6	
14.15-14.30	2	0	0	0	2	
15.00-15.15	3	0	0	0	3	
15.15-15.30	6	0	0	0	6	
15.30-15.45	3	0	0	0	3	
15.45-16.00	10	0	0	0	10	
16.00-16.15	7	0	0	0	7	
16.15-16.30	5	0	0	0	5	*
16.30-16.45	14	0	0	0	14	* 33 TOTAL MOVEMENT
16.45-17.00	8	0	0	0	8	* 257 TOTAL APPROACH
17.00-17.15	6	0	0	0	6	* 12.84 GOES RIGHT
17.15-17.30	6	0	0	0	6	
17.30-17.45	5	0	0	0	5	
17.45-18.00	3	0	0	0	3	
0 TOTAL	259	4	0	0	263	

1DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Maypoint Rd SUBSECTION ID: 000000

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SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

TIME	LEFT				TOTAL	STRAIGHT				TOTAL	RIGHT				TOTAL	TOTAL
	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TT 3,4,5,6		CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TT 3,4,5,6		CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TT 3,4,5,6		
7.30-7.45*	6	0	0	0	6	8	2	0	0	10	3	1	0	0	4	20
7.45-8.00*	7	0	0	0	7	12	3	0	0	15	4	1	0	0	5	27
8.00-8.15*	13	0	0	0	13	9	0	0	0	9	8	0	0	0	8	30
8.15-8.30*	11	1	0	0	12	17	2	0	0	19	17	0	0	0	17	48
8.30-8.45	9	0	0	0	9	9	0	0	0	9	4	1	0	0	5	23
8.45-9.00	8	0	0	0	8	17	2	0	0	19	10	0	0	0	10	37
9.00-9.15	11	1	0	0	12	14	0	0	0	14	9	0	0	0	9	35
9.15-9.30	9	0	0	0	9	6	1	0	0	7	10	0	0	0	10	26
9.30-9.45	13	0	0	0	13	11	0	0	0	11	4	0	0	0	4	28
9.45-10.00	11	1	0	0	12	13	0	0	0	13	10	1	0	0	11	36
10.00-10.15	7	0	0	0	7	15	2	0	0	17	16	0	0	0	16	40
10.15-10.30	17	0	0	0	17	10	1	0	0	11	5	0	0	0	5	33
11.30-11.45	12	0	0	0	12	9	0	0	0	9	4	0	0	0	4	25
11.45-12.00	14	1	0	0	15	11	2	0	0	13	7	0	0	0	7	31
12.00-12.15	11	0	0	0	11	9	1	0	0	10	3	0	0	0	3	28
12.15-12.30*	11	0	0	0	11	18	0	0	0	18	6	0	0	0	6	35
12.30-12.45*	17	0	0	0	17	18	0	0	0	18	13	0	0	0	13	48
12.45-13.00*	13	0	0	0	13	14	1	0	0	15	10	0	0	0	10	38
13.00-13.15*	16	0	0	0	16	22	0	0	0	22	9	0	0	0	9	47
13.15-13.30	19	1	0	0	20	10	0	0	0	10	6	0	0	0	6	36
13.30-13.45	15	1	0	0	16	12	0	0	0	12	7	0	0	0	7	35
13.45-14.00	15	1	0	0	16	18	1	1	0	20	10	0	0	0	10	46
14.00-14.15	19	1	0	0	20	9	0	0	0	9	6	0	0	0	6	35
14.15-14.30	20	0	0	0	20	13	1	0	0	14	2	0	0	0	2	36
15.00-15.15	17	0	0	0	17	11	0	0	0	11	3	0	0	0	3	31
15.15-15.30	13	1	0	0	14	15	1	0	0	16	6	0	0	0	6	36
15.30-15.45	16	0	0	0	16	9	0	0	0	9	3	0	0	0	3	28
15.45-16.00	18	1	0	0	19	10	1	0	0	11	10	0	0	0	10	40
16.00-16.15	36	1	0	0	37	11	1	0	0	12	7	0	0	0	7	56
16.15-16.30*	34	1	0	0	35	15	0	0	0	15	5	0	0	0	5	55
16.30-16.45*	53	1	0	0	54	22	2	0	0	24	14	0	0	0	14	92
16.45-17.00*	33	1	0	0	34	19	3	0	0	22	8	0	0	0	8	64
17.00-17.15*	18	0	0	0	18	22	0	0	0	22	6	0	0	0	6	46
17.15-17.30	20	0	0	0	20	14	2	0	0	16	6	0	0	0	6	42
17.30-17.45	0	7	1	0	8	0	17	0	0	17	5	0	0	0	5	25
17.45-18.00	7	0	0	0	7	15	0	0	0	15	3	0	0	0	3	25
0 TOTAL	569	21	1	0	591	467	46	1	0	514	259	4	0	0	263	1368
% OF APPROACH					43.20					37.57					19.23	

DATE: 2016 10 04
TIME: 10:10:48P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)
INTERSECTION DESIGN SUMMARY

PAGE 18

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

TIME	APPROACH LEG 1: Rte 1 West				TOTAL	SECTID: 001071				TOTAL	POSTED SPEED: 70				TOTAL	TOTAL
	IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		
1 PEAK 7.30- 8.30	1576	567	2143	694	44.04	819	51.97	63	4.00	1.02	0.91					
2 PEAK 12.15-13.15	901	835	1736	317	35.18	533	59.16	51	5.66	4.33	0.94					
3 PEAK 16.15-17.15	920	1620	2540	325	35.33	523	56.85	72	7.83	3.70	0.92					
TIME	APPROACH LEG 2: Rte 1 East				TOTAL	SECTID: 001072				TOTAL	POSTED SPEED: 70				TOTAL	TOTAL
	IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		
1 PEAK 7.30- 8.30	408	895	1303	63	15.44	67	16.42	278	68.14	6.86	0.86					
2 PEAK 12.15-13.15	466	511	977	95	20.39	62	13.30	309	66.31	7.08	0.90					
3 PEAK 16.15-17.15	856	478	1334	138	16.12	110	12.85	608	71.03	3.27	0.93					
TIME	APPROACH LEG 3: Capital Drive				TOTAL	SECTID: 000000				TOTAL	POSTED SPEED: 60				TOTAL	TOTAL
	IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		
1 PEAK 7.30- 8.30	426	916	1342	27	6.34	251	58.92	148	34.74	3.52	0.93					
2 PEAK 12.15-13.15	626	666	1292	36	5.75	469	74.92	121	19.33	3.04	0.86					
3 PEAK 16.15-17.15	974	694	1668	33	3.39	871	89.43	70	7.19	0.92	0.97					
TIME	APPROACH LEG 4: Maypoint Rd				TOTAL	SECTID: 000000				TOTAL	POSTED SPEED: 60				TOTAL	TOTAL
	IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		IN	OUT	VOLUME	%LEFT		
1 PEAK 7.30- 8.30	125	157	282	38	30.40	53	42.40	34	27.20	8.00	0.65					
2 PEAK 12.15-13.15	168	149	317	57	33.93	73	43.45	38	22.62	0.60	0.88					
3 PEAK 16.15-17.15	257	215	472	141	54.86	83	32.30	33	12.84	3.11	0.70					
0 TOTAL																

DATE: 2016 10 04
TIME: 10:10:48P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)
PAVEMENT DESIGN SUMMARY

PAGE 19

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

TIME	SUBSECTION ID: 001071				TOTAL	PCS MATCH: 001071				TOTAL	POSTED SPEED: 70				TOTAL	TOTAL
	AADT	AADTT	#CAR/PU VAN/MC	%CAR/PU VAN/MC		#SU/TRK BUSES	%SU/TRK BUSES	#TT3 4.5	%TT3 4.5		#TT3 4.5	%TT3 4.5	#TT6 5	%TT6 5		
0 APPROACHING INTERSECTION:	10999	368	7995	96.66	179	2.16	93	1.12	0	0.06						
LEAVING INTERSECTION:	11023	446	7886	95.95	226	2.75	107	1.30	0	0.00						
0 TOTAL	22022	814	15881	96.31	405	2.46	200	1.21	5	0.03						
TIME	SUBSECTION ID: 001072				TOTAL	PCS MATCH: 001071				TOTAL	POSTED SPEED: 70				TOTAL	TOTAL
	AADT	AADTT	#CAR/PU VAN/MC	%CAR/PU VAN/MC		#SU/TRK BUSES	%SU/TRK BUSES	#TT3 4.5	%TT3 4.5		#TT3 4.5	%TT3 4.5	#TT6 5	%TT6 5		
0 APPROACHING INTERSECTION:	6053	358	4195	94.08	174	3.90	90	2.02	0	0.00						
LEAVING INTERSECTION:	5947	338	4195	94.31	173	3.89	75	1.69	5	0.11						

				00107201.txt						
TOTAL	12000	696	8390	94.20	347	3.90	165	1.85	5	0.06
0										
LEG: Capital Drive	SUBSECTION	ID: 000000	PCS	MATCH: 001071						
	AADT	AADTT	#CAR/PU	%CAR/PU	#SU/TRK	%SU/TRK	#TT3	%TT3	#TT6	%TT6
			VAN/MC	VAN/MC	BUSES	BUSES	4,5	4,5		
0APPROACHING INTERSECTION:	7620	162	5555	97.87	101	1.78	20	0.35	0	0.00
LEAVING INTERSECTION:	7832	150	5670	98.08	90	1.56	21	0.36	0	0.00
TOTAL	15452	312	11225	97.97	191	1.67	41	0.36	0	0.00
0										
LEG: Maypoint Rd	SUBSECTION	ID: 000000	PCS	MATCH: 001071						
	AADT	AADTT	#CAR/PU	%CAR/PU	#SU/TRK	%SU/TRK	#TT3	%TT3	#TT6	%TT6
			VAN/MC	VAN/MC	BUSES	BUSES	4,5	4,5		
0APPROACHING INTERSECTION:	1943	103	1295	94.66	71	5.19	2	0.15	0	0.00
LEAVING INTERSECTION:	1812	51	1288	97.13	36	2.71	2	0.15	0	0.00
TOTAL	3755	154	2583	95.90	107	3.95	4	0.15	0	0.00

