

October 7, 2025

County of Lanark
99 Christie Lake Road
Perth, ON K7H 3C6

Attention: Koren Lam, Planner

**Reference: Southwest Half Lot 11 Concession 10
Township of Beckwith, County of Lanark
Transportation Review Letter
Our File No.: 122190**

Novatech was retained by Cavanagh Developments to prepare the following Transportation Review Letter in support of the application for Draft Plan of Subdivision for the subject property, legally known as the Southwest Half Lot 11 Concession 10, Township of Beckwith, County of Lanark. The proposed residential estate lot development is bounded by Lake Park Road to the west, Beckwith 10th Line Road to the east, the Crimson Ridge Subdivision to the north, and the Hayshore Estates Subdivision to the south.

Proposed Development

The proposed subdivision includes approximately 54 lots for dwelling units and pathways connecting to adjacent subdivisions. Lots are divided on either side Street A. Street A is an east-west roadway between Beckwith 10th Line Road and Lake Park Road with a 20m right-of-way. A copy of the draft plan is attached to this letter in **Appendix A**.

Existing Roadways

Beckwith 10th Line Road extends from east of Highway 15 to Gardiner Shore Lower Road near the Mississippi River and provides access to a number of rural subdivision developments. The proposed development includes one access to Beckwith 10th Line Road opposite the McEwen's Mill Subdivision access which is currently partially occupied.

Lake Park Road extends from Hawkins Drive to a dead-end at the Mississippi River and provides access to a number of rural subdivision developments. The proposed development includes one access to Lake Shore Road.

Trip Generation

Trip generation assumptions are based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition). Trip Generation for the development was estimated using the ITE code 210 (Single-Family Detached Housing). **Table 1** outlines the trip generation for the development.

Table 1: Trip Generation

Land Use	ITE Code	Units	AM Peak (veh/hr)			PM Peak (veh/hr)		
			IN	OUT	TOT	IN	OUT	TOT
Single-Family Detached Housing	210	54	11	32	43	35	21	56

From the previous table, the development is anticipated to generate 43 trips (11 in, 32 out) in the AM peak and 56 trips (35 in, 21 out) in the PM peak. As the development generated traffic equates to less than one vehicle arriving or departing every minute during the AM and PM peak hours site generated traffic is not expected to have a significant impact on the operations of the surrounding roadways.

Sight Lines

Intersection sight distance (ISD) at the proposed accesses have been determined using the Transportation Association of Canada (TAC) *Geometric Design Guidelines for Canadian Roads*. Both Beckwith 10th Line Road and Lake Park Road are posted 60km/h roadways, as the roadways are rural in nature and assumed low volume an increased design speed of 80km/h was chosen. The ISD requirements for the Beckwith 10th Line Road and Lake Park Road accesses are, based on a design speed of 80km/h, is as follows:

- Left Turn from Minor Road 170 metres
- Right Turn from Minor Road 145 metres

As Street A meets Beckwith 10th Line Road and Lake Park Road at perpendicular angles and no sightline obstructions have been identified based on a desktop review, available sightlines are within recommended guidelines to allow safe all directional access to the development. Some tree clearing/brushing may be required to ensure visibility to ensure brush does not impede sightlines.

Intersection Spacing

The TAC Geometric Design Guide identifies minimum intersection spacing of 200m along arterial roadways. At the proposed access opposite the McEwen's Mill Subdivision access on Beckwith 10th Line Road there is roughly 215m of intersection spacing to William Hay Drive and 320m spacing to Timberwood Drive. At the proposed access on Lake Park Road there is roughly 200m of intersection spacing to both Younger Side Road and 240m of spacing to Timberwood Drive.

Conclusions and Recommendations

Based on the results of the foregoing analysis, the main conclusions and recommendations of this report are as follows:

- The development is anticipated to generate 43 trips (11 in, 32 out) in the AM peak and 56 trips (35 in, 21 out) in the PM peak;
- As the development generated traffic equates to less than one vehicle arriving or departing every minute during the AM and PM peak hours site generated traffic is not expected to have a significant impact on the operations of the surrounding roadways;
- Both proposed access meet the minimum intersection spacing distance to all adjacent intersections; and
- Available sightlines are available at both intersections for all turning movements, some clearing/brushing activities may be required.

The proposed conceptual development is recommended from a transportation perspective.

