

November 21, 2025

Jeff Greene
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Dear Jeff,

Re: Udora 8 Subdivision - Birdie Smith Court Extension
Township of Uxbridge, The Regional Municipality of Durham
UPDATED Traffic Brief – Draft Plan of Subdivision and Rezoning

1.0 INTRODUCTION

CGE Consulting is pleased to submit this UPDATED Traffic Brief in support of the proposed draft plan of subdivision and rezoning for eight single-family detached residential lots fronting on the extension of Birdie Smith Court in Udora, Township of Uxbridge, Regional Municipality of Durham.

This update reflects a revised subdivision concept, which includes:

- A single point of access via Birdie Smith Court (no access to Regional Road 1)
- A hammerhead turnaround

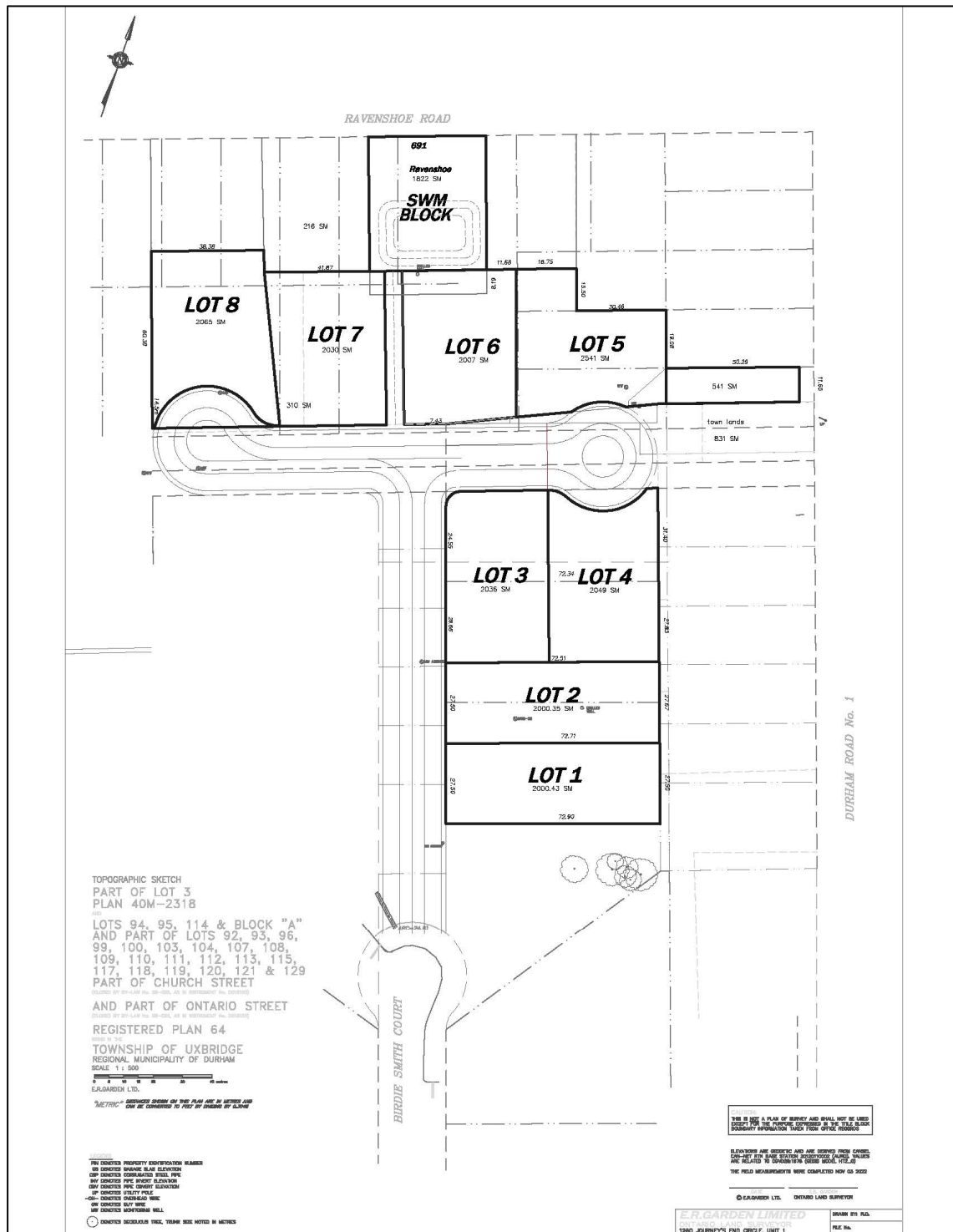
The scope of this brief includes:

- A review of the existing transportation network and roadway classifications.
- A trip generation assessment for the proposed 8-lot subdivision.
- A high-level review of the revised internal functional design.
- Acknowledgement of the proposed 13-lot subdivision to the west and confirmation that combined traffic impacts remain negligible, with no capacity analysis warranted.

