

The full conceptual development plan is also provided in Appendix A.

Scope

This traffic brief:

- identifies the expected traffic volumes that would be generated by the development during peak times;
- estimates the distribution of traffic that would be generated by the miniature putt course, based on the configuration of the adjacent roadway; and
- summarizes the impact of the proposed development on the adjacent road network.

Proposed and Existing Development

The proposed development consists of the construction of an 18-hole miniature putt course, which would be located within the northeast corner of the existing property. Presently, the site contains an existing multi-tenant commercial building, which includes The Little Frozen Yogurt Company and Kawartha Sweets and Eats. The current commercial building has a total gross floor area (GFA) of 298.62 m² (3,214 sq. ft.).

The site is currently accessed via Indacom Drive, which in turn intersects with County Road 4 approximately 260 metres to the east of Highway 28. No changes to site access are being sought through this application (i.e., no direct access to Highway 28 is being requested).

Future Conditions

Pass-By Trips

Pass-by trips are made by motorists that are already passing by the site and are choosing to stop at the subject site; these trips are assigned to the site driveways but do not represent an increase in overall traffic on the road network (since they already exist on the road network).

Given the nature of the proposed development and current uses on the site, pass-by rates can be considered as this development has commercial components that could attract pass-by motorists. That said, to represent a conservative approach, no pass-by rates were applied to the site.

Site Trip Generation

To determine the site's total projected traffic volume, trip generation estimates were calculated for both the existing commercial building and the proposed miniature golf course.

Trips generated by the site were estimated based on trip rates published by ITE in the *Trip Generation Manual*, 11th edition. Trips were estimated using ITE Land Use Code 822 ("Strip Retail Plaza (<40k)") and ITE Land Use Code 431 ("Miniature Golf Course"). Given that miniature golf is primarily an afternoon and evening activity, ITE does not provide trip generation estimates for the morning peak period.

Table 1 provides the number of trips estimated to be generated by the development, once the miniature putt course is operational.

Table 1: Trip Generation

Land use / magnitude	AM peak hour					PM peak hour				
	Rate	% in/ out	Total trips	Trips in	Trips out	Rate	% in/ out	Total trips	Trips in	Trips out
Trip Generation – Building A										
Existing Commercial Building (298.62 m ² (3,214 sq. ft.))	[1]	60/40	14	8	6	[1]	50/50	35	17	18
Miniature Golf Course (18-Holes)	-	-	-	-	-	0.33	33/67	6	2	4
Subtotal			14	8	6			41	19	22

[1] AM: $\ln(T) = 0.66 \ln(X) + 1.84$; PM: $\ln(T) = 0.71 \ln(X) + 2.72$

Combined, the existing commercial building and the proposed miniature putt course are likely to generate around 14 net vehicle trips (8 inbound, 6 outbound) during the AM peak hour and 41 vehicle trips (19 inbound, 22 outbound) during the PM peak hour.

The miniature putt course on its own may generate only 6 trips (2 inbound, 4 outbound) in the PM peak hour. It is recognized that the trip generation data for miniature putt golf courses is rather limited within ITE's *Trip Generation Manual*. That said, it is expected that there will be a strong correlation between customers at the commercial building and users of the miniature putt golf course. So, the amount of on-site synergy is likely to be significant. This means that users of the mini-putt golf course are likely to already be on site (as customers of the commercial building), resulting in likely few additional trips due to the miniature putt golf course on its own.

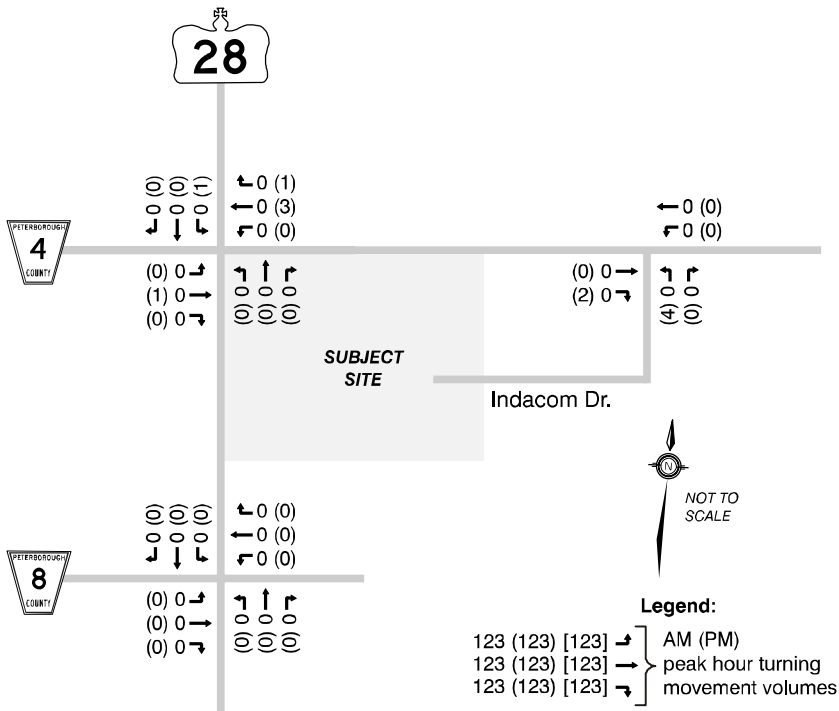
Trip Distribution – Miniature Putt Course Trips