Yours truly,

NOVATECH

Prepared by:



Trevor Van Wiechen, P.Eng.
Project Engineer | Transportation

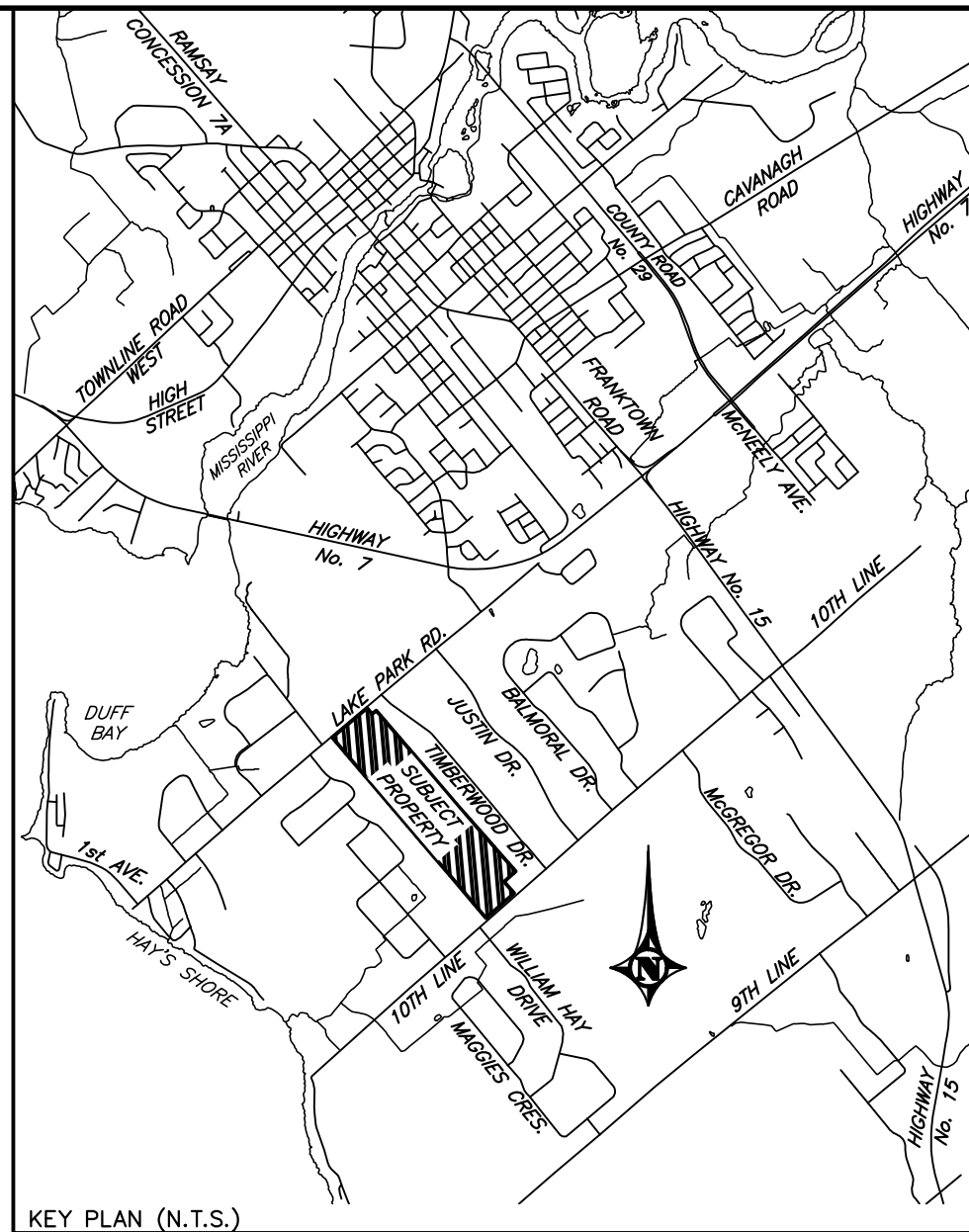
Reviewed by:



Brad Byvelds, P.Eng.
Senior Project Manager | Transportation

APPENDIX A

Draft Plan



**DRAFT PLAN OF SUBDIVISION OF
PART OF THE
SOUTHWEST HALF LOT 11
CONCESSION 10
TOWNSHIP OF BECKWITH
COUNTY OF LANARK**

TO BE SUBDIVIDED INTO:
LOTS 1-54 FOR SINGLE DETACHED RESIDENTIAL DWELLINGS
BLOCK 55 FOR STORMWATER MANAGEMENT
BLOCKS 56 AND 57 FOR TRAIL BLOCKS
BLOCK 58 FOR STORM WATER RETENTION
BLOCK 59 FOR ROAD WIDENING
BLOCK 59-63 FOR RESERVES
STREET A - 20 METRES

APPLICANT AND PROPERTY OWNER
1284541 ONTARIO LTD.
8994 CAVANAGH ROAD
ASHTON, ONTARIO
K0A 1B0

OWNERS CERTIFICATE

I HEREBY AUTHORIZE THE PREPARATION AND SUBMISSION OF THIS PLAN TO THE COUNCIL OF THE COUNTY OF LANARK.
DATED AT _____ THIS _____ DAY OF _____, 2025.