1



C2 - August 5 2019 Traffic Count



Traffic Operation Section

Intersection Count Analysis-ICS

ICS of Rte 1, Maypoint Rd & Capital Dr

Crew: RM, DR, SC, PB

Weather: Sunny

Day: Monday

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr

Site Code : 00107201

Start Date : 8/5/2019

Page No : 1

Posted Speeds: Maypoint Rd-50kph Rte 1-70kph Capital Dr-70kph Upton Rd-50kph

Groups Printed- Passenger Vehicles - Light Trucks & Buses - Tractor Trailers

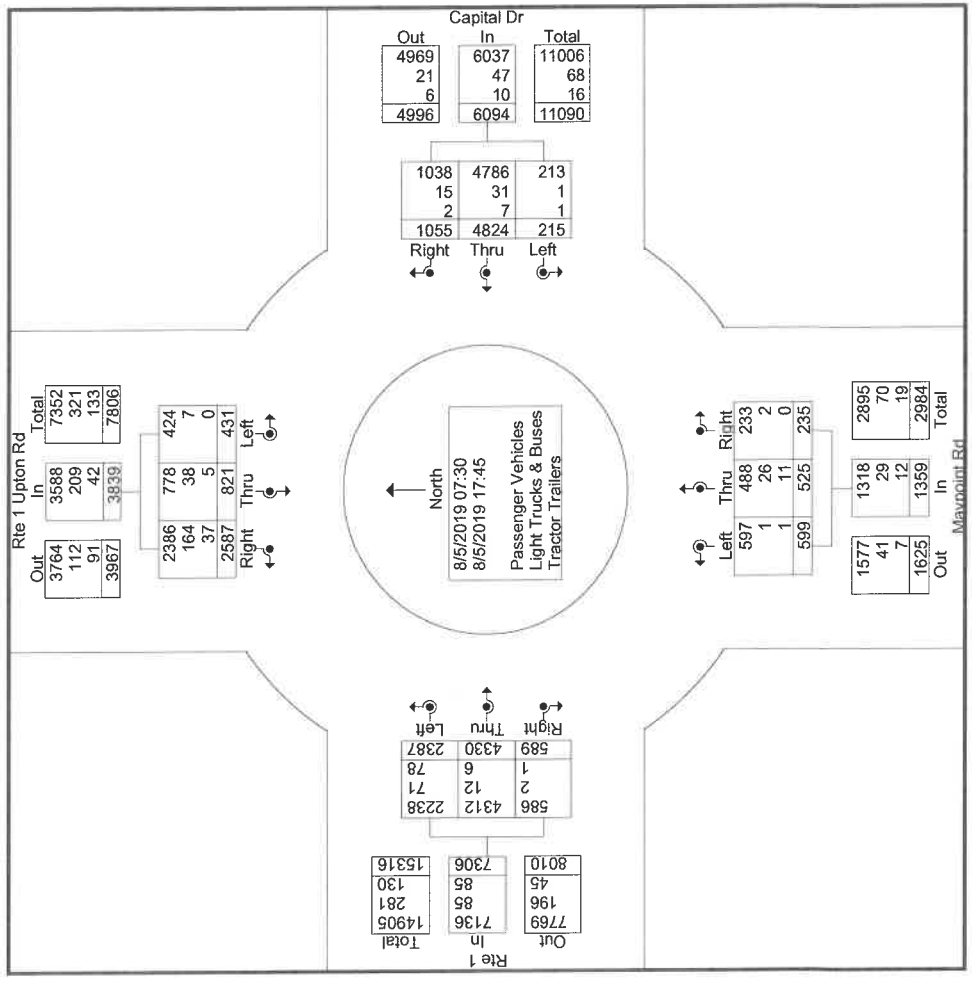
Start Time	Rte 1 Upton Rd From North				Capital Dr From East				Maypoint Rd From South				Rte 1 From West			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:30	25	10	8	43	31	34	0	65	3	11	8	22	23	164	133	320
07:45	60	24	11	95	53	49	3	105	2	18	13	33	32	184	152	368
Total	85	34	19	138	84	83	3	170	5	29	21	55	55	348	285	688
08:00	63	23	22	108	32	59	4	95	5	21	9	35	29	124	94	247
08:15	56	24	17	97	21	63	3	87	4	11	9	24	20	134	71	225
08:30	64	26	10	100	37	93	6	136	8	16	12	36	14	51	39	104
08:45	72	34	9	115	27	56	4	87	6	14	4	24	37	148	78	263
Total	255	107	58	420	117	271	17	405	23	62	34	119	100	457	282	839
09:00	67	23	14	104	33	79	1	113	7	19	10	36	17	105	63	185
09:15	71	17	5	93	27	96	3	126	7	14	16	37	12	85	44	141
09:30	56	29	11	96	25	84	12	121	5	13	12	30	24	111	60	195
09:45	56	14	12	82	13	61	5	79	4	14	14	32	14	150	68	232
Total	250	83	42	375	98	320	21	439	23	60	52	135	67	451	235	753
10:00	38	24	7	69	25	55	11	91	8	11	11	30	12	120	76	208
10:15	42	19	8	69	41	59	6	106	6	12	12	30	12	105	60	177
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	43	15	138	66	114	17	197	14	23	23	60	24	225	136	385
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	100	19	20	139	29	167	2	198	12	7	14	33	9	147	77	233
11:45	106	27	17	150	23	165	8	196	12	17	9	38	24	168	76	268
Total	206	46	37	289	52	332	10	394	24	24	23	71	33	315	153	501
12:00	114	40	25	179	31	138	6	175	8	14	13	35	13	136	65	214
12:15	98	22	23	143	28	157	4	189	10	14	12	36	12	130	76	218
12:30	104	22	22	148	42	164	9	215	12	17	18	47	29	123	63	225
12:45	109	22	20	151	30	136	5	171	4	7	2	13	24	135	62	221
Total	425	106	90	621	131	595	24	750	34	52	45	131	78	524	266	868

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Light Trucks & Buses - Tractor Trailers																	
Rte 1 Upton Rd					Capital Dr				Maypoint Rd				Rte 1				
From North					From East				From South				From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
13:00	55	13	4	72	27	144	5	176	12	18	8	38	6	128	69	203	489
13:15	37	21	9	67	40	101	7	148	3	10	2	15	26	118	51	195	425
13:30	58	36	6	100	41	140	13	194	0	6	4	10	8	103	68	179	483
13:45	67	24	7	98	26	121	11	158	4	5	6	15	10	123	51	184	455
Total	217	94	26	337	134	506	36	676	19	39	20	78	50	472	239	761	1852
14:00	74	32	12	118	33	113	15	161	6	7	6	19	18	135	57	210	508
14:15	83	20	10	113	32	135	13	180	6	7	9	22	9	113	40	162	477
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	52	22	231	65	248	28	341	12	14	15	41	27	248	97	372	985
15:00	101	17	12	130	33	167	6	206	3	27	19	49	21	129	70	220	605
15:15	114	21	11	146	20	185	6	211	9	30	31	70	10	104	47	161	588
15:30	87	35	8	130	26	120	9	155	3	22	19	44	16	152	70	238	567
15:45	100	21	9	130	25	102	8	135	7	11	24	42	16	109	67	192	499
Total	402	94	40	536	104	574	29	707	22	90	93	205	63	494	254	811	2259
16:00	98	28	12	138	25	189	7	221	6	13	36	55	12	101	47	160	574
16:15	63	36	5	104	32	199	11	242	10	18	40	68	10	111	69	190	604
16:30	65	18	13	96	26	229	0	255	4	31	41	76	11	73	36	120	547
16:45	48	24	15	87	21	254	4	279	8	17	47	72	20	125	73	218	656
Total	274	106	45	425	104	871	22	997	28	79	164	271	53	410	225	688	2381
17:00	45	13	18	76	33	258	1	292	11	9	21	41	9	124	65	198	607
17:15	69	17	7	93	19	243	1	263	9	11	41	61	13	99	77	189	606
17:30	56	11	5	72	28	222	1	251	8	20	27	55	7	69	39	115	493
17:45	66	15	7	88	20	187	5	212	3	13	20	36	10	94	34	138	474
Total	236	56	37	329	100	910	8	1018	31	53	109	193	39	386	215	640	2180
Grand Total	2587	821	431	3839	1055	4824	215	6094	235	525	599	1359	589	4330	2387	7306	18598
Approch %	67.4	21.4	11.2		17.3	79.2	3.5		17.3	38.6	44.1		8.1	59.3	32.7		
Total %	13.9	4.4	2.3	20.6	5.7	25.9	1.2	32.8	1.3	2.8	3.2	7.3	3.2	23.3	12.8	39.3	
Passenger Vehicles	2386	778	424	3588	1038	4786	213	6037	233	488	597	1318	586	4312	2238	7136	18079
% Passenger Vehicles	92.2	94.8	98.4	93.5	98.4	99.2	99.1	99.1	99.1	93	99.7	97	99.5	99.6	93.8	97.7	
Light Trucks & Buses	164	38	7	209	15	31	1	47	2	26	1	29	2	12	71	85	370
% Light Trucks & Buses	6.3	4.6	1.6	5.4	1.4	0.6	0.5	0.8	0.9	5	0.2	2.1	0.3	0.3	3	1.2	2
Tractor Trailers	37	5	0	42	2	7	1	10	0	11	1	12	1	6	78	85	149
% Tractor Trailers	1.4	0.6	0	1.1	0.2	0.1	0.5	0.2	0	2.1	0.2	0.9	0.2	0.1	3.3	1.2	0.8

Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

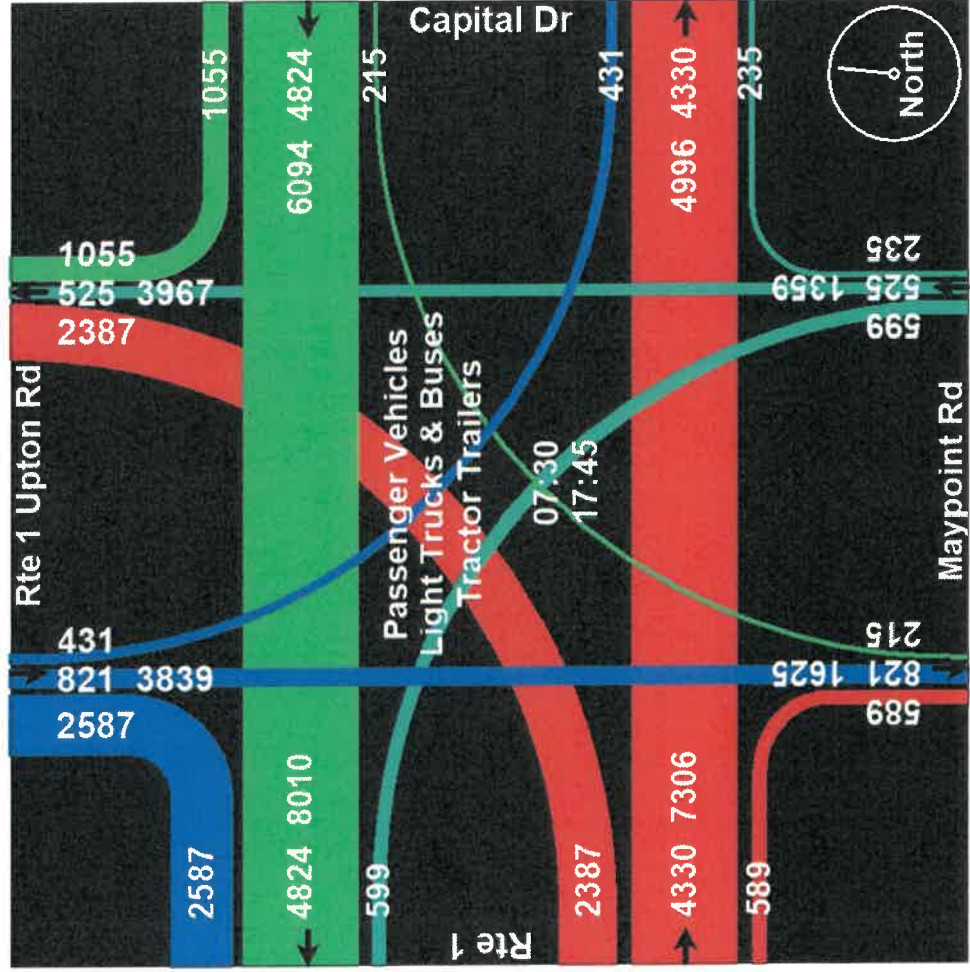
File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 3



