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Date: March 15th, 2024
L&M Project: 1493-06

**Attention: Imogene Broberg-Hull
Planner I**

**Reference: 2679 Queensway
Trip Summary Letter**

Dear Imogene,

On behalf of SPD Enterprises, L&M Engineering is pleased to submit this Traffic Summary Letter in support of the Rezoning Application RZ100781 for the subject property located at 2679 Queensway. The rezoning application proposes to rezone the property from **RS2: Single Residential** to **C6: Highway Commercial**. The purpose of the rezoning is to allow a principal use of "Vehicle Sales, Minor".



Exhibit 1: Proposed Zoning Area

1.0 TRIP GENERATION

The proposed trip generation for the development site was developed using the *Institute of Transportation Engineers (ITE) Trip Generation Manual - 10th Edition* rates according to the proposed vehicle sales land use. The existing building on the property has a gross floor area of 980 sq. ft.

Table 1 – Trip Generation								
Peak Period	Trip Gen. Variable	Projected Trip Gen. Variable Value	Fitted Equation/ Average Rate	Total Trip Gen.	In %	Out %	In (vph)	Out (vph)
Automobile Sales – Used (ITE Code: 841)								
AM	Per 1,000 ft ² GFA	0.98	2.13	2	76	24	2	0
PM			3.75	4	47	53	2	2

* Trip Generation for AM & PM Peaks was calculated using the methods and equations outlined in the *ITE Trip Generation Manual (10th Ed)*.

The proposed development is expected to produce low peak hour traffic volumes. As such, the impact to the surrounding road network should be minimal.

2.0 SITE ACCESSES & SIGHT LINES

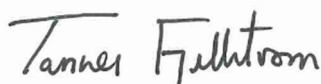
The existing access to the site is located in the northeast corner of the property. This access location maximizes sightlines when looking south along Queensway. When looking south from the current access location, a driver has an available sightline of approximately 90m before the horizontal alignment of Queensway becomes an obstruction.

The Transportation Association of Canada (TAC) recommends available sightlines of 65m for stopping sight and 120m for turning sight. The access does not meet the recommended turning sight distance when looking south; therefore, northbound vehicles may need to reduce speed when a left turning vehicle leaves the access.

Sincerely,

L&M ENGINEERING LIMITED

Prepared by:



Tanner Fjellstrom, P. Eng.

Associate

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