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October 14, 2026

Reference Number: 27137

Natalie Shurigina
Sorbara/L&M GP Inc.
3700 Steeles Avenue West, Suite 800
Vaughan, ON
L4L 8M9
Via email: nshurigina@sorbara.com

Dear Natalie Shurigina,

RE: Traffic Brief
Proposed Residential Development
55 Busato Drive, Town of Whitchurch-Stouffville

1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by Sorbara/L&M GP Inc. to undertake a Traffic Brief in support of the Zoning By-law Amendment (ZBA) and Site Plan Control (SPA) applications for the proposed development located at 55 Busato Drive (herein referred to as the 'subject site') in the Town of Whitchurch-Stouffville. The purpose of this letter is to assess the proposed development from a transportation perspective and identify the traffic impacts generated by the site. The subject site is located at the southwest corner of Tenth Line & Busato Drive, as illustrated in **Figure 1-1**.

By way of background, LEA prepared a Traffic Impact Analysis dated January 2018, for previous phases of the development. It is understood that the previous development concept included a school. Since the January 2018 submission, the school has been removed from the development concept.

Figure 1-1: Subject Site Location



Source: Google Earth, accessed August 2026

1.1 PROPOSED DEVELOPMENT

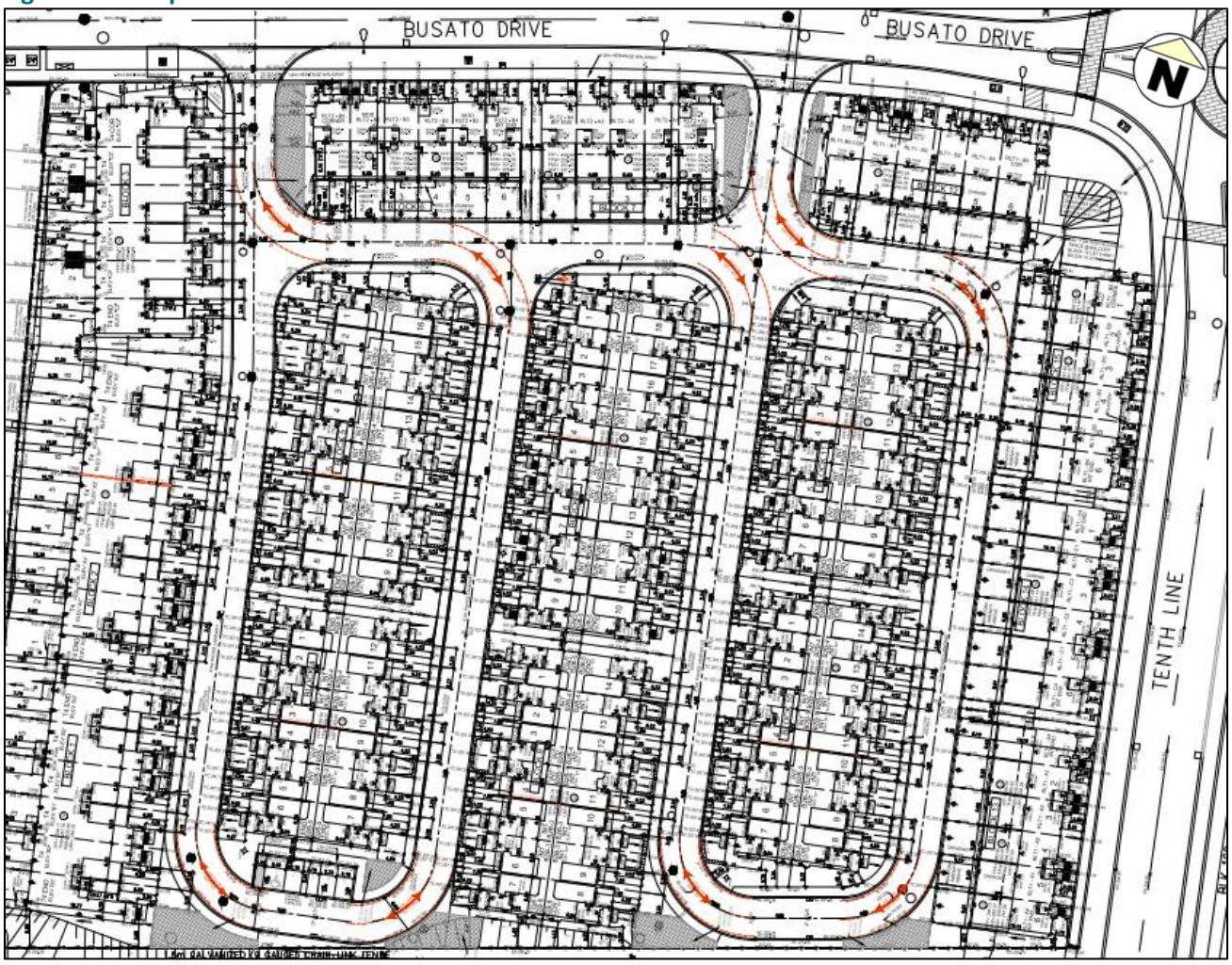
The subject site, which is currently vacant, is proposed to accommodate townhouses consisting of 143 residential units. A total of 326 parking spaces are proposed for the development. Vehicular access to the site is proposed via two (2) access points along Busato Drive.

Site statistics for the proposed development are shown in **Table 1-1** while the proposed site plan is illustrated in **Figure 1-2**.

Table 1-1: Proposed Development Statistics

Land Use	Unit Count
Residential	
Street Townhouse Dwelling	55 units
Back-to-Back Townhouse Dwelling	88 units
Total	143 units

Figure 1-2: Proposed Site Plan



Source: Cassidy + Company Residential Design Consultants, September 2026

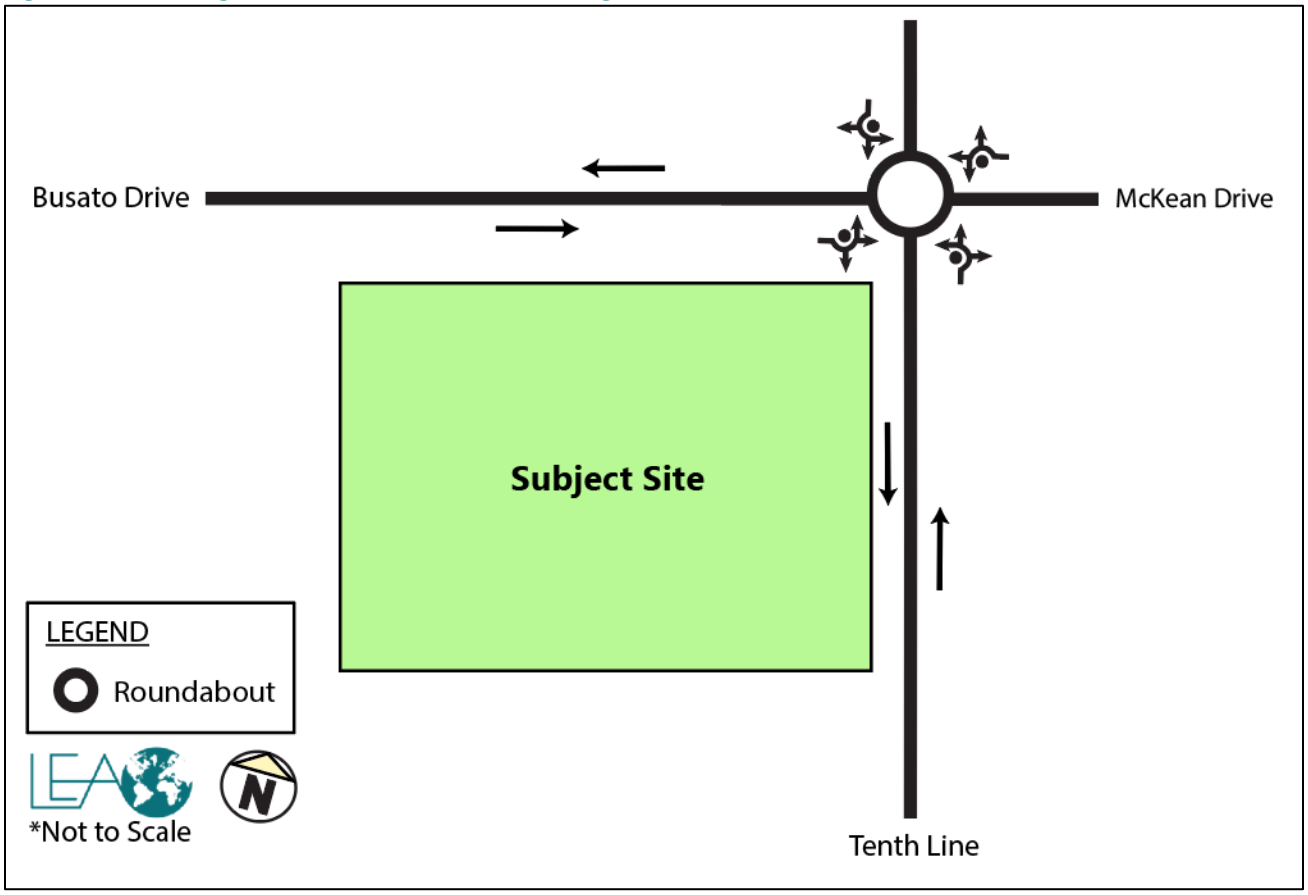
2 EXISTING TRANSPORTATION NETWORK

The following subsections will identify the existing transportation conditions present in the study area, including the road, transit, cyclist, and pedestrian networks.