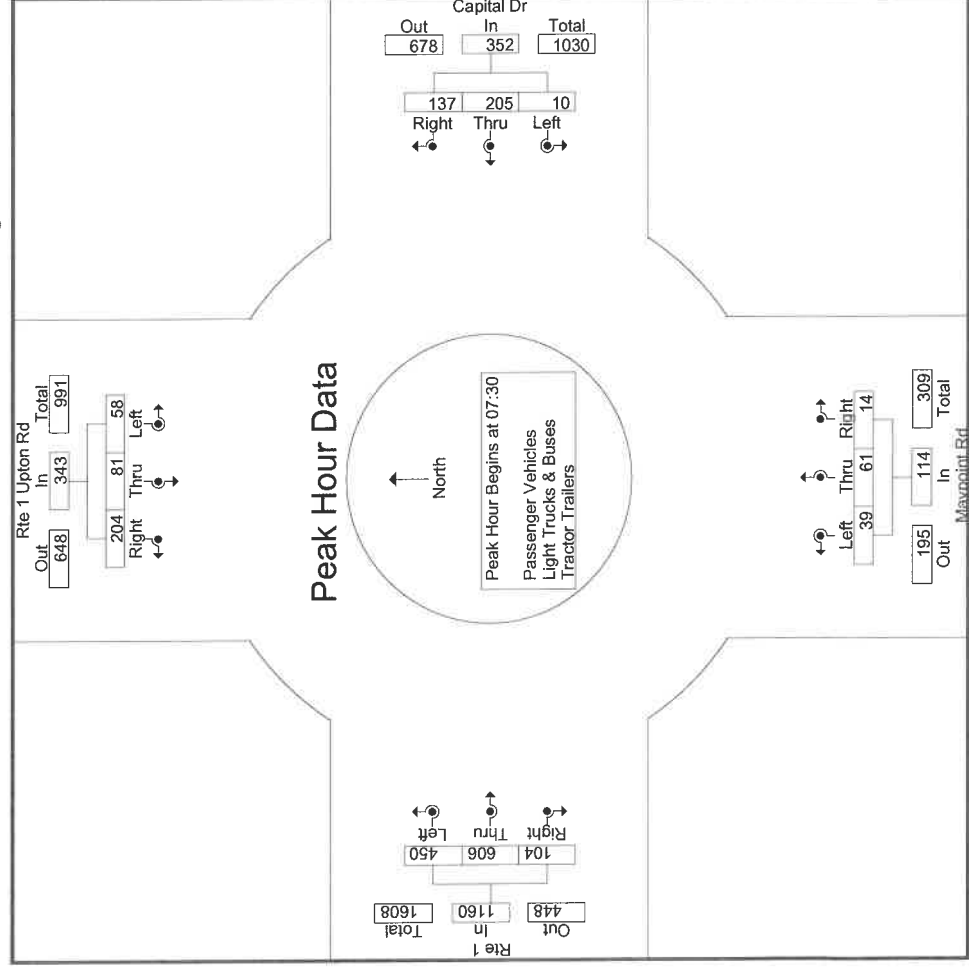
Province of PEI
Department of Transportation, Infrastructure, and Energy
Traffic Operation Section

Intersection Count Analysis-ICS

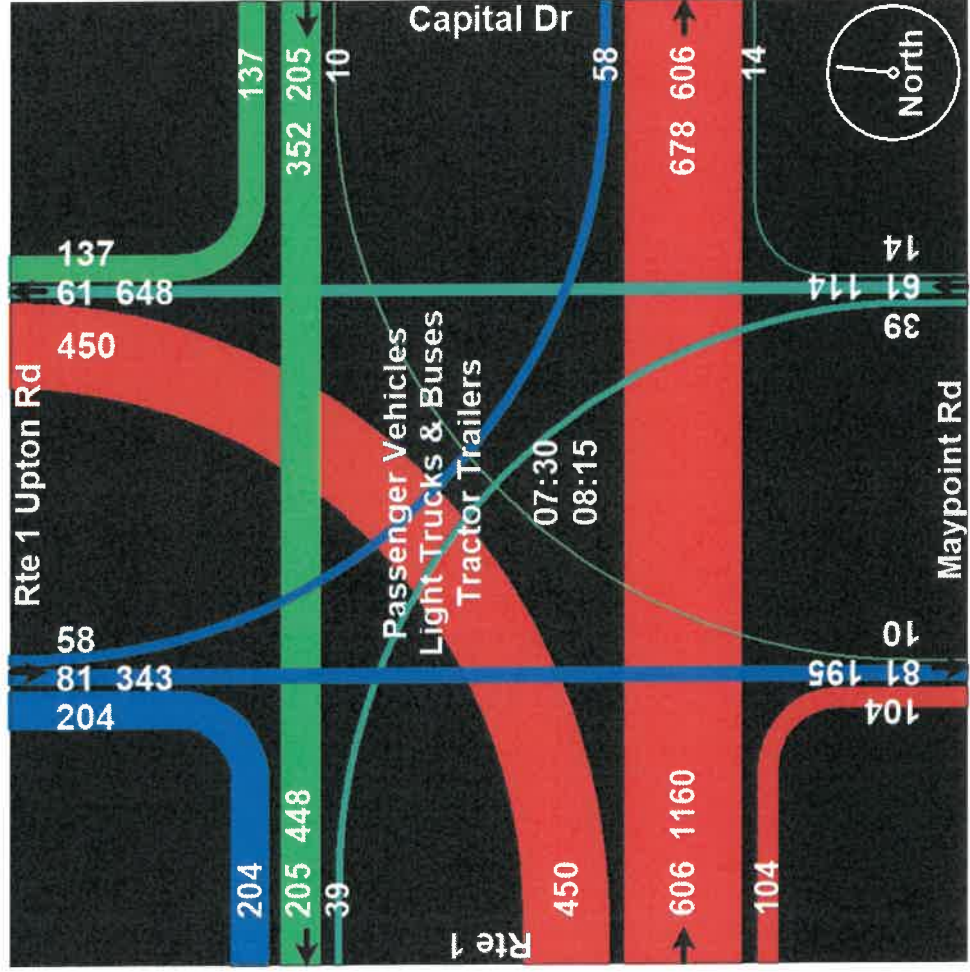
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Site Code : 00107201
Start Date : 8/5/2019
Page No : 4



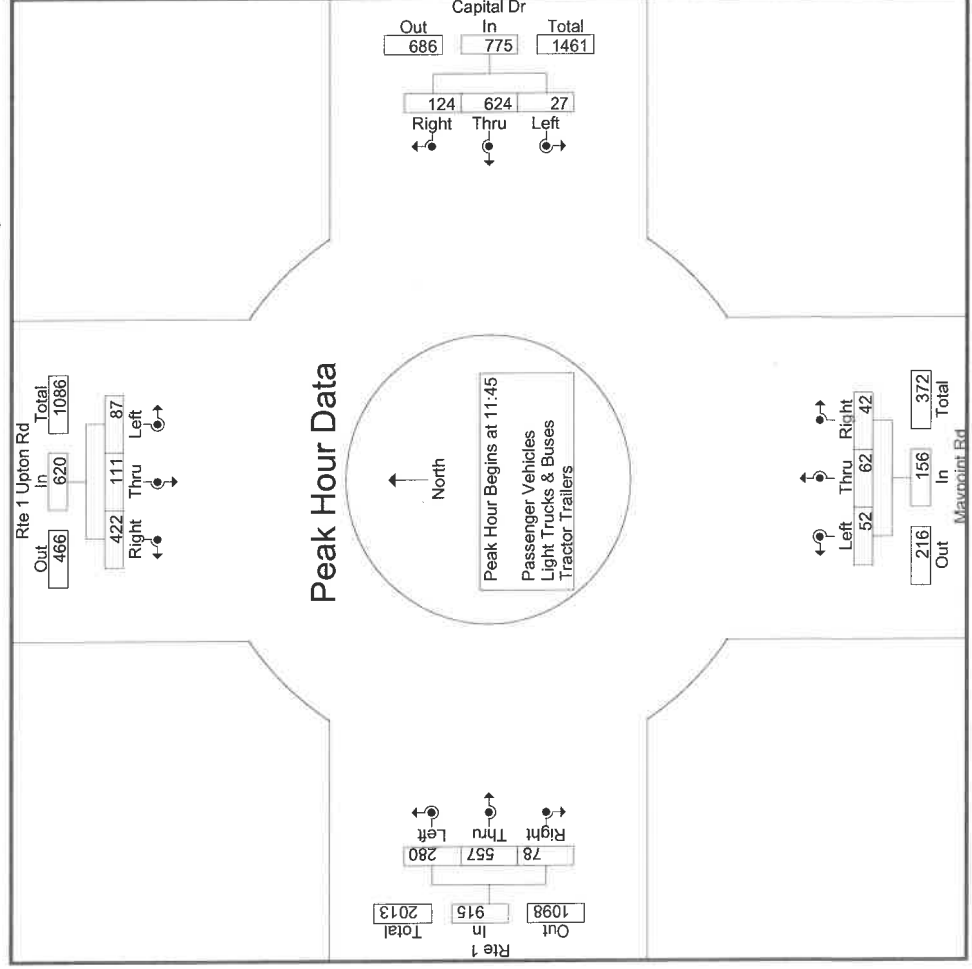
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 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 6