JEFFREY CAVANAGH, PRESIDENT
I HAVE THE AUTHORITY TO BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJOINING LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE _____ JACK CAUTHER
ONTARIO LAND SURVEYOR

LEGEND AND NOTES

RF DENOTES RAIL FENCE
SRF DENOTES SNAKE RAIL FENCE
N.S.E.W DENOTES NORTH, SOUTH, EAST, WEST

BEARINGS AND ELEVATIONS

BEARINGS ARE GRID BEARINGS DERIVED FROM REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 18 (75° 50' WEST LONGITUDE) NAD 83 (CGSD) (2011.0).
ELEVATIONS, CONTOURS AND EXISTING TOPOGRAPHIC FEATURES SHOWN ON THIS PLAN ARE DERIVED FROM M.A.R.P. DRAPE MASTER, 2014.

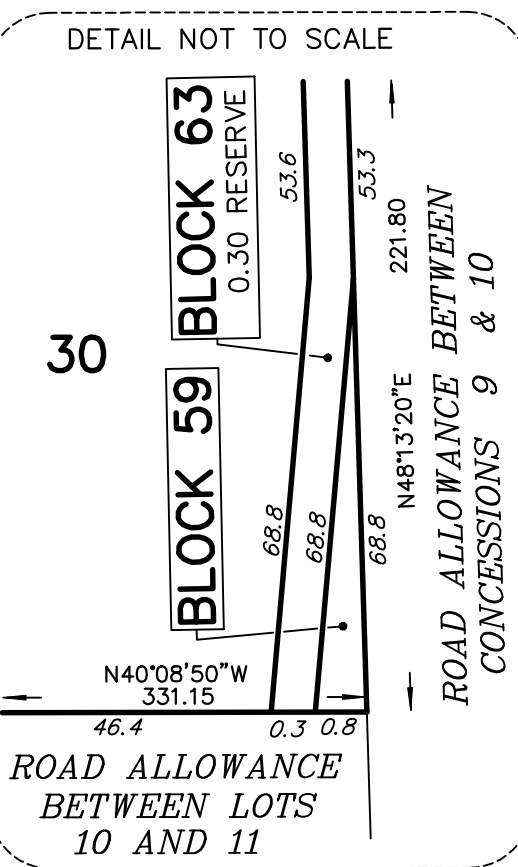
SCALE 1 : 1200
25 50 75 100 Metres

METRIC :

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

A. AS SHOWN ON THE DRAFT PLAN
B. AS SHOWN ON THE DRAFT PLAN
C. AS SHOWN ON THE DRAFT PLAN
D. AS DESCRIBED IN THE TITLE BLOCK
E. AS SHOWN ON THE DRAFT PLAN
F. AS SHOWN ON THE DRAFT PLAN
G. AS SHOWN ON THE DRAFT PLAN
H. PRIVATE WELLS TO SUPPLY DOMESTIC WATER
I. TOPSOIL UNDERLAY BY SILTY SAND AND/OR GLACIAL TILL FOLLOWED BY BEDROCK, OR TOPSOIL DIRECTLY UNDERLAY BY BEDROCK
J. AS SHOWN ON THE DRAFT PLAN
K. MUNICIPAL WATER AND WASTEWATER SERVICES ARE NOT AVAILABLE
L. NO RESTRICTIONS APPLY.



SCHEDULE OF AREAS		
LOT	FRONTAGE (m)	AREA (m ²)
1	27.5	5,475
2	27.5	5,475
3	25.5	5,787
4	27.5	5,787
5	20.7	6,148
6	20.7	5,787
7	28.1	2,859
8	28.1	2,859
9	21.9	5,692
10	28.1	5,692
11	28.1	7,355
12	28.1	7,355
13	25.6	7,876
14	25.6	7,876
15	28.0	5,385
16	28.0	5,385
17	20.7	6,503
18	20.7	6,503
19	28.1	7,355
20	28.1	7,355
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