2.1 EXISTING ROAD NETWORK

The following section provides a description and classification of the roadways within the study area. All roadways are under the jurisdiction of the Town of Whitchurch-Stouffville. **Figure 2-1** illustrates the existing lane configuration and traffic control in the immediate surrounding area.

Figure 2-1: Existing Road Network and Lane Configuration



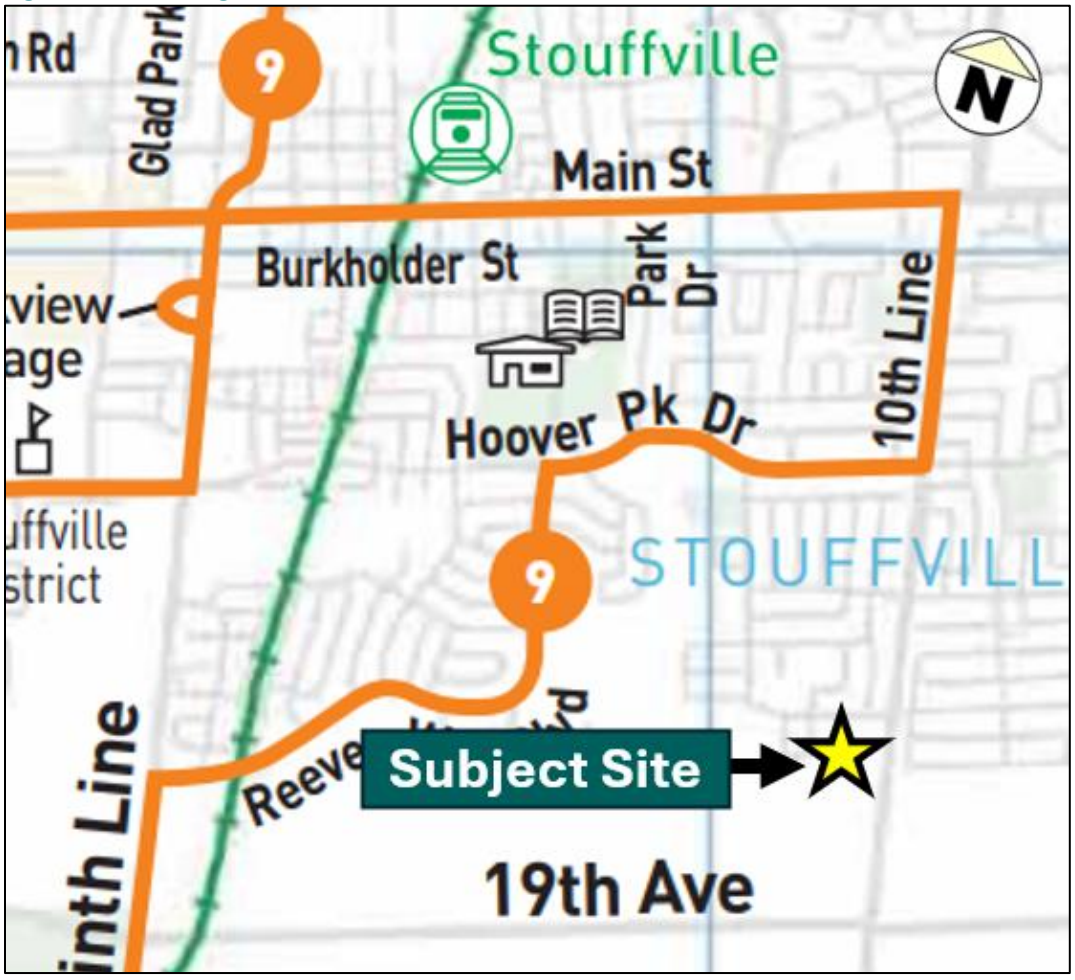
Tenth Line is a north-south arterial road under the jurisdiction of Town of Whitchurch-Stouffville. The roadway extends from York Durham Line in the north and 19th Avenue in the south. The roadway operates with a two-lane cross section (one lane per direction) in the vicinity of the subject site. The roadway operates with a posted speed limit of 40 km/h in the study area.

Busato Drive is an east-west local road under the jurisdiction of Town of Whitchurch-Stouffville. The roadway extends from Tenth Line in the east and Byers Pond Way in the west, with Busato Drive forming a loop at the western end. The roadway operates with a two-lane cross section (one lane per direction) in the vicinity of the subject site. The roadway operates with an assumed speed limit of 40 km/h in the study area.

2.2 EXISTING TRANSIT NETWORK

The subject site is located in an area serviced by York Region Transit (YRT). There is currently limited transit access for the subject site. The site is located within a 13-minute walk to the nearest bus stop at Tenth Line & Hoover Park Drive which provides access to the YRT Bus Route 9. The subject site receives a TransitScore™ of 22/100, which is classified as having "Minimal Transit", when entered into the WalkScore application. The existing transit network within the vicinity of the subject site is illustrated in **Figure 2-2**.

Figure 2-2: Existing Transit Network



Source: York Region Transit, June 2026

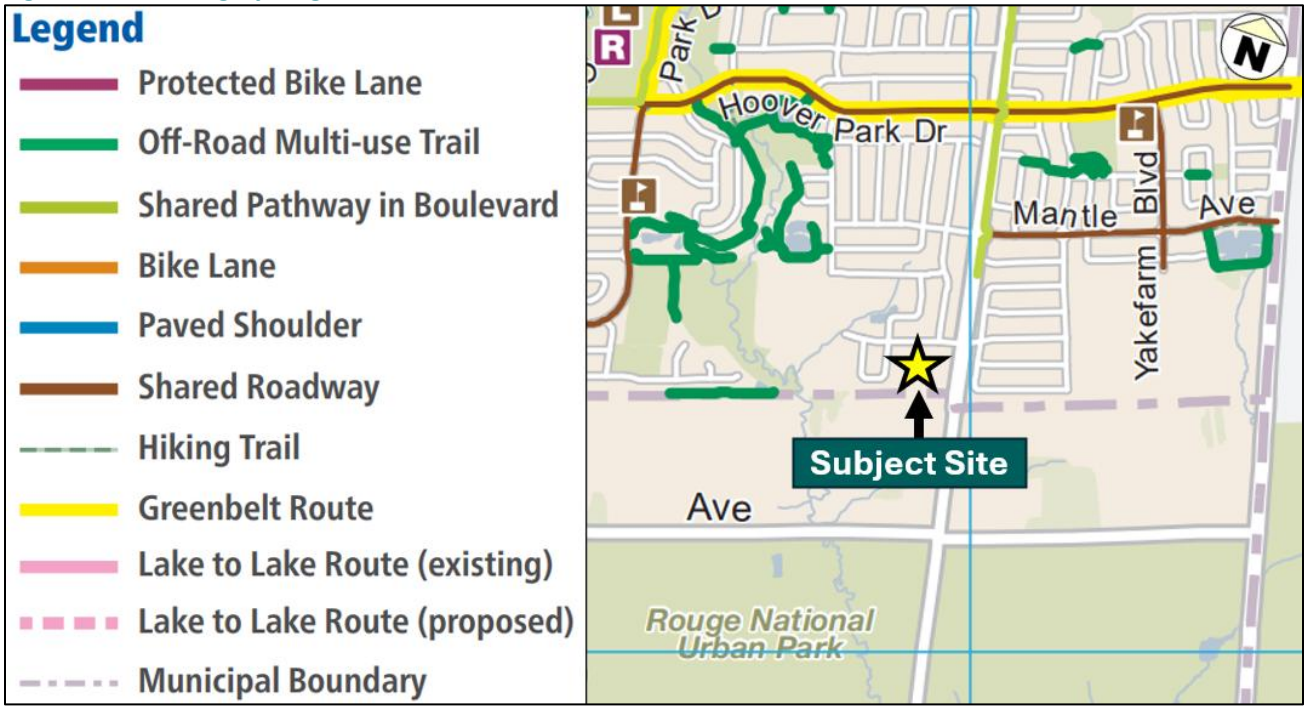
YRT Bus Route 9 – Ninth Line is a bus route that operates between Ninth Line & Millard Street and Box Grove By-pass & Riverwalk Drive, generally in a north-south direction. The route provides connections to the Stouffville GO Station, Markham Stouffville Hospital, and Cornell Bus Terminal. Route 9 operates Monday to Sunday with approximately 30-minute headways during the weekday peak periods.