The revised draft plan of subdivision is illustrated in **Figure 1**.

UPDATED - Traffic Brief, Udora 8 Subdivision - Birdie Smith Court Extension – Township of Uxbridge

Figure 1 Draft Plan of Subdivision



2.0 EXISTING CONDITIONS

Ravenshoe Road:

Ravenshoe Road is designated as a Type A Arterial Road according to Map 3B of the Region's Official Plan. The roadway consists of two lanes in the vicinity of the site, with posted speed limits of 50 km/h (west of Regional Road 1) and 60 km/h (east).

Regional Road 1:

Regional Road 1 is classified as a Type B Arterial Road in the Region's Official Plan. It features a two-lane cross-section with a posted speed limit of 50 km/h south of Ravenshoe Road, with an Annual Average Daily Traffic (AADT) of 2,550 vehicles (LOS A/B). The revised subdivision concept removes the previously contemplated access connection to Regional Road 1.

Birdie Smith Court:

Birdie Smith Court is a local road that connects to Bagshaw Crescent. The proposed development includes the extension of Birdie Smith Court, which will function as the primary internal roadway for the subdivision, providing direct lot access.

3.0 SITE TRIP GENERATION

The proposed development is for 8 lots with a minimum lot area of 2,000 square metres. The *ITE Trip Generation Manual, 11th Edition* was used to estimate the projected trips by this development. Table 1 contains the summary of the land uses and sizes used for the trip generation estimates.

Table 1 Estimated Traffic Generation – Proposed Development

Land Use	Size	Parameter	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Detached Housing LUC 210	8 Dwelling Units	Trips	2	5	7	6	3	9
		Rate	0.25	0.63	0.88	0.75	0.38	1.13
		(trips/unit)						

The analysis indicates that the development will generate approximately 7 two-way trips during the weekday AM peak hour and 9 two-way trips during the PM peak hour.

Given that the total site-generated traffic is well below the 100 trips/hour threshold established by industry standards for conducting a full Traffic Impact Study (TIS), the traffic impact of this development is deemed negligible. The addition of 7-9 peak-hour trips will not materially affect the roadways Level of Service (LOS) or capacity at the proposed access or adjacent roadways.

4.0 BACKGROUND DEVELOPMENT – WESTERN SUBDIVISION (13 LOTS)

As requested by the Township, the proposed 13-lot subdivision to the west has been acknowledged. Table 2 contains the summary of the land uses and sizes used for the trip generation estimates.

Table 2 Estimated Traffic Generation – Background Development

Land Use	Size	Parameter	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Detached Housing LUC 210	13 Dwelling Units	Trips	3	9	12	9	6	15
		Rate						
		(trips/unit)	0.25	0.63	0.88	0.75	0.38	1.13

Even under ultimate build-out:

- 19 AM and 24 PM peak trips are far below thresholds requiring intersection capacity analysis.
- The resulting impact on the surrounding network is operationally insignificant.

5.0 INTERNAL FUNCTIONAL DESIGN

The revised subdivision concept proposes an extension of Birdie Smith Court as the site access. The internal road has been designed with a 23-metre right-of-way consistent with municipal standards for local residential streets, providing sufficient pavement width for two-way traffic and accommodating the expected low traffic volumes generated by the eight proposed lots. The hammerhead design offers adequate turning radius for emergency vehicles, service vehicles, waste collection trucks, and snow-clearing equipment, ensuring safe and efficient vehicle operations within the subdivision.

Pedestrian circulation is inherently supported through the low-speed, low-volume local street environment, and no operational constraints are anticipated along the internal roadway. The roadway alignment and lot frontage organization also allow for clear sightlines at all driveway connections. Overall, the internal roadway layout provides a functional, efficient, and safe circulation system that meets the servicing and access needs of a development of this scale.

6.0 SUMMARY AND CONCLUSION

The proposed subdivision, even when combined with the adjacent future development, will not introduce any material traffic impacts to the surrounding roadway network.

Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING



Casey Ge, P.Eng.
President