

**JUNE 10, 2026**

**PROJECT NO: 0721-4240**

Township of Clearview  
217 Gideon Street  
Stayner, ON L0M 1S0

**Attention: Patti Kennedy, C.E.T.  
Manager of Engineering**

**RE: REDLINE DRAFT PLAN TRANSPORTATION REVIEW  
NOTTAWASAGA STATION PHASE 3  
CLEARVIEW TOWNSHIP, SIMCOE COUNTY**

Dear Patti,

C.F. Crozier & Associates Inc. (Crozier) has been retained by The Estates of Clearview Inc. c/o MacPherson Builders (Stayner) Ltd. (MacPherson) to provide engineering services in support of a Zoning By-Law Amendment and a redline Draft Plan of Subdivision application for the third phase of the Nottawasaga Station Subdivision.

The commercial lands within Phase 3 of the subdivision have begun occupancy, with recent completions of a grocery store and a fast-food restaurant. The intersection of Highway 26 and Grand Truck Road is currently undergoing signalization, and the adjacent intersection of Highway 26 and Mowat Street/Superior Street is planned for signalization by the Township.

In May 2026, Crozier prepared a redline Draft Plan for the development (attached) and Clearview Township staff confirmed that a full update to the Transportation Impact Studies for the six phase subdivision would not be required for review of the redline changes.

To review the transportation impacts of the redline, a comparison of trips associated with the units removed and the units added was undertaken. 100 single detached units will be reconfigured into 31 single detached units, 54 townhouse units and an elementary school. The townhouse units will also include 35 accessory dwelling units (ADU), which are often referred to as secondary suites or in-law suites. ADUs don't have the same trip generation as standard residential dwellings. Therefore, the primary units are the basis of the assessment.

The elementary school block is proposed for 1.85 ha. As the design of the lot and school building have not yet been undertaken, an assumption of 20% lot coverage was used. A 3,700 m<sup>2</sup> building would support an enrollment of approximately 350 students based on information in the Building Our Schools, Building Our Future report on capital standards (Ontario Ministry of Education, June 2010). Based on data from Statistics Canada, within Clearview Township there are 0.4 elementary school age children per private dwelling.

Within the redline Draft Plan, 1005 units are proposed, which equates to 402 students. The Institute of Transportation Engineers (ITE) Trip Generation Manual estimate for school trips accounts for walking students but does not account for internal subdivision trips that won't reach the boundary network or are already accounted for in the residential trip generation. An assumption of 60% of school trips being internal to the subdivision has been assumed. With adjacent developments planned, and the fact that 100% of enrollment could be attributed to the subdivision, 40% is a conservative estimate for new external school trips.

**Table 1** outlines a comparison between the trips removed and added with the redline changes and the net new trips for the Draft Plan. As outlined, the redline changes are forecasted to generate 74 new a.m. peak hour trips but reduce p.m. peak hour trips by 17.

**Table 1: Trip Generation Comparison**

| Plan          | Development Type  | Units              | Peak Hour | Trips Generation |          |       |
|---------------|-------------------|--------------------|-----------|------------------|----------|-------|
|               |                   |                    |           | Inbound          | Outbound | Total |
| Original      | Single Detached   | 100                | AM        | 20               | 53       | 73    |
|               |                   |                    | PM        | 60               | 36       | 96    |
| Redline       | Single Detached   | 31                 | AM        | 7                | 19       | 26    |
|               |                   |                    | PM        | 20               | 13       | 33    |
|               | Townhomes         | 54                 | AM        | 4                | 13       | 17    |
|               |                   |                    | PM        | 13               | 10       | 23    |
|               | Elementary School | 350 students (40%) | AM        | 56               | 48       | 104   |
|               |                   |                    | PM        | 11               | 12       | 23    |
| Net New Trips |                   |                    | AM        | +47              | +27      | +74   |
|               |                   |                    | PM        | -16              | -1       | -17   |

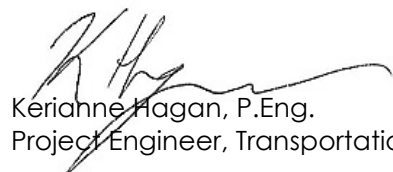
The July 2022 Traffic Impact Study assessed 2040 future total operations and forecasted that Highway 26 would operate at Level of Service 'C' at County Road 7 and Grand Trunk Road, 'D' at Centre Line Road, and 'E' at Mowat Street during the a.m. peak hour. As Mowat Street is planned to be signalized, operations at this intersection are expected to improve from an 'E'. Overall, the increase in traffic associated with the redline changes (approximately 9.5% of total subdivision trips) is anticipated to have a minimal impact on the acceptable a.m. peak hour operations. It is again noted that the trip generation is conservative, as it assumes that 40% of school trips will distribute to the external road network.

During the p.m. peak hour, the July 2022 Traffic Impact Study anticipated more critical operations than the morning peak hour. It was forecasted that Highway 26 would operate at Level of Service 'E' at County Road 7, 'F' at Centre Line Road and Mowat Street, and 'C' at Grand Trunk Road. The reduction in traffic associated with the redline changes (approximately 1.5% of total subdivision trips) is expected to maintain or improve future total operations forecasted.

Overall, the forecasted trip generation changes associated with the Nottawasaga Station Draft Plan Phase 3 redlines are expected to have only a minimal effect on previously forecasted operations. On this basis, the redline changes are considered supportable from a transportation perspective. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

**C.F. CROZIER & ASSOCIATES INC.**



Kerianne Hagan, P.Eng.  
Project Engineer, Transportation Planning

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