> *Access Location: YRT Route 9 is accessible via the Tenth Line & Hoover Park intersection which is located approximately 900 m from the subject site (equivalent to a 13-minute walk).*

2.3 EXISTING CYCLING NETWORK

The subject site is located in a neighborhood with minimal access to existing cycling infrastructure. The closest cycling facility to the subject site is a shared pathway in-boulevard along Tenth Line, extending from north of Busato Drive to Katherine Crescent. In addition, a shared roadway is located along Mantle Avenue and Yakefarm Boulevard. Furthermore, various off-road multi-use trails are located northwest of the subject. The subject site receives a BikeScore™ of 29/100, which is classified as "Somewhat Bikeable", when entered into the WalkScore application, indicating that there is minimal bike infrastructure available. The existing cycling network surrounding the subject site is illustrated in **Figure 2-3**.

Figure 2-3: Existing Cycling Network



Source: York Region Cycling Map, 2026

2.4 EXISTING PEDESTRIAN NETWORK

In the area immediately surrounding the subject site, the existing pedestrian network is fairly built out. Pedestrian sidewalks are provided along both sides of Busato Drive, Tenth Line and Byers Pond Way. In addition, pedestrian sidewalks are provided on one side of Lageer Drive, Seedling Crescent, and Flower Garden Trail. The subject site receives a WalkScore™ of 30/100, which is classified as "Car-Dependent" when entered into the WalkScore application, indicating that most errands require access to a car.

3 SITE TRIP GENERATION & DISTRIBUTION

The development proposal includes townhouses consisting of 143 residential units and a total of 326 parking spaces. Vehicular access to the site is proposed via two (2) access points along Busato Drive. The sections below discuss the calculation of site-generated vehicle trips.

3.1 TRIP GENERATION

Trip generation was calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition* for LUC 215 – Single-Family Attached Housing. The average ITE vehicle trip rates was applied. **Table 3-1** summarizes the anticipated number of vehicle trips generated by the proposed development.

Table 3-1: Proposed Site Vehicle Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE12 LUC 215 – Single-Family Attached Housing (143 units)	ITE Vehicle Trip Rate (/unit)	0.10	0.31	0.41	0.32	0.20	0.52
	Primary External Auto Trips	14	45	59	46	28	74
	Site Generated Trips	**14**	**45**	**59**	**46**	**28**	**74**

To be conservative, no modal share rate was applied to the base trip generation calculation considering the area context.

Public transit service is available from York Region Transit Route 9 - Ninth Line. Current service frequency is 33 minutes and 34-42 minutes for the AM and PM peak hours, respectively. The estimated walking distance to the nearest transit stop at the intersection of Tenth Line & Hoover Park Drive is approximately 900 m. Assuming a walking speed of 1.2 m/s, the estimated walk time is just under 13 minutes. Given the distance to transit, it is assumed all primary trips will use private vehicles. The proposed development is anticipated to generate 59 two-way trips (14 inbound and 45 outbound) during the AM peak hour and 74 two-way trips (46 inbound and 28 outbound) during the PM peak hour.

Based on the low forecasted trip volume, it was identified not to meet the minimum threshold (100 two-way peak hour trips) for requiring intersection capacity analyses at adjacent intersections.

3.1.1 Trip Generation Comparison

As indicated in **Section 1**, the previous proposed development consisted of an elementary school development concept. **Table 3-2** compared the previously approved school-generated trips with the trips associated with the proposed residential development.

Table 3-2: Site Trip Comparison

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Previously Approved Elementary Schol Trips	149	124	273	11	20	31
Proposed Residential Development (143 units)	14	45	59	46	28	74
Difference	**-135**	**-79**	**-214**	**+35**	**+8**	**+43**

As the elementary school will no longer be constructed, the proposed residential development will result in a reduction of 214 trips in the AM peak hour (-135 inbound and -79 outbound) and an increase of 43 trips in the PM peak hour (+35 inbound and +8 outbound) in the planned trips for the area as of right.

4 PARKING REVIEW

The following section reviews the parking standards for the proposed development based on the current zoning by-law requirements applicable to the subject site.

4.1 VEHICLE PARKING

The subject site is currently governed by the parking standards set out in the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO. The parking requirements and proposed supply are summarized below in **Table 4-1.**

Table 4-1: Vehicle Parking Requirements

Land Use	Units	ZBL 2010-001-ZO		Proposed Supply
		Min. Rate	Min. Requirement	
Street Townhouse	55	2 sp. per unit	110 spaces	145 spaces
Back-to-Back Townhouse	88	2 sp. per unit	176 spaces	176 spaces
		Resident Sub-Total	286 spaces	321 spaces
Visitor [(1)]	88	0.25 sp. reserved for visitors	22 spaces	5 spaces
		Non-Resident Sub-Total	22 spaces	5 spaces
		Total	308 spaces	326 spaces

Note: (1) – Visitor parking is only applicable to the Back-to-Back Townhouse units.

As per the governing standards, the proposed development is required to provide a minimum of 308 spaces consisting of 286 residential spaces and 22 visitor spaces. The proposed development will provide a total of 326 spaces, consisting of 321 residential spaces and five (5) visitor spaces. As such, the residential parking supply satisfies the applicable zoning by-law requirements while the visitor parking results in a shortfall of 18 spaces. A parking justification for the visitor shortfall is provided in **Section 5**.

4.2 ACCESSIBLE PARKING REQUIREMENTS

The subject site requirements for accessible parking were evaluated as per the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO. The number of accessible parking spaces required is shown in **Table 4-2**. As a note, the accessible parking requirements were reviewed for the required public visitor spaces.

Table 4-2: Accessible Parking Requirements

Total # of Parking Spaces Required	Min. Rate	Min. Requirement	Proposed Supply
1 to 25	1 Type A	1 Type A	1 Type A

The proposed development is required to provide a minimum of one (1) Type A accessible parking space. The proposed accessible parking supply of one (1) Type A space satisfies the zoning by-law requirements.

4.3 BICYCLE PARKING REQUIREMENTS

The proposed development is not required to provide bicycle parking spaces, in accordance with the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO.

5 PARKING JUSTIFICATION

The proposed development will provide 326 vehicular parking spaces, consisting of 321 residential parking spaces and five (5) visitor parking spaces. Most of the street townhouse units are provided with one (1) parking space within the garage and two (2) additional parking spaces within the associated driveway, providing substantial on-site parking capacity. The street townhouse units satisfy the applicable parking requirements of the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO, which does not require dedicated visitor parking for these units.

Accordingly, the parking justification provided below applies to the back-to-back townhouse units. Specifically, the justification supports a reduced residential parking rate of one (1) dedicated parking space per back-to-back townhouse unit. The second parking space provided within the driveway of each back-to-back townhouse unit provides additional on-site parking capacity that can accommodate visitor parking. This approach recognizes the distinct parking characteristics of the back-to-back townhouse component and provides the basis for the proposed residential parking rate.

5.1 EXISTING TRANSPORTATION CONTEXT

5.1.1 Opportunities for Transit Users

The subject site has access to the transit network provided by York Region Transit, including the YRT Route 9 – Ninth Line but it is approximately 900 m north of the subject site at the intersection of Tenth Line & Hoover Park Drive. Route 9 provides local transit service within Stouffville, with connections to Stouffville GO Station, Markham Stouffville Hospital, Cornell Bus Terminal, and the broader York Region Transit network.

As part of the main subdivision approval, space was dedicated for potential future bus stops to accommodate York Region transit service based on future demand. If a bus loop is implemented within the subdivision, the nearest bus stop would be located at Busato Drive & Seedling Crescent which is located approximately 150 m from the subject site (equivalent to a 2-minute walk).

5.1.2 Opportunities for Active Transportation Users

The subject site is fairly connected to the surrounding pedestrian and cycling network. Continuous sidewalks are provided along both sides of Busato Drive, Tenth Line and Byers Pond Way. In addition, pedestrian sidewalks are provided on one side of Lageer Drive, Seedling Crescent, and Flower Garden Trail.

Nearby cycling facilities include a shared pathway in-boulevard along Tenth Line, extending from north of Busato Drive to Katherine Crescent, a shared roadway is located along Mantle Avenue and Yakefarm Boulevard, as well as various off-road multi-use trails are located northwest of the subject.

5.2 POLICY REVIEW

There are a number of key Provincial and Town policy documents and initiatives providing overarching direction as it relates to the provision of vehicular parking. The following section describes the relevant policies as it relates to reducing vehicular parking and increasing other modes of transportation.

5.2.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a streamlined province-wide land use planning policy framework which came into effect on October 20, 2024, and replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

Under Section 3 of the Planning Act, all decisions affecting land use planning matters "shall be consistent with" the PPS. Key transportation-related policies promote land use patterns that:

- Efficiently use land and resources;
- Support active transportation;
- Are transit-supportive, as appropriate.

Section 3.2.2 further encourages the efficient use of existing and planned infrastructure through transportation demand management strategies, where feasible. Section 2.4.1.2 directs planning authorities to support complete communities and plan strategic growth areas to accommodate and support transit networks.

The proposed parking supply will promote the efficient use of the transportation network that surrounds the subject site, situating future residents and visitors in an area where they can travel without requiring the use of a personal vehicle.