File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 7

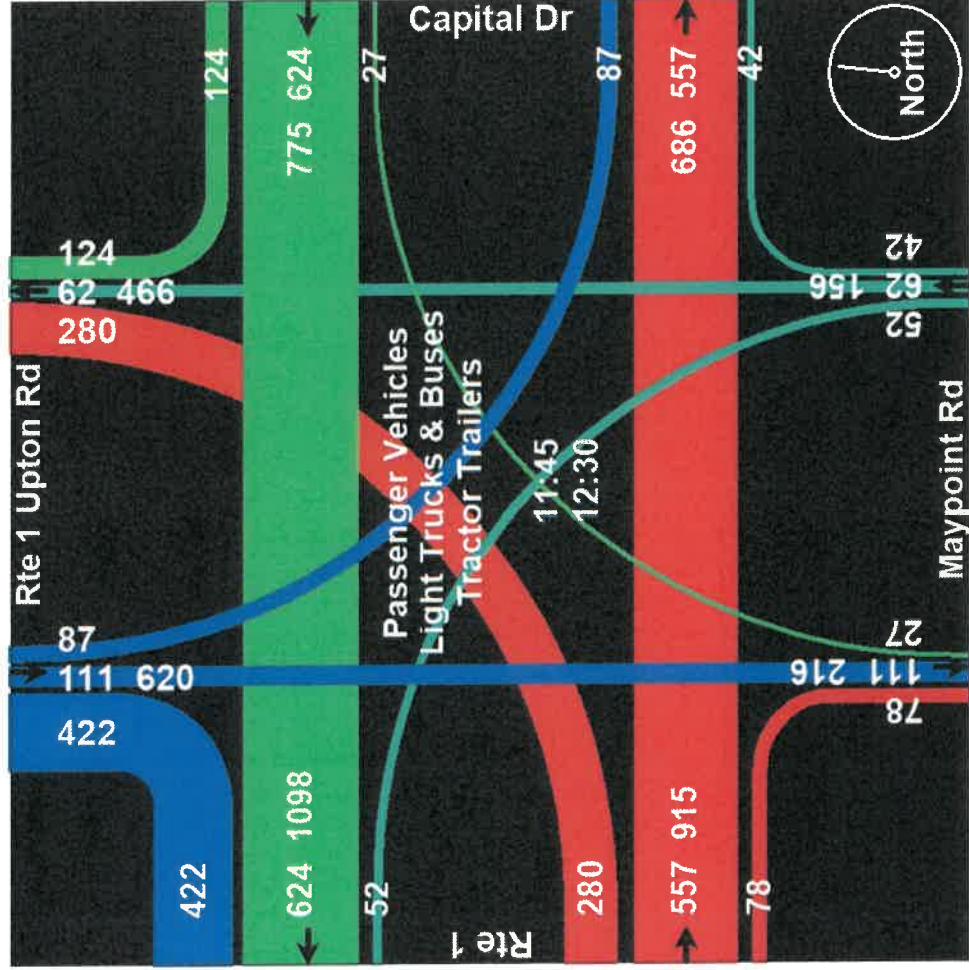


File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 9

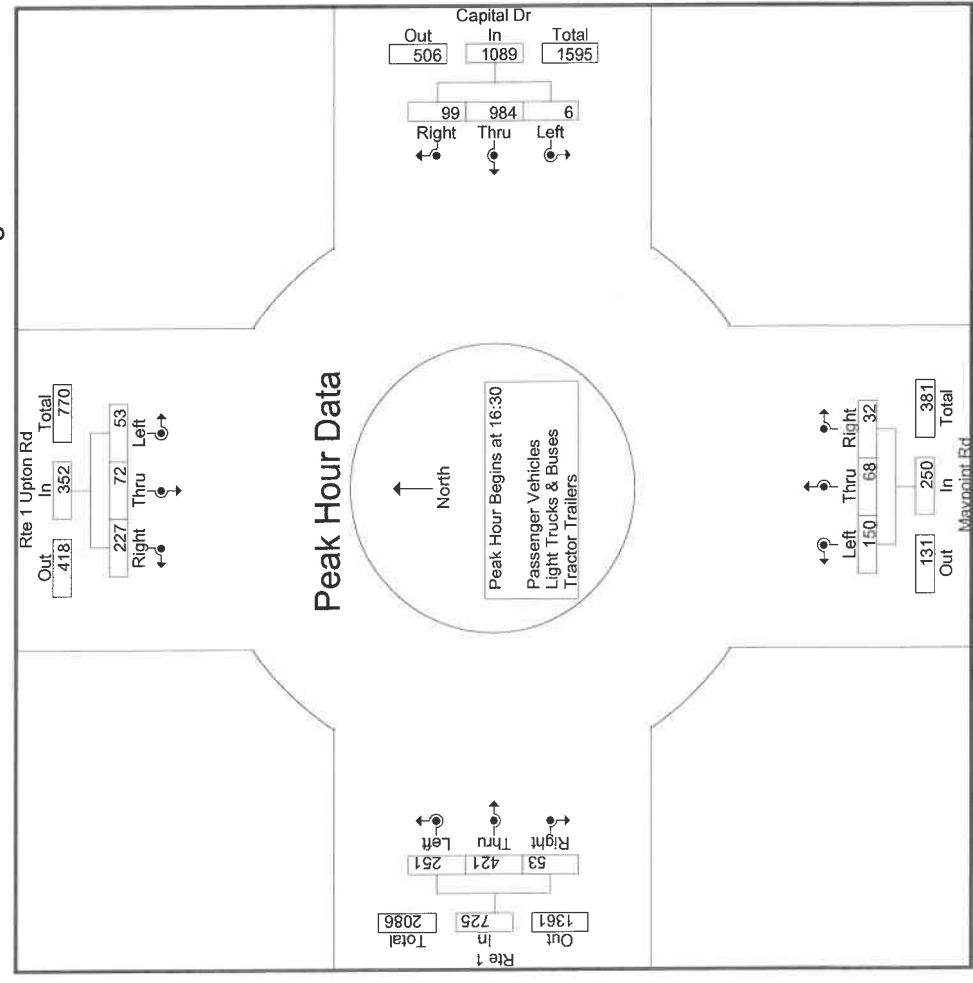


Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 10

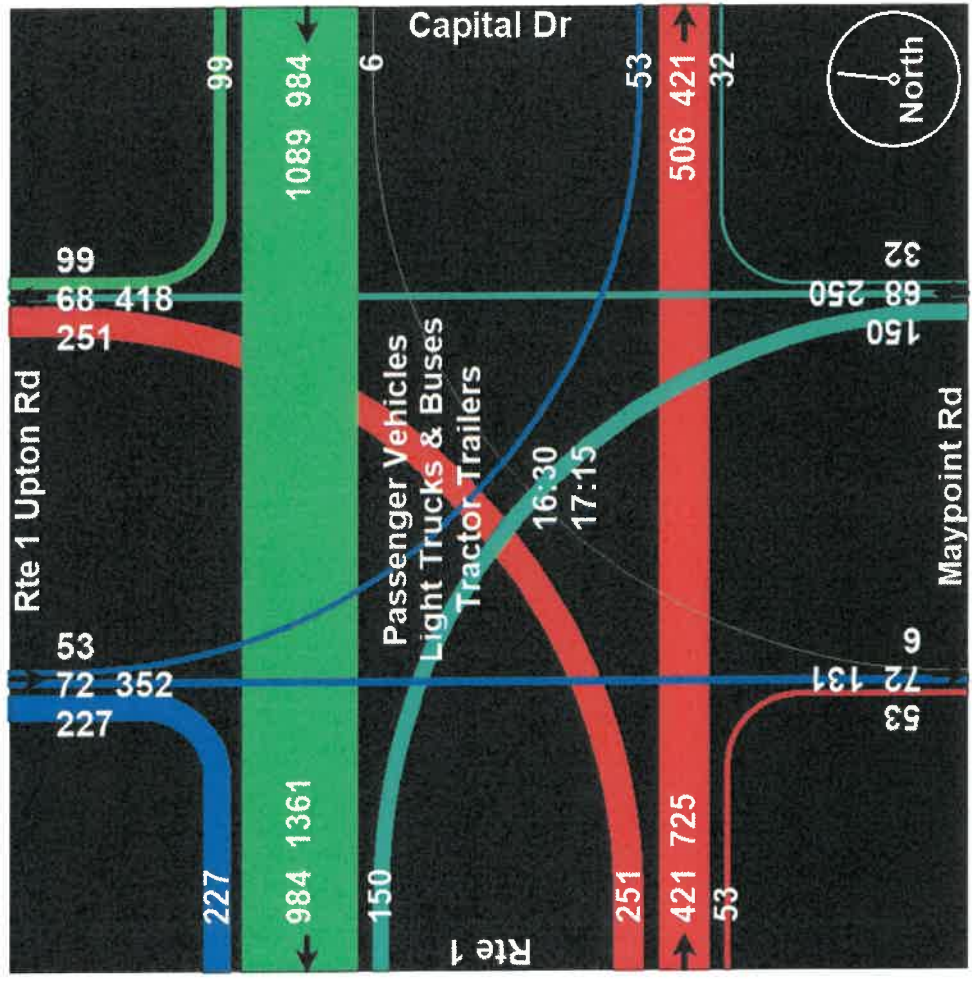


File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 12



Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 13

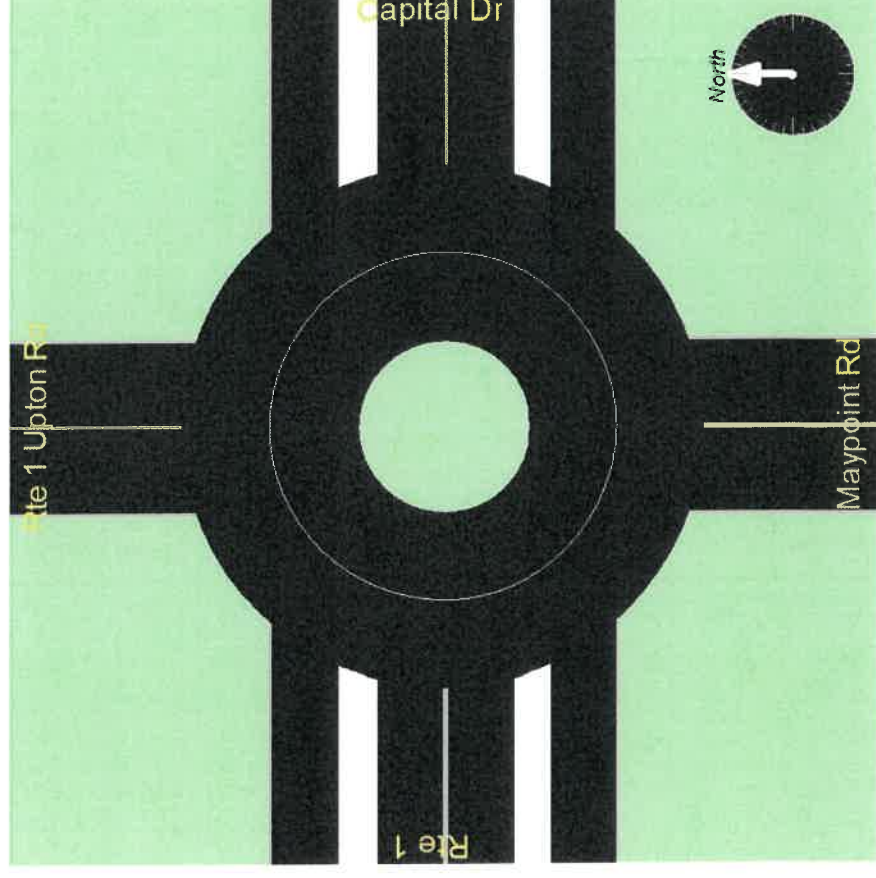


File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 14

Image 1



File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 15





C3 - October 29 2019 Traffic Count

Maypoint Roundabout - TMC

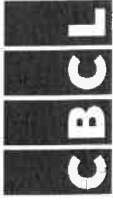
Tue Oct 29, 2019

Full Length (7 AM-9 AM, 11:30 AM-1:30 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA

