



3024 Old Beverly Road

Transportation Impact Brief

Township of North Dumfries, Region of Waterloo

Prepared for:
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1.0 Executive Summary

This Traffic Impact Brief has been prepared in support of a consent application to create five (5) residential lots from lands municipally known as 3024 Old Beverly Road in the Township of North Dumfries.

Traffic generation estimates based on Institute of Transportation Engineers (ITE) data indicate that the proposed lots are expected to generate approximately 4 to 9 trips during the AM peak hour and approximately 5 trips during the PM peak hour. All site traffic will access Robinson Road, resulting in a negligible increase relative to the low traffic volumes typical of a local roadway.

A field review confirmed that sight lines at Robinson Road and Old Beverly Road are adequate, no operational deficiencies were identified, and no queuing or stacking concerns were observed. Sight distance along the Robinson Road frontage was also reviewed and no constraints were identified that would restrict future driveway placement in accordance with typical residential standards. The proposal includes the permanent closure of the existing driveway to Old Beverly Road, improving access management along the Regional roadway.

Based on the limited traffic generation and existing roadway conditions, the proposed consent is not expected to result in adverse impacts to the operation or safety of Robinson Road or the surrounding road network.

Discussions were held with staff from the Township of North Dumfries and the Region of Waterloo to confirm the scope of the review. The Region confirmed that a formal Transportation Impact Study and pre-consultation meeting were not required given the limited scale of the proposal. While the intersection of Old Beverly Road and Shellard Road has been identified as a potential future roundabout location, no additional transportation analysis was requested in support of the consent application.

From a transportation perspective, the proposed consent can be supported.

2.0 Introduction

Salvini Consulting Inc. was retained to prepare this Transportation Brief in support of a consent application to create five new residential lots from the property municipally known as 3024 Old Beverly Road. The purpose of this Brief is to review the proposed access arrangement, assess expected traffic generation, consider impacts to adjacent roadways and intersections, and confirm that the development can be accommodated without adverse operational effects.

The development represents a modest intensification consistent with low-density residential use and generates only a limited amount of traffic during peak hours.

3.0 Site Context and Surrounding Road Network

The subject lands are located in proximity to Old Beverly Road, Robinson Road, and Shellard Road. Old Beverly Road functions as a higher-order roadway within the Regional system and serves both mobility and access functions. Robinson Road operates as a local roadway providing direct property access. Shellard Road forms part of the longer-term planned network and is identified in Regional planning discussions.



The property currently has access to Old Beverly Road. The surrounding area is characterized by low-density residential development and rural-residential conditions transitioning toward urbanizing context.

Robinson Road functions as a local roadway serving low-density residential development and carries low daily traffic volumes typical of local streets.

4.0 Proposed Development and Access Configuration

The consent application proposes the creation of five residential lots, each to be served by an individual driveway. A key component of the proposal is the permanent closure of the existing driveway to Old Beverly Road. No new access to Old Beverly Road is proposed or contemplated.

All vehicular access will be provided from Robinson Road. This configuration maintains proper roadway hierarchy by directing local residential traffic to the local roadway rather than the Regional road. The driveway for the lot closest to Old Beverly Road will be located as far from the intersection as practicable to maximize separation distance and maintain intersection clarity.

The proposed access strategy reduces potential conflict points along Old Beverly Road and represents an improvement over the existing condition.

5.0 Field Review

A field review of the site and surrounding road network was undertaken to confirm existing conditions and to assess operational characteristics.

The review included observation of traffic operations at Robinson Road and Old Beverly Road, confirmation of available sight distance in all turning directions, and assessment of roadway geometry and shoulder conditions. Existing driveway locations were also reviewed.

Based on field observations, sight lines at Robinson Road and Old Beverly Road are good in all directions and meet expected standards for safe turning movements. No geometric constraints or visibility obstructions were identified. No queuing or operational deficiencies were observed at the intersection, and available gaps on Old Beverly Road were sufficient to accommodate turning movements without difficulty. Robinson Road carries low traffic volumes consistent with its local roadway function.