If the miniature putt golf course trips identified in Table 1 were considered primary trips (and not associated with the existing commercial building on the site), they would likely be distributed to the adjacent road network in the following manner:

- 30% to/from the north (via Highway 28);
- 0% to/from the east (via County Road 4, via County Road 8);
- 0% to/from the south (via Highway 28); and
- 70% to/from the west (70% via County Road 4, 0% via County Road 8).

Figure 2 illustrates the distribution of the miniature putt golf course trips. It is recognized that the distribution of site trips could vary; however, given the fact that the magnitude of site trips is relatively small, adjustments to the distribution and assignment of these trips will have a negligible difference on operations at surrounding roadway intersections.

Figure 2: Distribution of Miniature Putt Course Trips



Anticipated Impacts

The addition of the miniature golf course to the existing commercial site is expected to have a negligible impact on traffic.

Assuming the additional trips originate from Peterborough to the west and Lakefield to the north, the increase in traffic to the Highway 28 and County Road 4 intersection will be minimal, as seen in Figure 2. No operational impacts are anticipated from the addition of miniature putt golf course traffic, and the performance of surrounding roadway intersections is expected to remain relatively unchanged.

Summary and Recommendations

Based on published ITE trip generation data, the miniature putt course is projected to generate only 6 new trips (2 inbound, 4 outbound) in the PM peak hour. This represents a negligible increase in traffic on the existing site.

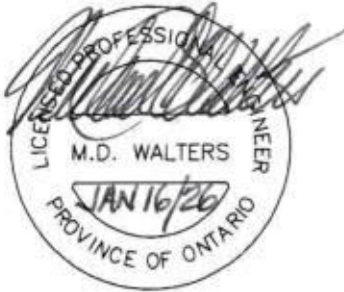
It is expected that there will be a strong level of on-site synergy between the proposed miniature putt golf course and the existing commercial building. Customers are likely to be attracted to the site for the commercial uses first, then partake in the miniature putt course. This will minimize the amount of "new" trips that are generated by the miniature putt golf course on its own.

When assigned to the adjacent road network, it is evident that the minimal number of potentially new site trips will have a negligible impact on the roadway operations.

Therefore, no operational impacts are anticipated with the construction of the proposed miniature putt golf course.