5.2.2 Town of Whitchurch-Stouffville Official Plan (2025)

The Town of Whitchurch-Stouffville Official Plan establishes a multi-modal transportation framework that supports a balanced transportation system and the integration of land use with transportation planning. The Official Plan recognizes active transportation as an important component of the Town's transportation network and supports the implementation of the active transportation system identified on Schedule P1 - Active Transportation Plan. The Plan also promotes the provision of safe and convenient pedestrian and cycling facilities as part of new development and roadway improvements, and encourages transportation choices that support walking, cycling, transit, and other sustainable modes of travel.

The proposed development supports these objectives by leveraging its location to existing transit services and planned active transportation facilities, while implementing Transportation Demand Management measures that encourage travel by modes other than the private automobile.

5.3 PARKING UTILIZATION SURVEYS

To support a reduced parking supply, parking utilization surveys were conducted at two (2) proxy sites, with similar conditions as the proposed townhouse development. The proxy sites are located at 175 Veterans Drive and 1930 Wanless Drive, both in the City of Brampton. **Table 5-1** summarizes the transportation context and site statistics for the proxy sites.

Table 5-1: Proxy Sites Review

Location	Size	Parking Spaces	Parking Ratio	WalkScore
175 Veterans Drive (Brampton)	100 units (TH Development)	125 spaces Residential: 108 Visitor: 17	1.25 sp./unit Residential: 1.08 Visitor: 0.17	Walk Score: 34 Transit Score: 44 Bike Score: 50
1930 Wanless Drive (Brampton)	160 units (TH Development)	192 spaces Residential: 160 Visitor: 32	1.20 sp./unit Residential: 1.00 Visitor: 0.20	Walk Score: 9 Transit Score: 37 Bike Score: 43
Subject Site				
55 Busato Drive (Stouffville)	88 units (TH Development Back-to-Back Units)	180 spaces Residential: 176 Visitor: 4	2.05 sp./unit Residential: 2.00 Visitor: 0.05	Walk Score: 30 Transit Score: 22 Bike Score: 29

The surveys were conducted on Thursday, August 6th, 2026 from 7:00 AM until 10:00 PM in 30-minute intervals. The proxy sites in the City of Brampton were selected based on similarities in the surrounding land use and transportation context relative to the subject site. All three sites are situated within predominantly low-rise residential neighbourhoods characterized by relatively high automobile dependency and limited access to alternative transportation options. The WalkScores indicate generally car-dependent environments, while the TransitScores and BikeScores reflect varying but generally limited levels of transit and cycling accessibility. These characteristics are representative of suburban residential environments where private vehicles remain an important mode of transportation.

Furthermore, the proxy sites provide observed parking utilization data from established residential neighbourhoods with similar transportation characteristics, allowing residential and visitor parking demand to be assessed under comparable conditions. While differences in local transportation infrastructure and accessibility exist, the similarities in surrounding land use, suburban context, and general reliance on private vehicles provide a reasonable basis for selecting the Brampton locations as proxy sites for the subject site. **Table 5-2** summarizes the survey details; supporting raw survey data is provided in **Attachment A** for reference.

Table 5-2: Parking Utilization Survey Details

Location	Size	Available Supply	Parking Ratio	Survey Date	Survey Time
175 Veterans Drive	100 units	125 spaces	1.25 sp./unit	Thurs. August 6, 2026	7:00 AM – 10:00 PM
1930 Wanless Drive	160 units	192 spaces	1.20 sp./unit		

The summary of the parking survey results is provided below, in **Table 5-3**.

Table 5-3: Parking Demand Survey Results

Location	Peak Demand Hour	Available Supply	Occupied Spaces	Demand Rate (per unit)
Residential				
175 Veterans Drive	7:00AM & 10:00PM	108 spaces	76 spaces	0.76
1930 Wanless Drive	9:30PM	160 spaces	104 spaces	0.65
Visitor				
175 Veterans Drive	8:00AM	17 spaces	10 spaces	0.10
1930 Wanless Drive	7:00PM & 7:30PM	32 spaces	13 spaces	0.08
Total (175 Veterans Drive)		**125 spaces**	**86 spaces**	**0.86**
Total (1930 Wanless Drive)		**192 spaces**	**117 spaces**	**0.73**

Based on the survey results, peak demand for residential parking was observed at 175 Veterans Drive at both 7:00 AM and 10:00 PM. Additionally peak demand for visitor parking was observed at 175 Veterans Drive at 8:00 AM. This development has 100 total residential units, creating a peak demand ratio of 0.76 for residential parking and 0.10 for visitor parking. Resultantly, the highest demand ratio for both visitor and residential parking was applied to the proposed development, as shown below, in **Table 5-4**.

Table 5-4: Peak Parking Demand and Supply

Land Use	Units	Observed Demand Ratio	Parking Required	Parking Proposed
Residential	88 units	0.76 sp./unit	67 spaces	176 (2.00 sp./unit)
Visitor	88 units	0.10 sp./unit	9 spaces	5 spaces (0.06 sp./unit)
		Total	76 spaces	180 spaces (2.06 sp./unit)

When applying the highest observed parking ratios from the proxy sites for residential and visitor use, the development would require 67 residential spaces and nine (9) visitor spaces for the back-to-back townhouse units. Therefore, the proposed supply of 176 residential spaces exceeds the estimated residential demand of 67 spaces, providing sufficient residential parking capacity. For visitor parking, the proposed five (5) spaces are four (4) spaces below the estimated demand of nine (9) spaces. However, this shortfall can be accommodated within the available residential driveway spaces, as discussed below.

5.4 ADDITIONAL RESIDENTIAL & VISITOR JUSTIFICATION

As previously noted, the street townhouse units satisfy the applicable parking requirements of the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO, which does not require dedicated visitor parking for these units. The Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO requires a minimum of two (2) parking spaces per unit for back-to-back townhouses. However, based on the observed parking demand of 0.76 spaces per unit, as outlined in **Section 5.3**, a provision of one (1) dedicated resident parking space per unit is considered appropriate for the proposed back-to-back townhouse units.

The proposed back-to-back townhouses are predominantly two-bedroom units, with only the corner units providing three bedrooms. Given their compact form and unit configuration, these units are more comparable to apartment-style housing in terms of anticipated resident characteristics, vehicle ownership, and parking demand. This supports a reduced resident parking rate relative to the applicable by-law requirement.

The Transportation Tomorrow Survey (TTS) is a comprehensive travel survey conducted across the Greater Golden Horseshoe approximately every five years provides further support for the proposed parking rate. The 2022 TTS data was reviewed for townhouses in the area surrounding the subject site to assess local vehicle ownership characteristics.

Of the 1,881 townhouse households surveyed, approximately 1% reported zero (0) vehicles, 52% reported one (1) vehicle, 42% reported two (2) vehicles, and 5% reported three (3) vehicles. Therefore, approximately 53% of townhouse households have one (1) vehicle or fewer, while only 5% have three (3) vehicles. Detailed TTS results are provided in **Attachment B**.

Importantly, each proposed back-to-back townhouse unit is also provided with a second parking space within its driveway. Given that one (1) dedicated resident parking space is considered sufficient to accommodate the anticipated parking needs of each household, the second driveway space provides additional parking capacity that can be used for visitor parking. This approach allows the development to provide parking that is appropriately aligned with resident demand while retaining substantial on-site capacity to accommodate visitors.

As outlined in **Section 5.3**, observed visitor parking demand at the proxy sites was 0.10 spaces per unit, equivalent to approximately nine (9) spaces for the proposed 88 back-to-back townhouse units. The development provides five (5) dedicated visitor parking spaces, with additional visitor demand to be accommodated through the driveway space associated with the back-to-back townhouse units. Accordingly, the driveway space on each unit provides flexibility to accommodate occasional visitor parking demand without requiring all parking spaces to be dedicated exclusively to visitors.

On this basis, the proposed parking arrangement of one (1) resident parking space per back-to-back townhouse unit, together with five (5) visitor parking spaces and additional driveway parking available to accommodate visitor demand, is considered appropriate. This arrangement is supported by the observed parking demand at proxy sites, local TTS vehicle ownership data, and the predominantly two-bedroom configuration of the proposed units, while providing sufficient on-site parking capacity and flexibility to accommodate both resident and visitor parking needs. Overall, the proposed parking arrangement is expected to function well across the site, with the street townhouse and back-to-back townhouse components providing sufficient parking to accommodate residential and visitor demand.

5.5 OVERALL SUMMARY

The proposed development will provide 326 vehicular parking spaces, consisting of 321 residential parking spaces and five (5) visitor parking spaces. While this represents a deficiency of 18 visitor parking spaces from the minimum requirements of Zoning By-law 2010-001-ZO, the proposed parking supply is considered appropriate based on observed parking demand and the characteristics of the proposed development.

The parking utilization surveys identified peak residential and visitor parking demands of 0.76 and 0.10 spaces per unit, respectively. Based on these observed demands, a residential parking rate of one (1) space per back-to-back townhouse unit is considered appropriate, given the proposed dwelling type and the 2022 Transportation Tomorrow Survey findings. For visitor parking, the observed demand results in an estimated requirement of nine (9) spaces. The proposed five (5) dedicated visitor spaces, supplemented by available residential driveway spaces, are considered sufficient to accommodate anticipated visitor parking demand.