Leg Direction Time	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-10-29 7:00AM 7:15AM 7:30AM 7:45AM	12	9	4	0	25	0	12	9	44	0	65	1	72	124	19	0	215	0	5	28	19	0	52	1	357
	9	6	5	0	20	0	15	14	51	0	80	0	144	218	28	0	390	0	4	38	25	0	67	0	557
	16	20	6	0	42	0	8	14	65	0	87	0	196	250	60	0	506	0	3	31	40	0	74	0	709
	13	25	7	0	45	0	31	40	83	0	154	0	183	296	58	0	537	0	9	61	72	0	142	4	878
Hourly Total	50	60	22	0	132	0	66	77	243	0	386	1	595	888	165	0	1648	0	21	158	156	0	335	5	2501
8:00AM	9	15	13	0	37	1	32	16	73	0	121	0	164	321	70	0	555	0	13	49	29	0	91	0	804
8:15AM	14	22	4	0	40	0	26	32	74	0	132	0	151	244	47	0	442	0	8	52	30	0	90	0	704
8:30AM	6	14	18	0	38	1	23	30	60	0	113	0	113	190	51	0	354	0	10	62	34	0	106	0	611
8:45AM	12	16	9	0	37	1	29	28	64	0	121	0	103	177	32	0	312	0	12	64	25	0	101	0	571
Hourly Total	41	67	44	0	152	3	110	106	271	0	487	0	531	932	200	0	1663	0	43	227	118	0	388	0	2690
11:30AM	15	18	13	0	46	0	19	19	70	0	108	0	56	121	23	0	200	0	12	108	23	0	143	0	497
11:45AM	17	11	20	0	48	2	30	18	57	0	105	0	46	126	24	0	196	0	2	104	23	0	129	0	478
Hourly Total	32	29	33	0	94	2	49	37	127	0	213	0	102	247	47	0	396	0	14	212	46	0	272	0	975
12:00PM	25	16	15	0	56	1	51	34	82	0	167	0	58	96	17	0	171	0	14	135	33	0	182	1	576
12:15PM	15	25	19	0	59	0	39	17	72	0	128	0	65	101	26	0	192	0	14	100	35	0	149	0	528
12:30PM	20	21	13	0	54	0	30	18	56	0	104	0	64	134	22	0	220	0	6	108	37	0	151	0	529
12:45PM	20	21	11	0	52	0	26	21	77	0	124	0	63	128	26	0	217	0	16	121	61	0	198	0	591
Hourly Total	80	83	58	0	221	1	146	90	287	0	523	0	250	459	91	0	800	0	50	464	166	0	680	1	2224
1:00PM	17	16	12	0	45	1	22	8	86	0	116	0	51	115	18	0	184	0	9	117	38	0	164	0	509
1:15PM	21	17	10	0	48	0	12	11	68	0	91	0	59	91	13	0	163	0	10	103	37	0	150	0	452
Hourly Total	38	33	22	0	93	1	34	19	154	0	207	0	110	206	31	0	347	0	19	220	75	0	314	0	961
4:00PM	55	37	21	0	113	1	27	30	155	0	212	0	75	129	20	0	224	0	14	182	26	0	222	0	771
4:15PM	74	24	17	0	115	3	23	28	168	0	219	0	66	137	16	0	219	0	16	208	28	0	252	0	805
4:30PM	71	24	13	0	108	0	66	32	218	0	316	0	82	113	22	0	217	0	22	214	25	0	261	0	902
4:45PM	53	29	9	0	91	0	30	32	189	0	251	0	91	112	30	1	234	0	12	228	23	0	263	0	839
Hourly Total	253	114	60	0	427	4	146	122	730	0	998	0	314	491	88	1	894	0	64	832	102	0	998	0	3317
5:00PM	46	19	13	0	78	2	26	27	206	0	259	0	66	140	21	0	227	0	13	231	30	0	274	0	838
5:15PM	53	30	9	0	92	0	12	27	187	0	226	0	58	113	28	0	199	0	15	257	23	0	295	0	812
5:30PM	37	20	13	0	70	0	23	18	100	0	141	0	75	130	24	0	229	0	7	212	33	0	252	0	692
5:45PM	25	22	8	0	55	3	29	17	110	0	156	0	59	127	19	0	205	0	17	183	17	0	217	0	633
Hourly Total	161	91	43	0	295	5	90	89	603	0	782	0	258	510	92	0	860	0	52	883	103	0	1038	0	2975
6:00PM	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
Hourly Total	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
Total	655	477	282	0	1414	16	641	540	2415	0	3596	1	2160	3733	714	1	6608	0	263	2996	766	0	4025	6	15643
% Approach	46.3%	33.7%	19.9%	0%	-	-	-17.8%	15.0%	67.2%	0%	-	-	-32.7%	56.5%	10.8%	0%	-	-	-	6.5%	74.4%	19.0%	0%	-	-
% Total	4.2%	3.0%	1.8%	0%	9.0%	-	4.1%	3.5%	15.4%	0%	23.0%	-	13.8%	23.9%	4.6%	0%	42.2%	-	1.7%	19.2%	4.9%	0%	25.7%	-	-
Lights	642	450	277	0	1369	-	632	514	2216	0	3362	-	1977	3684	702	0	6363	-	259	2970	754	0	3983	-	15077

Leg Direction	Maypoint Road Northbound					Upton Road Southbound					Capital Drive Eastbound					Capital Drive Westbound									
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int						
Time																									
% Lights	98.0%	94.3%	98.2%	0%	96.8%	-	98.6%	95.2%	91.8%	0%	93.5%	-	91.5%	98.7%	98.3%	0%	96.3%	-	98.5%	99.1%	98.4%	0%	99.0%	-	96.4%
Articulated Trucks	0	3	0	0	3	-	1	0	86	0	87	-	84	16	2	0	102	-	0	8	5	0	13	-	205
% Articulated Trucks	0%	0.6%	0%	0%	0.2%	-	0.2%	0%	3.6%	0%	2.4%	-	3.9%	0.4%	0.3%	0%	1.5%	-	0%	0.3%	0.7%	0%	0.3%	-	1.3%
Buses and Single-Unit Trucks	13	24	5	0	42	-	8	26	113	0	147	-	99	33	10	1	143	-	4	18	7	0	29	-	361
% Buses and Single-Unit Trucks	2.0%	5.0%	1.8%	0%	3.0%	-	1.2%	4.8%	4.7%	0%	4.1%	-	4.6%	0.9%	1.4%	100%	2.2%	-	1.5%	0.6%	0.9%	0%	0.7%	-	2.3%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	87.5%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	12.5%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

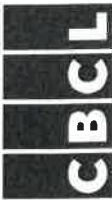
Tue Oct 29, 2019

Full Length (7 AM-9 AM, 11:30 AM-1:30 PM, 4 PM-6 PM)

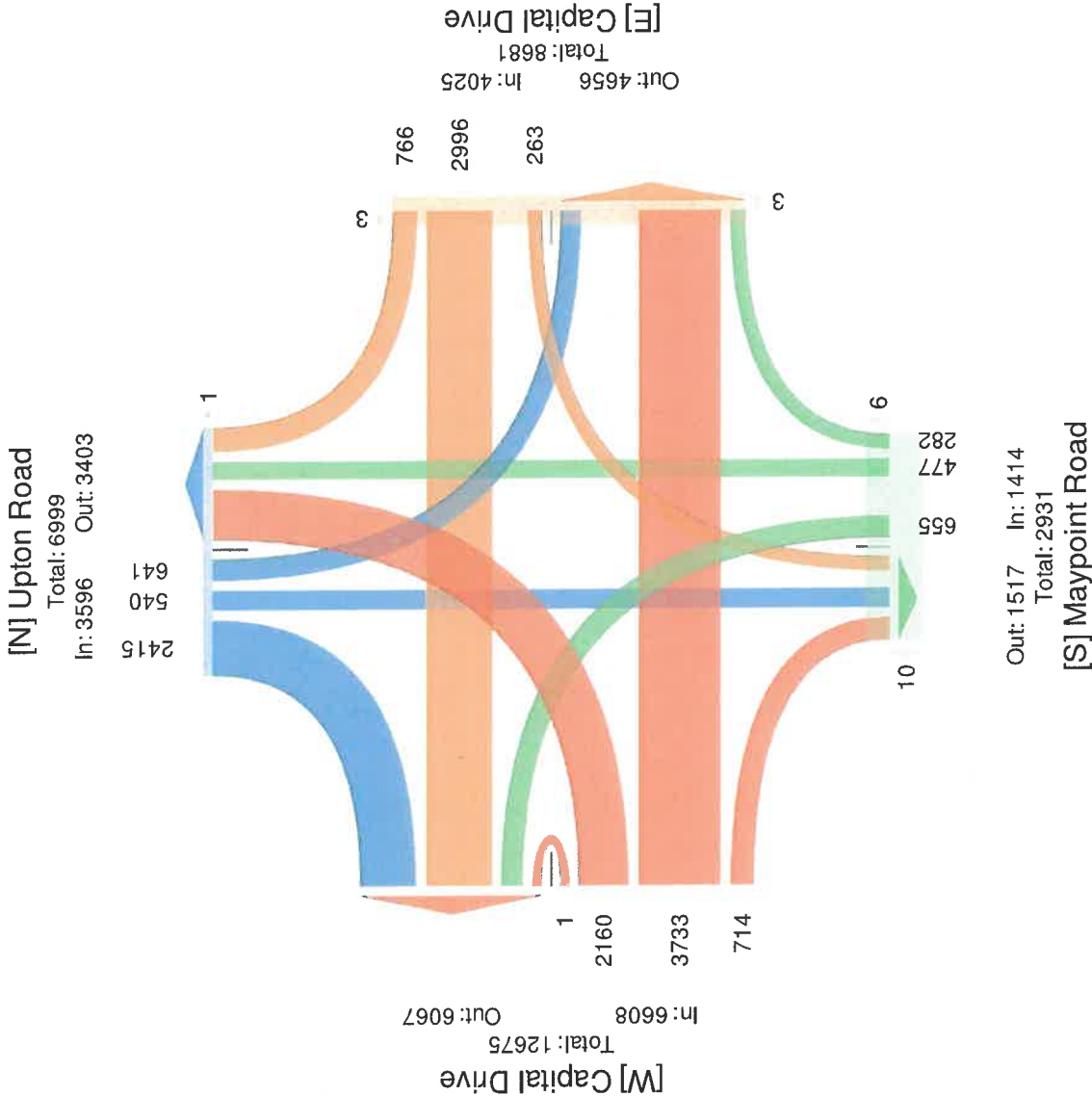
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Maypoint Roundabout - TMC