Yours sincerely,

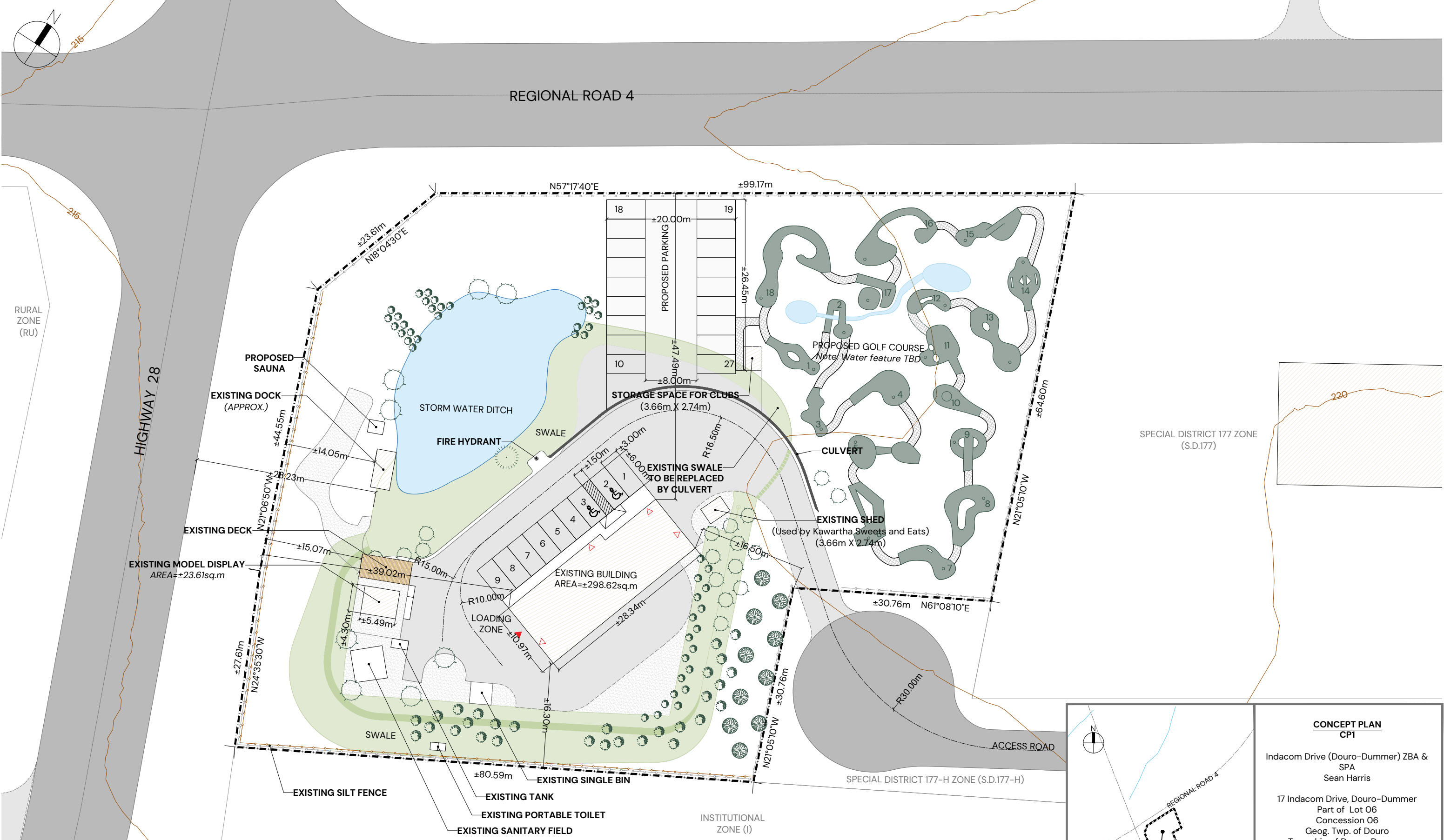
DILLON CONSULTING LIMITED



Mike Walters, P.Eng.
Transportation Engineer

Appendix A

The full conceptual development plan



LEGEND

	SUBJECT PROPERTY		SWALE
	EXISTING PARCEL		PROPOSED HEAVY DUTY SILT FENCE
	EXISTING DRIVEWAY		PROPOSED LIGHT DUTY SILT FENCE
	EXISTING BUILDING		PROPOSED DRIVEWAY
	PROPOSED EMERGENCY VEHICLE ROUTE		

LEGEND

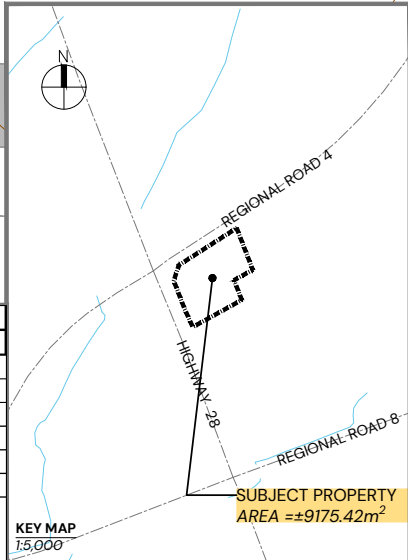
	SWALE
	PROPOSED HEAVY DUTY SILT FENCE
	PROPOSED LIGHT DUTY SILT FENCE
	PROPOSED DRIVEWAY

NOTES:

- Property boundaries shown on this plan are based on the landscape plan prepared by Lakeview Engineering, which references the survey boundary from the Plan of Survey prepared by Beninger Surveying Ltd., Ontario Land Surveyor, Peterborough, Ontario, dated August 14, 2013.

ZONING STATISTICS

SPECIAL DISTRICT 177 ZONE	REQUIRED	PROPOSED
LOT AREA (MIN.)		9175.42sq.m
LOT FRONTAGE (MIN.)		30.76m
FRONT YARD (MIN.)		16.50m
EXT. SIDE YARD (MIN.)		47.49m
INT. SIDE YARD (MIN.)		16.30m
REAR YARD (MIN.)		39.02m
PARKING SPACES (6m x 3m)		25 Parking spots + 2 accessible



CONCEPT PLAN CPI

Indacom Drive (Douro-Dummer) ZBA & SPA
Sean Harris

17 Indacom Drive, Douro-Dummer
Part of Lot 06
Concession 06
Geog. Twp. of Douro
Township of Douro-Dummer

Project Number: 25-2865
Drawn By: PP
Horiz. Scale: 1:250
Revision Date: September 29, 2025

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