The proposed parking supply aligns with the transportation objectives of the Provincial Planning Statement (2024) and the Town of Whitchurch-Stouffville Official Plan, which support multi-modal transportation networks, active transportation, and transportation demand management. Future residents and visitors of the site will have access to existing transportation options, including York Region Transit services, the Stouffville GO Station, existing active transportation facilities, and nearby amenities.

The proposed parking supply aligns with the transportation and parking objectives of both the Province and the Town of Whitchurch-Stouffville. This strategy will be supported by a robust Transportation Demand Management (TDM) Plan that enhances the convenience and attractiveness of travel by transit, cycling, and walking, as discussed in **Section 8**. Based on the above, it is our professional opinion that the proposed vehicle parking supply is appropriate.

6 LOADING REVIEW

The proposed development is not required to provide loading spaces, in accordance with the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO. However, the site plan was reviewed to ensure the layout is functional and all vehicles can be accommodated.

7 FUNCTIONAL DESIGN REVIEW & ACCESS REVIEW

7.1 FUNCTIONAL DESIGN REVIEW

A Functional Design Review (FDR) and Pavement Marking and Signage Plan (PMSP) have been prepared for the proposed development, in accordance with the Town's Functional Internal Traffic Study (FITS) requirements. The swept path diagrams and PMSP are provided in **Attachment C**.

Based on the FDR, parking, fire route, waste collection, and loading reviews for the subject site confirms that the layout is functional, the proposed parking dimensions are compliant for visitor and accessible spaces and emergency service vehicles can safely access and egress the subject site. The review finds that all design vehicles can be accommodated.

7.2 SIGHTLINE REVIEW

A sightline analysis was conducted for both east and west site accesses and the roundabout at Busato Drive and 10th Line to ensure that vehicles can safely enter and exit the site and that the proposed set backs do not interfere with the sight lines. The sightline analysis considered Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). The assessment is based on the methodology outlined in the Geometric Design Guide for Canadian Road TAC manual. The findings of the SSD and ISD measurements are provided in **Attachment C**.

7.2.1 Site Accesses and Busato Drive

Based on the design speed of 60 km/h along Busato Drive, TAC recommends a minimum stopping sight distance (SSD) of 85 m to ensure vehicles can safely stop when encountering a vehicle entering or exiting from a minor road. Vehicles approaching the west site access along Busato Drive will have adequate and unobstructed sight distances.

Vehicles approaching the east site access from the left will also have clear sightlines of 85m. Vehicles approaching from the right have 72.2 m of available sight distance upon exiting the roundabout. The roundabout is intended to reduce vehicle speeds while maintaining efficient traffic flow through the intersection. As such, vehicles navigating the roundabout are expected to travel at approximately 30 km/h. At this speed, the required SSD is 35 m. Therefore, the available stopping sight distance at the east site access is considered acceptable.

Intersection sight distance (ISD) was also evaluated for both site accesses. In accordance with the TAC Geometric Design Guide, the required ISD is 130 m for left-turn movements and 110 m for right-turn movements. TAC also recommends that the vertex of the departure sight triangle on the minor road be located 4.4 m from the edge of the major road. The required ISD is achieved for both left-turn and right-turn movements at the west site access.

At the east site access, the required ISD is achieved for right-turn movements and for left-turn movements involving vehicles approaching from the left. Vehicles approaching from the right will be exiting the roundabout and, as noted previously, are expected to travel at approximately 30 km/h. At this speed, the required ISD is 65 m, which is exceeded by the available sight distance of 79.0 m. Therefore, both site accesses on Busato Drive provide adequate sight distance, and no sightline obstructions are anticipated and the building set backs do not interfere with the line of sight.

7.2.2 Busato Drive and 10th Line

A sightline analysis was also completed for the intersection of Busato Drive and 10th Line to evaluate approaching vehicles from both Busato Drive and 10th Line as they enter the roundabout. As noted previously, TAC recommends a stopping sight distance (SSD) of 85 m along Busato Drive based on a design speed of 60 km/h. For 10th Line, which has a design speed of 70 km/h, the required SSD is 105 m in accordance with TAC guidelines.

The analysis demonstrates that vehicles approaching the roundabout from both Busato Drive and 10th Line will have clear sightlines to the roundabout and to vehicles circulating within it. The proposed building setbacks do not interfere with the available sightlines, and no sightline obstructions are anticipated.

7.2.3 Conclusions

The sightline analysis confirms that vehicles exiting and approaching the site accesses and the roundabout at the intersection of Busato Drive and 10th Line have sufficient stopping sight distances and intersection sight distances as per TAC guidelines. Additionally, the proposed building set back does not interfere with the sight lines of the oncoming vehicles or vehicles exiting the proposed site. The sightline analysis finds that the stopping sight distances, and intersection sight distances are acceptable.

8 TRANSPORTATION DEMAND MANAGEMEMENT

Transportation Demand Management (TDM) is a set of strategies that strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable methods of travel.

8.1 PEDESTRIAN-BASED STRATEGIES

Pedestrian Network Implementation

The proposed development will incorporate pedestrian-friendly features, including adequate lighting and landscaping throughout the development. The proposed site plan will provide safe, comfortable, and convenient connections to the surrounding pedestrian network. Each unit will be accessible from Busato Drive, Tenth Line, the internal street network, or internal walkways, minimizing travel distances to sidewalks while maximizing visibility to encourage pedestrian activity. Pedestrian sidewalks and facilities will be designed to meet AODA standards and accommodate users with mobility needs. Overall, the proposed pedestrian network will provide safe, accessible, and well-connected routes that support convenient pedestrian travel and promote a walkable community.

8.2 TRANSIT-BASED STRATEGIES

Provide Transit Information Packages

It is recommended that the applicant provide information packages (one per unit) including information such transit route maps, route schedules, and information on connections to other transit systems and transportation modes. This will allow residents to become aware of the various transit options available.

8.3 CYCLING-BASED STRAEGIES

Promote and Increase Active Transportation Awareness and Multi-Modal Transport Opportunities

It is recommended that information packages be provided to residents of the proposed development to help encourage active transportation. The package should include information regarding the environmental and health benefits of cycling, rules of the road, as well as maps of active transportation infrastructure available in the surrounding area.

8.4 PARKING AND TRAVEL-BASED STRATEGIES

Reduced Parking Supply

The proposed development will provide a reduced parking supply relative to the minimum requirements of the applicable zoning by-law. This strategy will help reduce auto-dependency and encourage residents and visitors to use alternative modes of transportation, including transit, cycling, walking, and car-sharing.

9 CONCLUSION

LEA was retained by Sorbara/L&M GP Inc. to undertake a Traffic Brief in support of the Zoning By-law Amendment (ZBA) and Site Plan Control (SPA) applications for the proposed development located at 55 Busato Drive in the Town of Whitchurch-Stouffville.

The subject site, which is currently vacant, will be replaced with townhouses consisting of 143 residential units. A total of 326 parking spaces are proposed for the development. Vehicular access to the site is proposed via two (2) access points along Busato Drive.

Based on the trip generation assessment, the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a significant impact on the surrounding road network. The proposed development is anticipated to generate 59 two-way trips (14 inbound and 45 outbound) during the AM peak hour and 74 two-way trips (46 inbound and 28 outbound) during the PM peak hour.

The proposed development will provide 326 vehicular parking spaces, consisting of 321 residential parking spaces and five (5) visitor parking spaces. While this represents a deficiency of 18 visitor parking spaces from the minimum requirements of Zoning By-law 2010-001-ZO, the proposed parking supply is considered appropriate based on observed parking demand and the characteristics of the proposed development. The proposed accessible parking supply of one (1) space meets the by-law requirements.

A Functional Design Review has been prepared and finds that all design vehicles can be accommodated. The sightline analysis finds that the stopping sight distances, and intersection sight distances are acceptable. The proposed development will be supported by a comprehensive set of TDM measures to promote the use of transit and active transportation.

Should you have any questions or comments regarding the presented information, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Christopher Sidlar, M.Sc.Pl., MCIP, RPP
Senior Vice President, Transportation

Charlotte Bartos, B.A.Sc.
Project Coordinator, Transportation

:nc

Encl. Attachment A: Proxy Parking Utilization Surveys
Attachment B: Detailed TTS Results
Attachment C: Functional Design Review

ATTACHMENT A

Proxy Parking Utilization Surveys

Parking Utilization Survey

Project No.: 26347

Survey Date: Thursday August 6, 2026

Site Address: 175 Veterans Drive, Brampton

Surveyor: MM

Supply	1	16	17	108	125
TIME	Accessible	Visitor	A+V	Tenant	Total
7:00	0	6	6	76	82
7:30	0	8	8	74	82
8:00	0	10	10	53	63
8:30	0	9	9	53	62
9:00	0	8	8	48	56
9:30	0	7	7	42	49
10:00	0	5	5	44	49
10:30	0	3	3	44	47
11:00	0	3	3	45	48
11:30	0	3	3	46	49
12:00	0	3	3	49	52
12:30	0	3	3	50	53
13:00	0	3	3	48	51
13:30	0	4	4	49	53
14:00	0	3	3	42	45
14:30	0	2	2	45	47
15:00	0	2	2	43	45
15:30	0	3	3	48	51
16:00	0	6	6	42	48
16:30	0	3	3	52	55
17:00	0	3	3	50	53
17:30	0	3	3	48	51
18:00	0	3	3	47	50
18:30	0	4	4	49	53
19:00	0	5	5	50	55
19:30	0	7	7	53	60
20:00	0	8	8	57	65
20:30	0	6	6	62	68
21:00	0	6	6	68	74
21:30	0	5	5	71	76
22:00	0	6	6	76	82