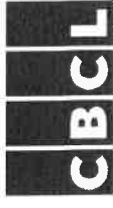
Tue Oct 29, 2019

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Leg Direction	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2019-10-29 7:30AM 7:45AM 8:00AM 8:15AM	16	20	6	0	42	0	8	14	65	0	87	0	196	250	60	0	506	0	3	31	40	0	74	0	709	
	13	25	7	0	45	0	31	40	83	0	154	0	183	296	58	0	537	0	9	61	72	0	142	4	878	
	9	15	13	0	37	1	32	16	73	0	121	0	164	321	70	0	555	0	13	49	29	0	91	0	804	
	14	22	4	0	40	0	26	32	74	0	132	0	151	244	47	0	442	0	8	52	30	0	90	0	704	
Total		52	82	30	0	164	1	97	102	295	0	494	0	694	1111	235	0	2040	0	33	193	171	0	397	4	3095
% Approach		31.7%	50.0%	18.3%	0%	-	-	19.6%	20.6%	59.7%	0%	-	-	34.0%	54.5%	11.5%	0%	-	-	8.3%	48.6%	43.1%	0%	-	-	-
% Total		1.7%	2.6%	1.0%	0%	5.3%	-	3.1%	3.3%	9.5%	0%	16.0%	-	22.4%	35.9%	7.6%	0%	65.9%	-	1.1%	6.2%	5.5%	0%	12.8%	-	-
PHF		0.813	0.820	0.577	-	0.911	-	0.758	0.638	0.889	-	0.802	-	0.885	0.865	0.839	-	0.919	-	0.635	0.791	0.594	-	0.699	-	0.881
Lights		51	78	30	0	159	-	94	95	260	0	449	-	666	1105	232	0	2003	-	30	188	168	0	386	-	2997
% Lights		98.1%	95.1%	100%	0%	97.0%	-	96.9%	93.1%	88.1%	0%	90.9%	-	96.0%	99.5%	98.7%	0%	98.2%	-	90.9%	97.4%	98.2%	0%	97.2%	-	96.8%
Articulated Trucks		0	0	0	0	0	-	0	0	16	0	16	-	12	3	1	0	16	-	0	0	0	0	0	-	32
% Articulated Trucks		0%	0%	0%	0%	0%	-	0%	0%	5.4%	0%	3.2%	-	1.7%	0.3%	0.4%	0%	0.8%	-	0%	0%	0%	0%	0%	-	1.0%
Buses and Single-Unit Trucks		1	4	0	0	5	-	3	7	19	0	29	-	16	3	2	0	21	-	3	5	3	0	11	-	66
% Buses and Single-Unit Trucks		1.9%	4.9%	0%	0%	3.0%	-	3.1%	6.9%	6.4%	0%	5.9%	-	2.3%	0.3%	0.9%	0%	1.0%	-	9.1%	2.6%	1.8%	0%	2.8%	-	2.1%
Pedestrians		-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	4	
% Pedestrians		-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk		-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk		-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

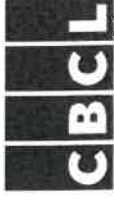
Tue Oct 29, 2019

AM Peak (7:30 AM - 8:30 AM)

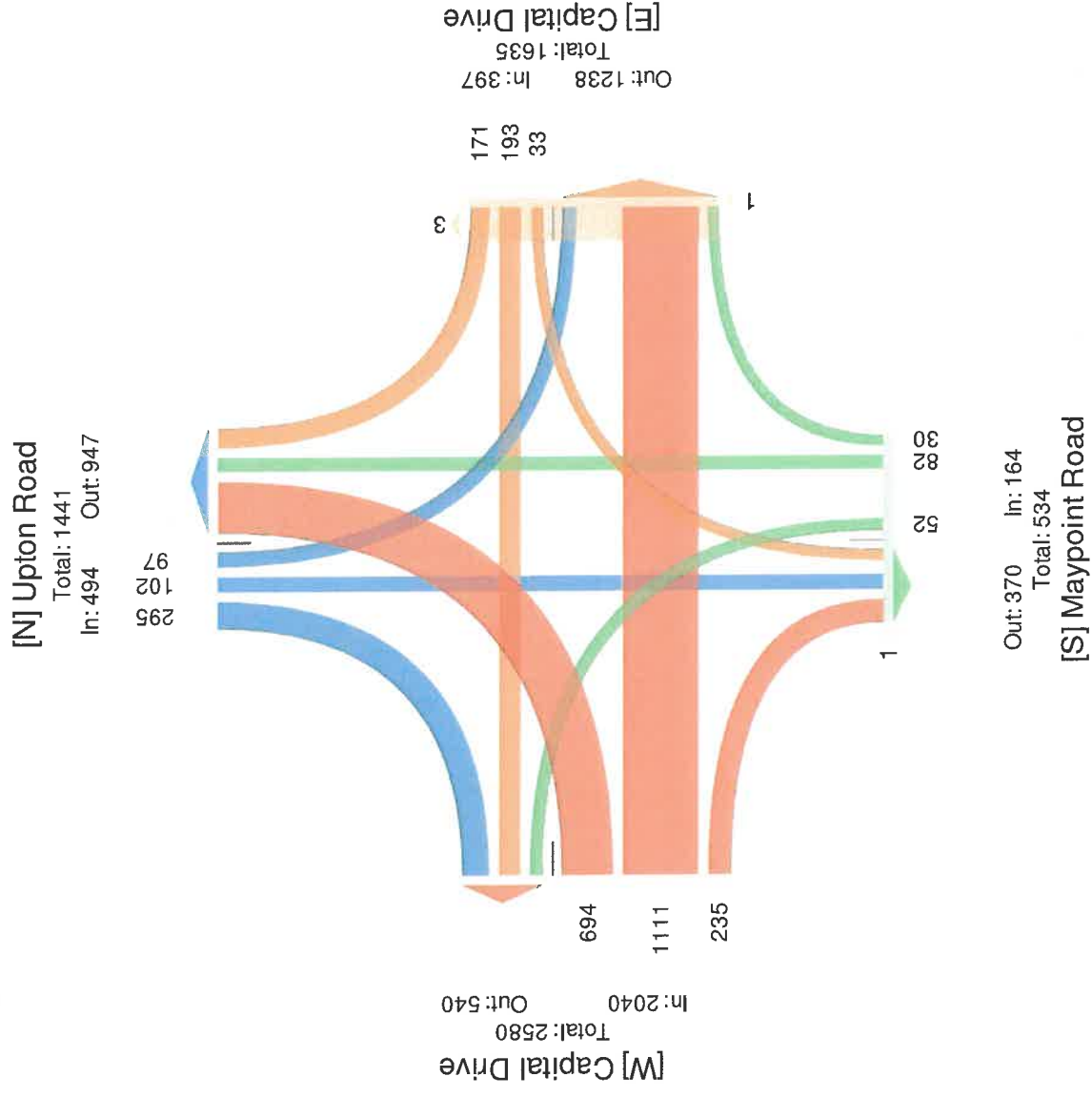
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Maypoint Roundabout - TMC

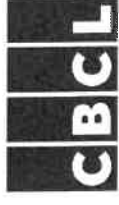
Tue Oct 29, 2019

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Charlottetown, PE, C1A 7N4, CA

Leg Direction	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound										
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int				
2019-10-29 12:00PM	25	16	15	0	56	1	51	34	82	0	167	0	58	96	17	0	171	0	14	135	33	0	182	1	576				
	15	25	19	0	59	0	39	17	72	0	128	0	65	101	26	0	192	0	14	100	35	0	149	0	528				
	20	21	13	0	54	0	30	18	56	0	104	0	64	134	22	0	220	0	6	108	37	0	151	0	529				
	12:45PM	20	21	11	0	52	0	26	21	77	0	124	0	63	128	26	0	217	0	16	121	61	0	198	0	591			
Total						80	83	58	0	221	1	146	90	287	0	523	0	250	459	91	0	800	0	680	1	2224			
% Approach						36.2%	37.6%	26.2%	0%	-	-	27.9%	17.2%	54.9%	0%	-	-	31.3%	57.4%	11.4%	0%	-	7.4%	68.2%	24.4%	0%	-		
% Total						3.6%	3.7%	2.6%	0%	9.9%	-	6.6%	4.0%	12.9%	0%	23.5%	-	11.2%	20.6%	4.1%	0%	36.0%	-	2.2%	20.9%	7.5%	0%	30.6%	-
PHF						0.800	0.830	0.763	-	0.936	-	0.716	0.662	0.875	-	0.783	-	0.962	0.856	0.875	-	0.909	-	0.781	0.859	0.680	-	0.859	-
Lights						76	79	57	0	212	-	144	88	249	0	481	-	218	452	89	0	759	-	50	459	162	0	671	-
% Lights						95.0%	95.2%	98.3%	0%	95.9%	-	98.6%	97.8%	86.8%	0%	92.0%	-	87.2%	98.5%	97.8%	0%	94.9%	-	100%	98.9%	97.6%	0%	98.7%	-
Articulated Trucks						0	2	0	0	2	-	0	0	19	0	19	-	18	2	0	0	20	-	0	2	3	0	5	-
% Articulated Trucks						0%	2.4%	0%	0%	0.9%	-	0%	0%	6.6%	0%	3.6%	-	7.2%	0.4%	0%	0%	2.5%	-	0%	0.4%	1.8%	0%	0.7%	-
Buses and Single-Unit Trucks						4	2	1	0	7	-	2	2	19	0	23	-	14	5	2	0	21	-	0	3	1	0	4	-
% Buses and Single-Unit Trucks						5.0%	2.4%	1.7%	0%	3.2%	-	1.4%	2.2%	6.6%	0%	4.4%	-	5.6%	1.1%	2.2%	0%	2.6%	-	0%	0.6%	0.6%	0%	0.6%	-
Pedestrians						-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians						-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk						-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	
% Bicycles on Crosswalk						-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

Midday Peak (12 PM - 1 PM)