The existing driveway to Old Beverly Road needs to be permanently closed as part of the proposed development, further improving operational clarity along that corridor. Available sight distance along Robinson Road appears consistent with typical stopping sight distance requirements for local roadways, based on generally accepted transportation engineering standards.

6.0 Trip Generation

Trip generation was estimated using Institute of Transportation Engineers (ITE) Trip Generation Manual data for Land Use Code 210, Single-Family Detached Housing.

During the AM peak hour of the adjacent street, the development is expected to generate between approximately 4 and 9 total trips, depending on whether average rate or fitted curve values are applied. Of these trips, the majority are expected to be outbound movements typical of residential land use. During the PM peak hour of the adjacent street, the development is expected to generate approximately 5 total trips.



Even under conservative assumptions, the traffic volumes associated with five residential lots are minimal and not operationally significant.

All projected site traffic associated with the five residential lots will access Robinson Road. The addition of approximately 4 to 9 peak hour trips represents a negligible increase relative to the low existing traffic volumes typical of a local roadway. The projected increase in traffic on Robinson Road is not expected to result in any negative or significant impacts to the function or safety of the local road network.

7.0 Traffic Operations Review

Existing operations at the intersection of Robinson Road and Old Beverly Road are currently good. Field review did not identify queuing concerns, delay issues, or operational deficiencies. Available gaps along Old Beverly Road are adequate to accommodate turning movements from Robinson Road.

The addition of approximately 4 to 9 trips in the AM peak hour and approximately 5 trips in the PM peak hour will not materially change intersection delay, will not introduce measurable queue growth, and will not affect overall Level of Service. Robinson Road has sufficient capacity to accommodate the incremental traffic associated with five residential lots without degradation in performance.

No intersection modifications or mitigation measures are warranted. Given the extremely low trip generation, an operational analysis is not warranted.

8.0 Regional Intersection Considerations

The Region of Waterloo has identified the intersection of Old Beverly Road and Shellard Road as a potential future roundabout location. The concept has been discussed through the Regional Roundabout Coordinating Committee and supported at a high level through an Intersection Control Study. However, the project is not currently included in the Region's Transportation Capital Program and does not have confirmed funding or implementation timing. As such, it remains conceptual in nature. The proposed consent application does not rely on access to Old Beverly Road and does not constrain the feasibility of a future roundabout. The closure of the existing Old Beverly Road driveway reduces direct access along the corridor and is consistent with long-term access management objectives. Should the Region advance the roundabout in the future and identify any property requirements, those matters would be addressed through the appropriate Regional process at that time.

9.0 Conclusions and Professional Opinion

The proposed five-lot residential development will generate a very small number of peak hour vehicle trips and can be accommodated within the existing road network without adverse operational impacts. Existing intersection conditions at Robinson Road and Old Beverly Road are good and will remain good following development. Sight lines are adequate, no queuing or stacking concerns are anticipated, and roadway capacity is more than sufficient to absorb the incremental traffic. Sight distance along the Robinson Road frontage of the subject property was reviewed and no constraints were identified that would restrict driveway placement in accordance with typical residential standards.

The permanent closure of the existing driveway to Old Beverly Road improves access management and reinforces appropriate roadway hierarchy. All new access will be directed to Robinson Road, which is suitable for local residential traffic.

In my professional opinion, based on over 30 years of experience in transportation planning and engineering across Ontario, the proposed consent application for 3024 Old Beverly Road can be



supported from a transportation perspective. The development represents a modest and appropriate addition to the network and does not compromise existing operations or future Regional planning initiatives.



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Attach: Development Sketch





Severance Sketch
3024 Old Beverly Road, North Dumfries

NOTES: This sketch is intended as a preliminary demonstration only. It does not constitute an offer of any service or product. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided.