	Visitor	Residential	Total
Parking Supply	17	108	125
Max Demand	10	76	86
Demand Ratio (sp/unit)	**0.10**	**0.76**	**0.86**

Site Address: 1930 Wanless Drive, Brampton

Surveyor: CW

Supply	2	30	32	160	192
TIME	Accessible	Visitor	A+V	Tenant	Total
7:00	0	11	11	101	112
7:30	0	11	11	99	110
8:00	0	10	10	98	108
8:30	0	10	10	98	108
9:00	0	8	8	94	102
9:30	0	11	11	91	102
10:00	0	12	12	84	96
10:30	0	12	12	82	94
11:00	0	12	12	75	87
11:30	0	10	10	76	86
12:00	0	12	12	73	85
12:30	0	10	10	69	79
13:00	0	9	9	64	73
13:30	0	8	8	61	69
14:00	0	10	10	62	72
14:30	0	9	9	59	68
15:00	0	9	9	55	64
15:30	0	8	8	55	63
16:00	0	9	9	55	64
16:30	0	9	9	61	70
17:00	0	9	9	66	75
17:30	0	8	8	76	84
18:00	0	9	9	82	91
18:30	0	12	12	83	95
19:00	0	13	13	84	97
19:30	0	13	13	96	109
20:00	0	12	12	87	99
20:30	0	9	9	98	107
21:00	0	11	11	102	113
21:30	0	12	12	104	116
22:00	0	10	10	103	113

	Visitor	Residential	Total
	32	160	192
	13	104	117
	0.08	**0.65**	**0.73**

ATTACHMENT B

Detailed TTS Results

Cross Tabulation Query Form - Household - 2022

Row: 2006 GTA zone of household - gta06_hhld
Column: No. of vehicles in household - n_vehicle
Table: Type of dwelling unit - dwell_type

Filters:
2006 GTA zone of household - gta06_hhld In 2708-2714
and
Type of dwelling unit - dwell_type In 3

Household 2022
Table: Townhouse

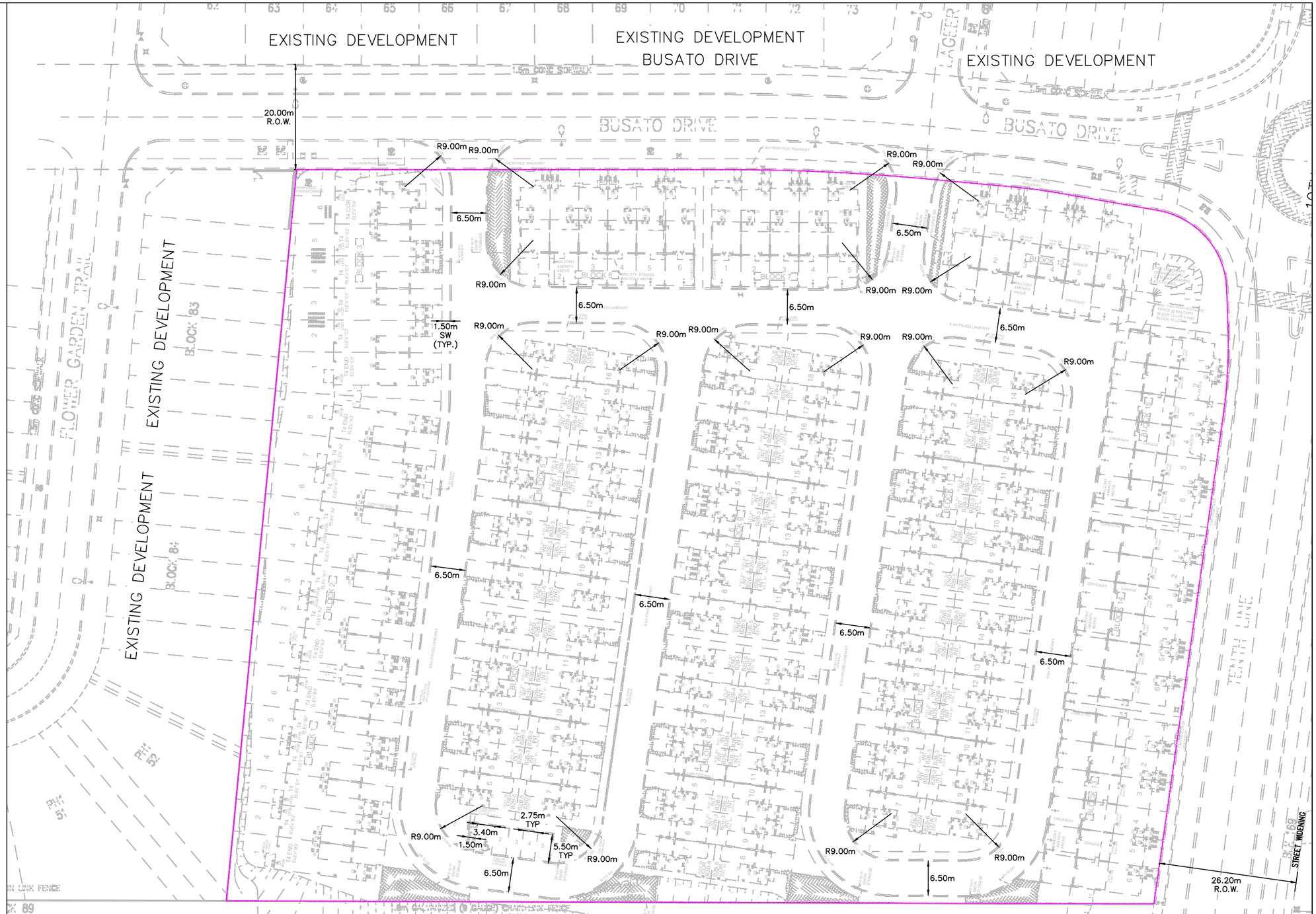
	0	1	2	3	
2708	26	387	372	44	
2709	0	90	51	0	
2710	0	176	225	50	
2711	0	47	20	7	
2712	0	45	16	0	
2713	0	95	81	0	
2714	0	131	18	0	
	26	971	783	101	**1881**
	1%	52%	42%	5%	

ATTACHMENT C

Functional Design Review

NOTES PER TOWN OF WHITCHURCH–STOUFFVILLE COMPREHENSIVE ZBL 2010–001–ZO SECTION 3–GENERAL PROVISIONS:

1. 3.24.4 – THE MINIMUM WIDTH OF A DRIVEWAY LEADING TO ANY PARKING AREA SHALL BE 3m FOR A ONE–WAY DRIVEWAY AND 6.5m FOR A TWO WAY DRIVEWAY
2. 3.24.3 – TYPICAL PARKING SPACE DIMENSIONS FOR 76 TO 90 DEGREE ANGLED SPACES; 5.5m LENGTH, 2.75m WIDTH
3. 3.23.2.1 – MINIMUM BARRIER FREE PARKING SPACE DIMENSIONS;
   - 3.1. TYPE A LARGE, 3.4m WIDTH, 5.5m LENGTH, 2.75m VERTICAL CLEARANCE
   - 3.2. TYPE B SMALL; 2.4m WIDTH, 5.5m LENGTH, 2.75m VERTICAL CLEARANCE
   - 3.3. 1.5m BARRIER FREE AISLE ADJACENT TO THE SPACE



PLOT DATE: October 09, 2026

DRAWN BY: H.S.