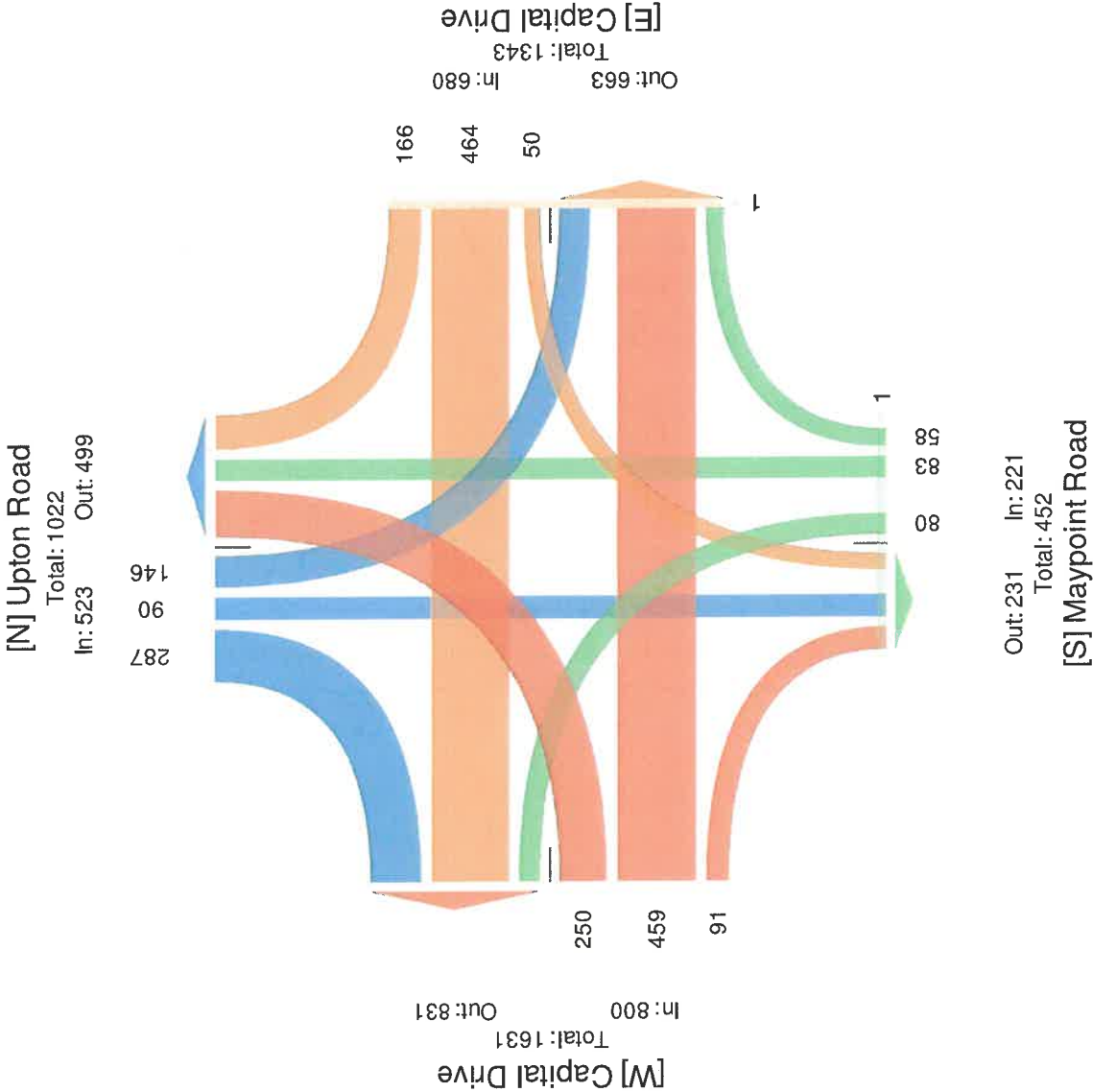
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Maypoint Roundabout - TMC

Tue Oct 29, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
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Charlottetown, PE, C1A 7N4, CA

Leg Direction	Maypoint Road Northbound				Upton Road Southbound				Capital Drive Eastbound				Capital Drive Westbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Time																
2019-10-29 4:30PM	71	24	13	0	66	32	218	0	82	113	22	0	22	214	25	0
4:45PM	53	29	9	0	30	32	189	0	91	112	30	1	12	228	23	0
5:00PM	46	19	13	0	26	27	206	0	66	140	21	0	13	231	30	0
5:15PM	53	30	9	0	12	27	187	0	58	113	28	0	15	257	23	0
Total	223	102	44	0	134	118	800	0	297	478	101	1	62	930	101	0
% Approach	60.4%	27.6%	11.9%	0%	-	12.7%	11.2%	76.0%	-	33.9%	54.5%	11.5%	-	5.7%	85.1%	9.2%
% Total	6.6%	3.0%	1.3%	0%	-	4.0%	3.5%	23.6%	-	8.8%	14.1%	3.0%	-	1.8%	27.4%	3.0%
PHF	0.785	0.850	0.846	-	0.508	0.922	0.917	-	0.816	0.854	0.842	0.250	-	0.705	0.905	0.842
Lights	219	100	44	0	134	116	766	0	266	473	98	0	62	925	101	0
% Lights	98.2%	98.0%	100%	0%	100%	98.3%	95.8%	0%	-89.6%	99.0%	97.0%	0%	-	100%	99.5%	100%
Articulated Trucks	0	0	0	0	0	0	12	0	12	2	0	0	0	2	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.5%	0%	-	4.0%	0.4%	0%	-	0%	0.2%	0%
Buses and Single-Unit Trucks	4	2	0	0	0	2	22	0	-	19	3	3	1	0	3	0
% Buses and Single-Unit Trucks	1.8%	2.0%	0%	0%	0%	1.7%	2.8%	0%	-	6.4%	0.6%	3.0%	100%	0%	0.3%	0%
Pedestrians	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

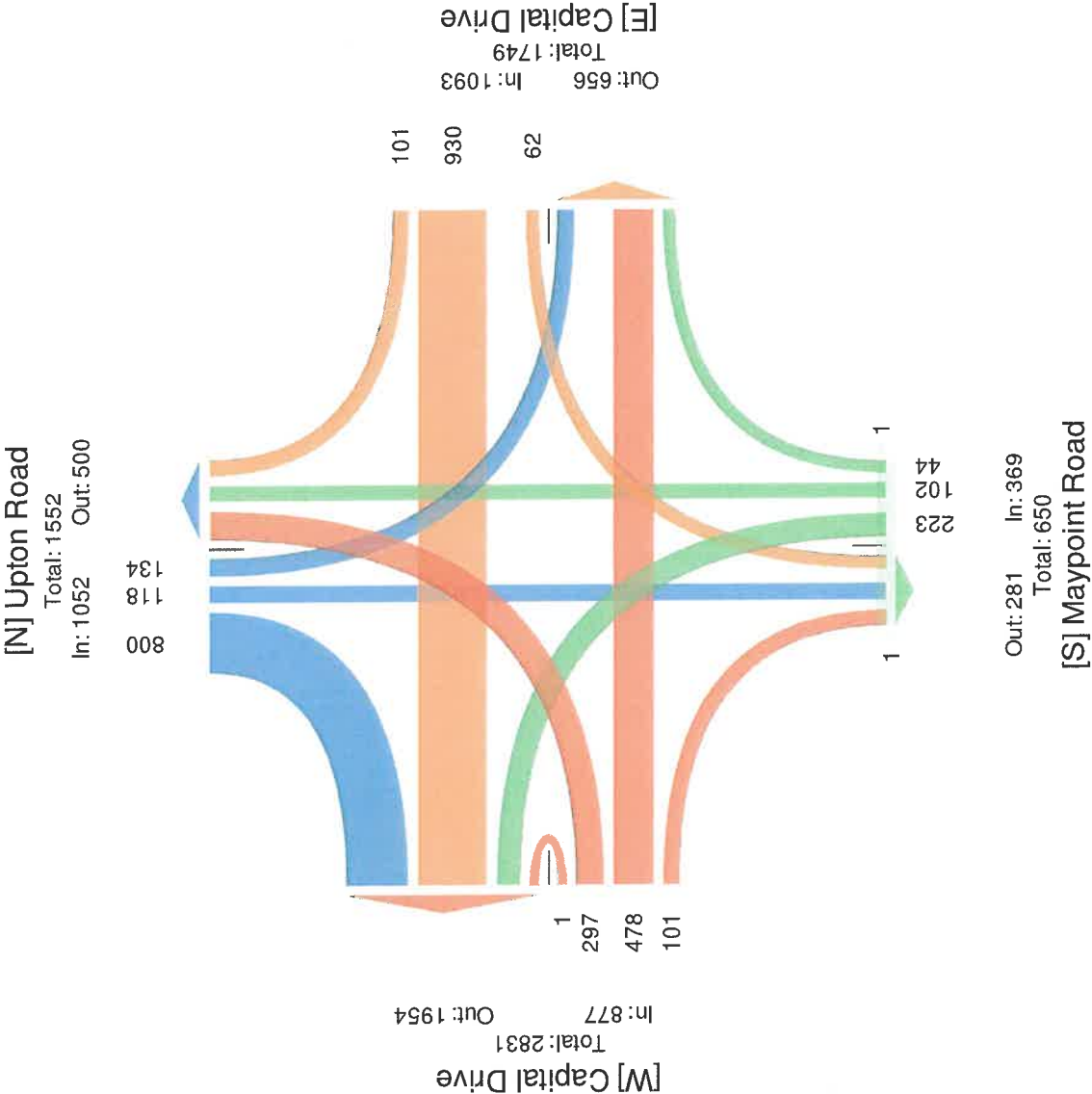
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All Movements

ID: 715648, Location: 46.261521, -63.169247



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TITLE: <p style="text-align: center;"> Special Planning Board Meeting FILE: PLAN-2019-23-August-6a-1 Traffic Study Maypoint Road / Capital Drive OWNER: Cordova Realty </p>		
MEETING DATE: August 23, 2019		Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Property Map B. 2019 Traffic Study prepared by EXP Services Inc. C. Site Plan TIE Comments D. Departmental Comments	
SITE INFORMATION: Context: Proposed Tim Horton's Drive Thru queuing and stacking plan Ward No: 7 Existing Land Use: Hotel and foundation for proposed drive thru restaurant, convenience store, quick service restaurant and gas bar (8 pumps), and separate car wash. Official Plan: Commercial Zoning: C 2 Highway Commercial		
PREVIOUS APPLICATIONS: 2016 Rezoning Application		

RECOMMENDATION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the traffic study in Appendix "A" Option 3.

BACKGROUND:

Request

In November 2016 a traffic study was prepared for D. P. Murphy to comment on a proposed 125 room hotel, a gas station with food outlet/convenience store/car wash with a total of 12 fueling stations and a high turnover restaurant. The consultant (Don Good) from EXP Services Fredericton, New Brunswick reviewed the proposed land uses for both properties and outlined where three access points to service the hotel and adjacent commercial development should be located. The consultant identified two access points to Maypoint Road (with full access) and one access point to Capital Drive which was restricted (to right in / right out only).

Since that time the hotel has been constructed with 124 hotel rooms and efforts are underway to develop the adjacent piece of property on the corner of Maypoint and Capital Drive for commercial purposes. The original concept for the adjacent parcel now includes a gas bar /convenience store with 8 fueling stations, car wash and a quick service restaurant and a Tim Horton's with double lane drive thru. Since the original traffic study for the subject property was prepared in 2016 the new roundabout has been constructed and it was determined that the previous traffic study needed to be reviewed to ensure that any and all impacts were identified before proceeding to approve a drive thru at this location. The section below is from the Zoning By-law which indicates that before approving a drive thru that Police and Public Works need to provide input as well as a traffic study where deemed necessary. It was determined that a traffic study was necessary in this case because of the implications for queuing on Maypoint Road and the proximity to the new arterial roundabout.

QUEUING SPACE

Queuing spaces shall be provided in accordance with the following requirements:

Car Wash:

- five (5) in-bound queuing spaces Shall be provided the first bay and three (3) spaces for each additional bays; and
- out-bound queuing space Shall be provided on the exit side of each service position and this space Shall be located so as not to interfere with service to the next vehicle.

Drive-thru Eating and Drinking Establishment:

Council shall determine stacking requirements after receiving input from the Police and Public Works Departments and/or from a traffic consultant.

Automobile Service Station:

- four (4) in-bound spaces Shall be provided; and
- three (3) out-bound spaces Shall be provided.

All queuing spaces shall be a minimum of 6.5 m (21.3 ft) long and 3.0 m (9.8 ft) wide, and queuing lanes Shall provide sufficient space for turning and maneuvering and shall not occupy any portion of a Designated fire lane.

LEGISLATIVE REQUIREMENTS:

Notification

Notification is not required on this application. The provision in the Zoning By-law was put in place to ensure that the technical merits associated with the queuing spaces for a drive thru were properly addressed. Upon the recommendation of Council with input from Public Works and Police and in this case a traffic study, approval can be provided.

ANALYSIS:

The attached report provides the required analysis of the implications and impacts from the proposed two lane queuing aisles for the Tim Horton's restaurant. Additional comments from the Province and input from the relevant City departments (Police and Public Works) to determine stacking requirements can be found as follows:

Transportation, Infrastructure and Energy

Trip generation numbers seem reasonable. However, it was noted that the report projects that by 2024 the queuing length for traffic approaching the roundabout from Maypoint Road during peak PM travel periods could be in the order of 35m. This is the approximate length from the access to the proposed development to the roundabout and could potentially cause some issues for southbound traffic and traffic that wants to turn left into the proposed development since there is not a dedicated southbound left turn lane. The traffic report does project that the queuing length for traffic entering the roundabout from Maypoint Road could be reduced to 18m if a dedicated right turn lane was added entering the roundabout. The addition of this lane would require widening and thus additional right-of-way. Analysis on other Tim Horton queuing lanes in the City was provided as follows:

- Grafton St TH has about 105m of queuing length before spilling onto Grafton St.
- Allen St TH has about 67m of queuing length before spilling onto Mt Edward. Additional storage (35+m) is available in parking lot towards Allen St.
- Queens Arms TH has about 120m of queuing length before spilling onto North River Rd.
- Nassau St TH has about 40m of queuing length before spilling onto Nassau. Additional storage (45m) is available in parking lot towards University Ave.
- St. Peters Rd has about 145m of queuing length before spilling onto St. Peters Rd

The proposed Tim Horton queuing lanes would have approximately 108m of queuing in the lineup and over 70m of queuing towards Maypoint and the gas pumps. The proposed development would therefore provide more queuing space than the other five above mentioned developments.

City of Charlottetown Police Services

The traffic study seems to have addressed the concerns pertaining to queuing length. Although the development example referenced in the study from Moncton off Mapleton Road presents some differences. The Mapleton Road development is on the corner of a traffic controlled intersection and not in close proximity to a roundabout but rather has a single access point that is significantly distant from said intersection. In comparison to other local Tim Horton

developments the queuing at peak periods seem to not be an issue now but could be in five years.

Public Works

Public Works is satisfied with the review and findings of the study but requires the following to be provided:

- The new driveway to the proposed development align with the Maypoint strip mall driveway; and
- That additional land along the western portion (Maypoint Road side) from the proposed development be conveyed to the City for the future expansion of a right turn lane into the roundabout.

CONCLUSION:

Based on the 2019 traffic report and comments received from Transportation, Energy and Infrastructure, Police and Public Works the Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared for the development on the corner of Maypoint Road and Capital Drive to permit a double drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the traffic study in Appendix "A" Option 3 as per the following conditions:

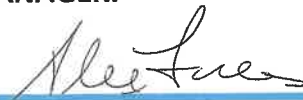
- 1) That the draft 2019 Traffic Impact Study for the Development on Capital Drive prepared by EXP Services Inc. be finalized and submitted to the City of Charlottetown; and
- 2) Subject to the signing of a Development Agreement that in the event that stacking of northbound vehicles leaving the proposed development to the roundabout results in queuing/stacking issues, the owner of the proposed development convey additional land from the western portion (i.e. Maypoint Road side) of subject site to the City at no cost, for the future development of a dedicated right turn lane in order to alleviate queuing congestion along Maypoint Road, as identified in the Traffic Report.

PRESENTER:



Robert Zilke, MCIP
Planner II

MANAGER:



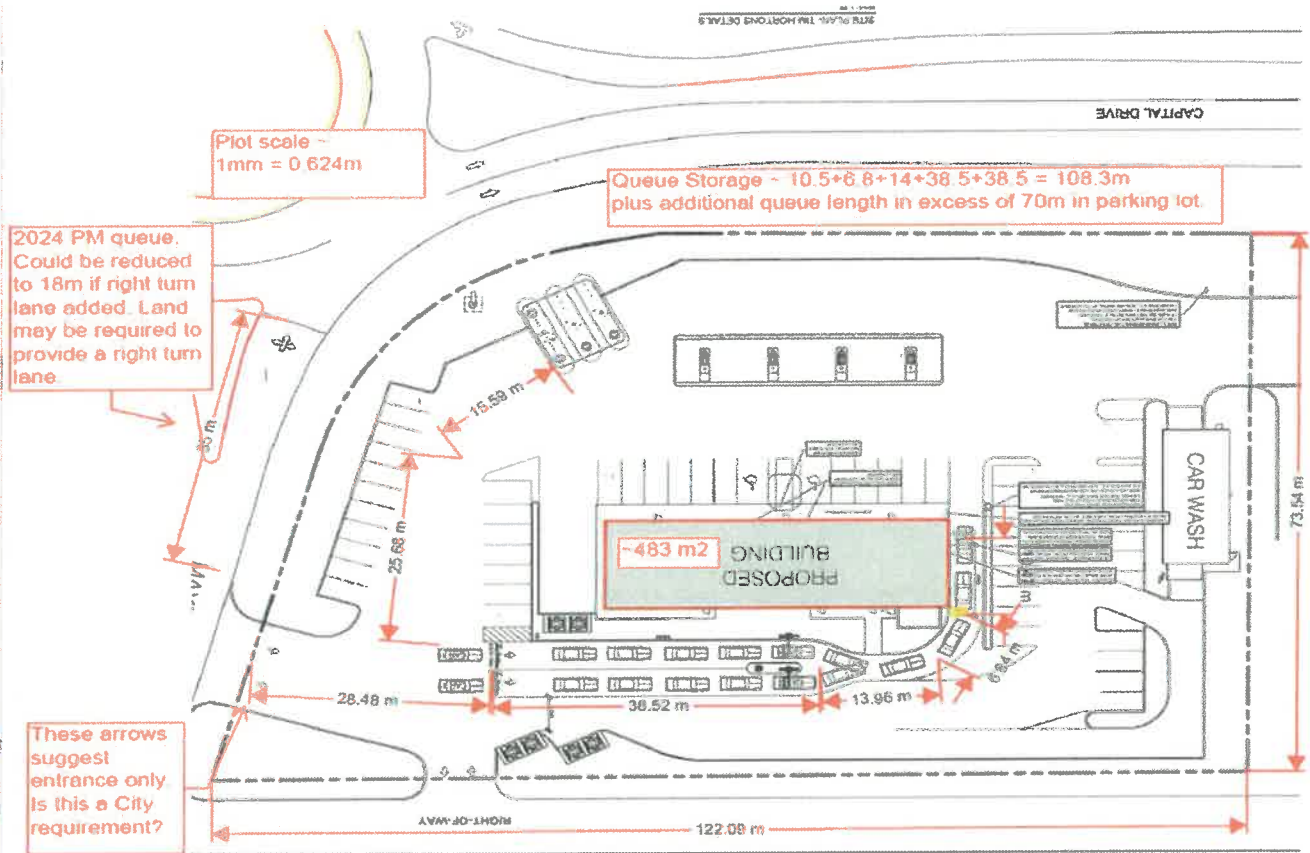
Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

Attachment A

Subject Property



Attachment C



Attachment D

Transportation, Infrastructure and Energy Comments

I have undertaken a quick review of the Draft Traffic Impact Study by EXP Services Inc.

I have not delved deeply into the projected trip generation numbers but seem reasonable. I do note the report projects queuing approaching the roundabout on Maypoint in the 2024 (only 5 yrs away) PM peak could be in the order of 35m. This is just shy of the access (see sketch). EXP does project that this could be reduced to 18m (half) if a right turn lane into the roundabout is added. If queuing for northbound vehicles extends beyond the access to this new development it could have some impact for southbound vehicles leaving the roundabout if a SB vehicle is waiting to turn left into the new development as there is not a dedicated SB left turn lane. The addition of this lane obviously would require widening and thus could require additional right-of-way. The City may wish to consider this in their deliberations.

The study does appear to conclude that queuing on site should not be an issue in comparison to queuing that is being experienced at a similar site in Moncton. I've looked at mapping of other TH's in Charlottetown to determine available queuing lengths and have concluded the following:

- Grafton St TH has about 105m of queuing length before spilling onto Grafton St.
- Allen St TH has about 67m of queuing length before spilling onto Mt Edward. Additional storage (35+m) is available in parking lot towards Allen St.
- Queens Arms TH has about 120m of queuing length before spilling onto North River Rd.
- Nassau St TH has about 40m of queuing length before spilling onto Nassau. Additional storage (45m) is available in parking lot towards University Ave.
- St. Peters Rd has about 145m of queuing length before spilling onto St. Peters Rd

This new TH would have about 108m of queuing in the line up and over 70m of queuing towards Maypoint and the gas pumps. This site would thus seem to provide more queuing space than the other 5 above noted TH's.

Alan A. Aitken, P.Eng
Traffic Operations Engineer
Transportation, Infrastructure and Energy
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902-368-5006 (ph)
902-368-5425 (fax)

Attachment D

City of Charlottetown Police Service

Good Morning All,

I have reviewed the information contained in the document provided yesterday. The summary information seems to answer the concerns that we had discussed earlier. I would note that although In section 7 exp has referenced a similar style development in Moncton off Mapleton Rd. there are some differences. The Mapleton Rd property is on the corner of a traffic light controlled intersection and not in close proximity to a round about as is the case with this development. In addition there is only a single access point to the development which is off Lady Ada Blvd and a significant distance from the intersection.

Our concern was with respect to the potential issues of queuing at peak periods. At this point in comparison to other similar set ups it is not an issue, but could be 5 yrs out. Our concern was to ensure that the Province was aware of the potential impacts and this seems to have been addressed in Alan's email.

Paul S.

City of Charlottetown Public Works

Good Afternoon All,

I have quickly read through the report and I am satisfied with the findings. We will require the new driveway to align with the Maypoint strip mall driveway. I also agree with Alan's note that the developer should hand over that additional land to the city as the additional lane will be required at some time in the future. It will be easier and to take ownership now than in 5-10 years from now.

Thank you,

Scott Adams, MEng., P.Eng.

Manager of Public Works