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Date OCT 09, 2026

55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

7.5 0 7.5 15 22.5m
1:750

ACCESS AND ROAD REVIEW

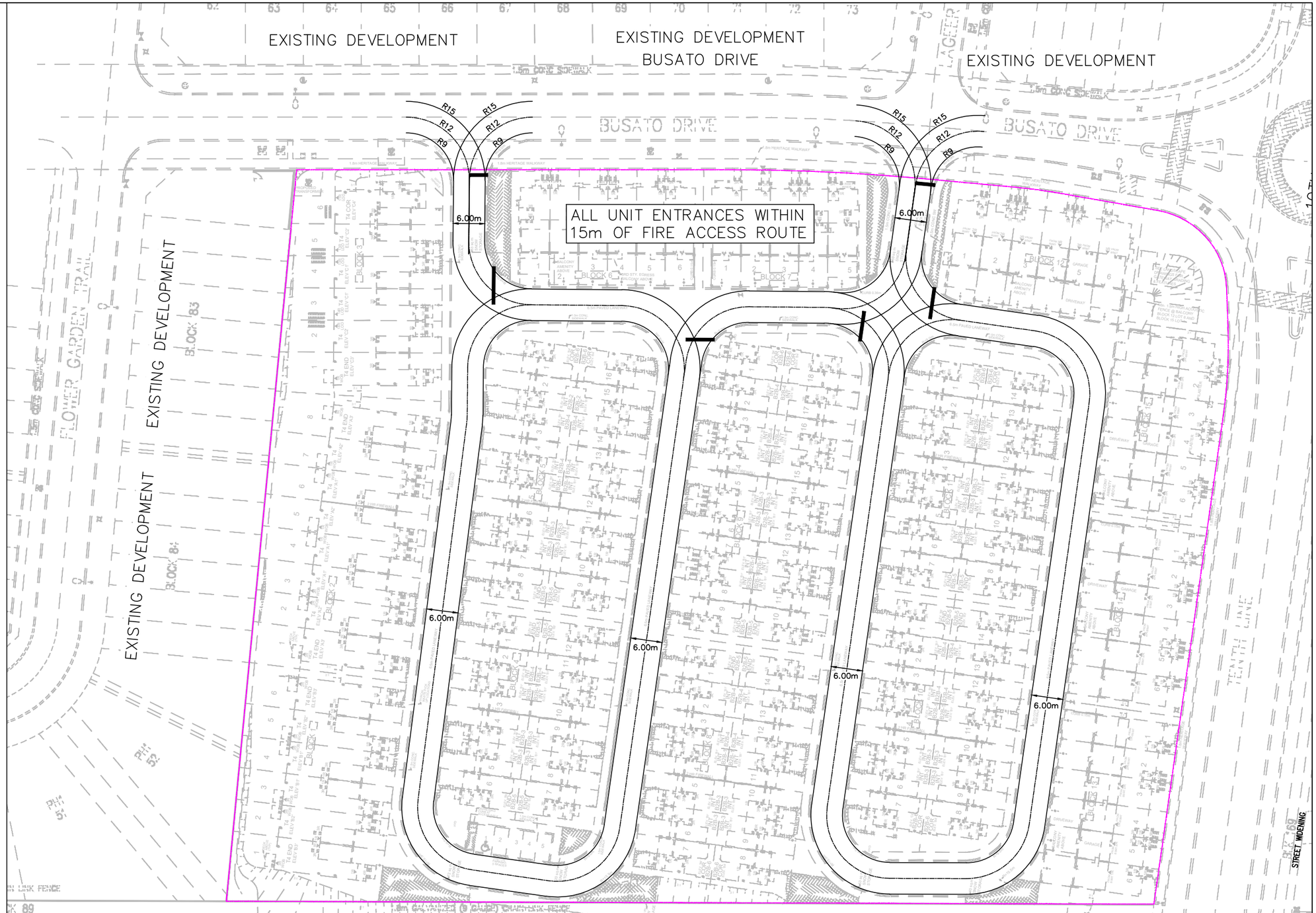
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DRAWING NAME: F:\27137\Drafting\27137WF004.dwg

NOTES:

AS PER THE ONTARIO BUILDING CODE 3.2.5

1. 5.5 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE
2. 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - 2.1. 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m
   - 2.2. 6.1.b HAVE A CENTRELINE RADIUS NOT LESS THAN 12m
   - 2.3. 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
   - 2.4. 6.1.d HAVE TURNAROUND FACILITIES FOR ANY DEAD-END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
   - 2.5. 6.1.e BE CONNECTED WITH A PUBLIC THOROUGHFARE



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55 BUSATO DR
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7.5 0 7.5 15 22.5m
1: 750

FIRE ROUTE REVIEW

Drawing No. 002

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT
BUSATO DRIVE

EXISTING DEVELOP

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

ALL UNITS TO BE SERVICED CURBSIDE

TRUCK TO MAKE SECOND LOOP TO CAPTURE ALL UNITS

9.65

1.37 6.25

Garbage Miller – R

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 30.0

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Date OCT 09, 2026

55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

7.5 0 7.5 15 22.5m

1: 750

GARBAGE TRUCK
SITE CIRCULATION
LOOP 1

Drawing No. 003

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOP

EXISTING DEVELOPMENT

ALL UNITS TO BE SERVICED CURBSIDE

TRUCK TO MAKE SECOND LOOP TO CAPTURE ALL UNITS

9.65

1.37 6.25

Garbage Miller – R

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 30.0

PLOT DATE: October 09, 2026

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Date OCT 09, 2026

55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

7.5 0 7.5 15 22.5m

1: 750

GARBAGE TRUCK
SITE CIRCULATION
LOOP 2

Drawing No. 004

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg

TRAFFIC SIGNS SCHEDULE

SIGN	LOCATION	QTY	COLOURS	REMARKS
STOP	1	6	Ra-1 (600x600) LEGEND & BORDER – WHITE REFL. BACKGROUND – RED REFL.	
FIRE ROUTE	2	27	(300x450) LEGEND & BORDER – BLACK RED REFL. ANNULAR BAND AND INTERDICTORY STROKE, BACKGROUND – WHITE REFL.	SIGNAGE AS PER WHITCHURCH-STOUFFVILLE BY-LAW 2008-123-FR

NOTES:

- ALL SIGNS ARE STEEL POST-MOUNTED, UNLESS OTHERWISE INDICATED.
- UNDERSIDES OF ALL SIGNS TO BE LOCATED MIN. 2.0m ABOVE TOP OF PAVEMENT OR TOP OF SIDEWALK. ALL SIGNS ARE PER "ONTARIO TRAFFIC MANUAL", LATEST EDITION.
- ALL PAVEMENT MARKINGS SHALL BE MADE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL, BOOK 5, 11 AND 15.
- ALL SIGNS AND PAVEMENT MARKINGS TO BE INSTALLED AS PER OTM GUIDELINES.
- AS PER WHITCHURCH-STOUFFVILLE BY-LAW 2008-123-FR, FIRE ROUTE SIGNS TO BE PLACED AT INTERVALS NOT EXCEEDING 50m, AND AT AN ANGLE BETWEEN 30 AND 45 DEGREES.

PAVEMENT MARKINGS LEGEND:

(1) 60cm SOLID WHITE LINE

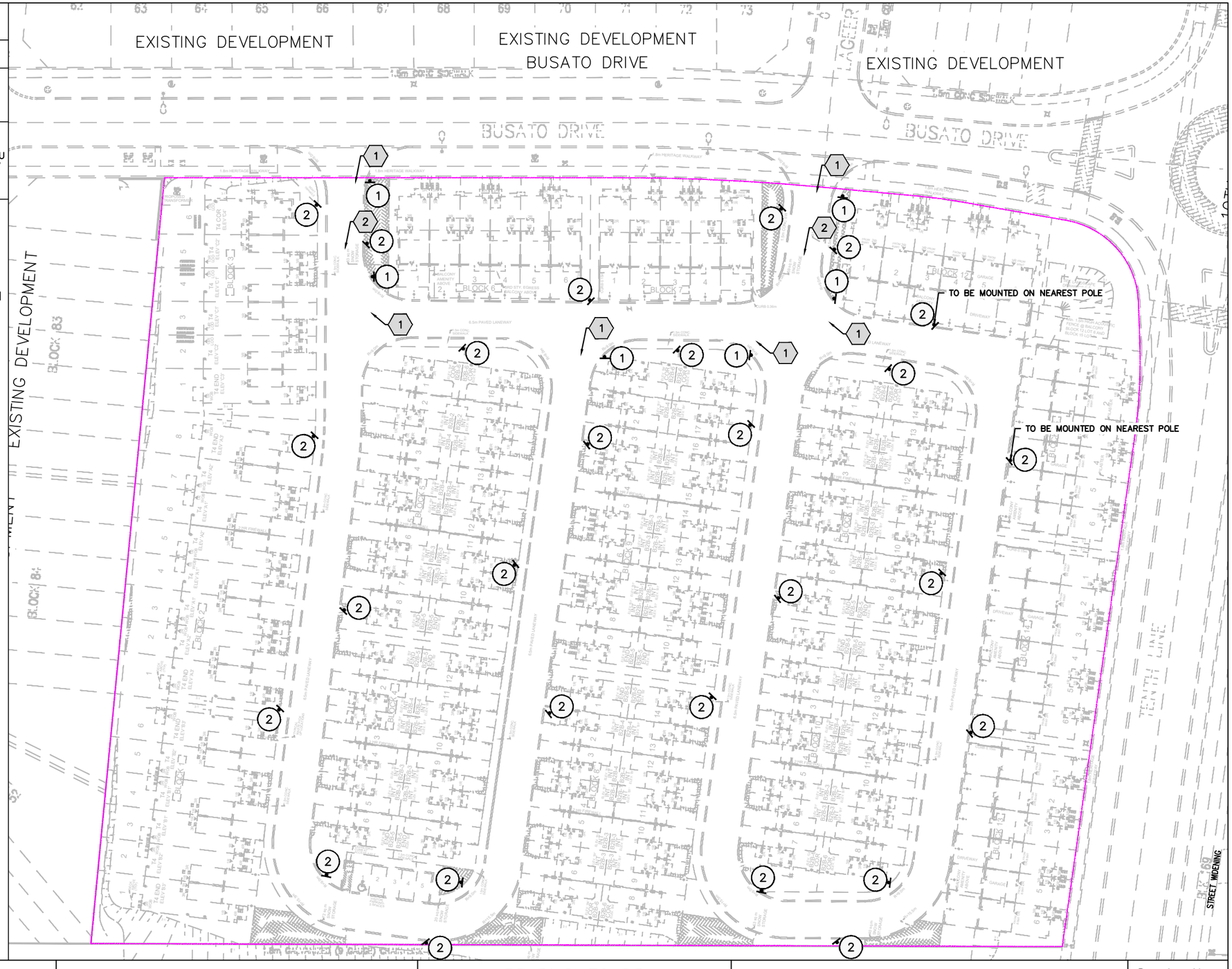
(2) 10cm SOLID YELLOW LINE

SIGNAGE LEGEND:

POST-MOUNTED SIGN

POLE-MOUNTED SIGN

(X) SIGN NUMBER



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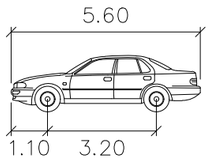
55 BUSATO DR
WHITCHURCH-STOUFFVILLE ONTARIO

7.5 0 7.5 15 22.5m
1:750

PAVEMENT MARKING AND SIGNAGE

Drawing No. 005

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

CLEAR SIGHTLINE

STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- ASSUMED POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h
- REQUIRED STOPPING SIGHT DISTANCE = 85m
- AVAILABLE STOPPING SIGHT DISTANCE > 85m
- DOES IT MEET THE REQUIREMENT – YES

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVEL

AVAILABLE SSD: 85.00m

AVAILABLE SSD: 85.00m

1.5m CONC SIDEWALK

BUSATO DRIVE

1.8m HERITAGE WALKWAY

WEST SITE ACCESS

EAST SITE ACCESS

BLOCK 3

BLOCK 12

VEHICLES GOING THROUGH ROUNDABOUT AT AN ASSUMED 30 km/h. SSD FOR VEHICLES TRAVELLING 30 km/h IS 35m. THEREFORE SSD REQUIREMENT MET.

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOPMENT

AVAILABLE SSD: 85.00m

AVAILABLE SSD: 72.20m

10TH LINE

WEST SITE ACCESS

EAST SITE ACCESS

BLOCK 3

BLOCK 6

BLOCK 7

BLOCK 12

6.5m PAVED LANEWAY

STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h
- REQUIRED STOPPING SIGHT DISTANCE = 85m
- AVAILABLE STOPPING SIGHT DISTANCE > 85m
- DOES IT MEET THE REQUIREMENT – YES

DRAWN BY: C.B. PLOT DATE: October 09, 2026

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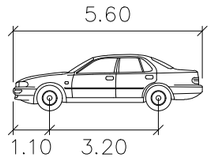
55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

6 0 6 12 18m
1:600

SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
SITE ACCESSES & BUSATO DRIVE

Drawing No. 006

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

CLEAR SIGHTLINE

CURBS AS PER AERIAL

AVAILABLE ISD: 110.00m

4.40m

CLEAR SIGHT LINE

CLEAR SIGHT LINE TO BE PROVIDED BETWEEN 0.3m AND 1.3m

WEST SITE ACCESS

EAST SITE ACCESS

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

1.5m CONC SIDEWALK

1.8m HERITAGE WALKWAY

BLOCK 3

BLOCK 83

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 110m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 110m
- DOES IT MEET THE REQUIREMENT – YES

CURBS AS PER AERIAL

CLEAR SIGHT LINE TO BE PROVIDED BETWEEN 0.3m AND 1.3m

AVAILABLE ISD: 130.00

AVAILABLE ISD: 130.00

4.40m

WEST SITE ACCESS

EAST SITE ACCESS

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOPMENT

1.5m CONC SIDEWALK

1.8m HERITAGE WALKWAY

6.5m PAVED LANEWAY

BLOCK 3

BLOCK 6

BLOCK 83

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 130m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 130m
- DOES IT MEET THE REQUIREMENT – YES

DRAWN BY: C.B. PLOT DATE: October 09, 2026

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Project No. 27137

Date OCT 09, 2026

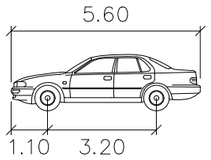
55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

7 0 7 14 21m
1:700

SIGHTLINE ANALYSIS
INTERSECTION SIGHT DISTANCE (ISD)
WEST SITE ACCESS & BUSATO DRIVE

Drawing No. 007

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

CLEAR SIGHTLINE

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOPMENT

AVAILABLE ISD: 110.00

4.40m

WEST SITE ACCESS

CLEAR SIGHT LINE TO BE PROVIDED BETWEEN 0.3m AND 1.3m

EAST SITE ACCESS

10TH LINE

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 110m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 110m
- DOES IT MEET THE REQUIREMENT – YES

CLEAR SIGHT LINE TO BE PROVIDED BETWEEN 0.3m AND 1.3m

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOPMENT

AVAILABLE ISD: 110.00

AVAILABLE ISD: 79.00

4.40m

WEST SITE ACCESS

EAST SITE ACCESS

VEHICLES GOING THROUGH ROUNDABOUT AT AN ASSUMED 30 km/h. ISD FOR VEHICLES TRAVELLING 30 km/h IS 65m. THEREFORE ISD REQUIREMENT MET.

10TH LINE

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 130m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 130m
- DOES IT MEET THE REQUIREMENT – YES

DRAWN BY: C.B. PLOT DATE: October 09, 2026

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Date OCT 09, 2026

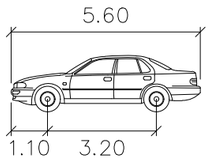
55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

7 0 7 14 21m
1:700

SIGHTLINE ANALYSIS
INTERSECTION SIGHT DISTANCE (ISD)
EAST SIGHT ACCESS & BUSATO DRIVE

Drawing No. 008

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

CLEAR SIGHTLINE

STOPPING SIGHT DISTANCE:

- PER "TAC" TABLE 9.9.6
- ASSUMED POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h
- REQUIRED STOPPING SIGHT DISTANCE = 85m
- AVAILABLE STOPPING SIGHT DISTANCE > 85m
- DOES IT MEET THE REQUIREMENT – YES

VEHICLES APPROACHING ROUNDABOUT CAN SEE TURNING VEHICLES WITHIN THE FULL ROUNDABOUT

EXISTING DEVELOPMENT

BUSATO DRIVE

EXISTING DEVELOPMENT

AVAILABLE SSD: > 85.0 m

10TH LINE

EAST SITE ACCESS

BLOCK 6

BLOCK 7

BLOCK 12

BLOCK 15

1.8m WOOD PRIVACY FENCE

1.8m HERITAGE WALKWAY

1.5m CONC SIDEWALK

6.5m PAVED LANEWAY

DRIVEWAY

CURB 0.15m

CURB 0.36m

1.5m CONC SW

Min. 1.5m HIGH ACOUSTIC FENCE @ BALCONY BLOCK 12 LOT 6 AND BLOCK 15 LOT 1

SEE LANDSCAPE DRAWINGS FOR GATEWAY GRADING & FEATURES

DRAWN BY: C.B. PLOT DATE: October 09, 2026

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Project No. 27137

Date OCT 09, 2026

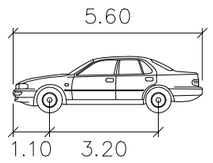
55 BUSATO DR
WHITCHURCH–STOUFFVILLE ONTARIO

5 0 5 10 15m
1:500

SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
BUSATO DRIVE & 10TH LINE

Drawing No. 009

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEGEND

CLEAR SIGHTLINE

STOPPING SIGHT DISTANCE:

- PER "TAC" TABLE 9.9.6
- POSTED SPEED = 60km/h
- DESIGN SPEED = 70km/h
- REQUIRED STOPPING SIGHT DISTANCE = 105m
- AVAILABLE STOPPING SIGHT DISTANCE = 105m
- DOES IT MEET THE REQUIREMENT – YES

BLOCK 10
BLOCK 11
BLOCK 12
BLOCK 13
BLOCK 14
BLOCK 15
6.5m PAVED LANEWAY
1.8m HERITAGE WALKWAY
DEVELOPMENT
BUSATO DRIVE
10TH LINE
PART 1 65R-XXXXX
(STREET WIDENING)
AVAILABLE SSD: 85.00m
VEHICLES APPROACHING ROUNDABOUT CAN SEE TURNING VEHICLES WITHIN THE FULL ROUNDABOUT
STREET WIDENING
SERVICING/WALKWAY
1.8m CONC SW
1.5m CONC SW
2.4m ACOUSTIC FENCE
LAY-BY LANE
2.0m ASPHALT BIKE TRAIL
1.5m CONC SW
BLK 169
BLK 167

DRAWN BY: C.B. PLOT DATE: October 09, 2026

LEA Consulting Ltd. Consulting Engineers and Planners **www.LEA.ca**		Project No. 27137 Date OCT 09, 2026		55 BUSATO DR WHITCHURCH–STOUFFVILLE ONTARIO 6 0 6 12 18m 1:600	SIGHTLINE ANALYSIS STOPPING SIGHT DISTANCE (SSD) 10TH LINE & BUSATO DRIVE Drawing No. 010

DRAWING NAME: F:\27137\Drafting\27137WF004.dwg