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Transportation Engineering and Planning

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October 19, 2020

Denis Beauchesne
Beauchesne Farm
998266 Mulmur-Tosorontio Townline
Mulmur, ON · L9V 0N4

Re: Transportation Overview
998266 Mulmur-Tosorontio Townline, Mulmur

Dear Denis,

This Transportation Brief has been prepared in support of a proposed cannabis growing facility at 998266 Mulmur-Tosorontio Townline in Mulmur. The site is located on the west side of Mulmur-Tosorontio Townline south of the intersection with County Road 21 (see attached Site Location Plan).

The traffic volumes generated by the proposal are not high enough to require a full Traffic Impact Study, however, the Township has requested that a letter be submitted with the application to provide information about the estimated traffic generation of the proposal both during construction and when the facility is in operation to understand if there are likely to be any impacts on the Township road network.

The site is situated in a rural area of Mulmur and is presently vacant (no buildings). A Site Plan is attached to this letter illustrating the proposed layout of the site.

The site is intended to operate as a growing facility for cannabis. The facility would include one building (176,000 s.f.) that would effectively operate as a greenhouse. The facility would employ seven to ten full-time employees including the owners who intend to live onsite. The employees would include staff assigned to security, quality assurance, growing and harvesting and the owners themselves. Working hours will be typical weekday full-time shifts.

The crops have an approximate growing cycle of 12 weeks. The planting of the crops would be staggered so that there are always crops in various stages of growth and some ready to harvest in order to create an ongoing supply. The staggered crops will also allow for full-time staffing of the facility and no need to bring in extra staff for harvesting.

Delivery of materials to the site during operation is estimated to include one truck per week on average and that truck is likely to be a single unit truck or smaller. Deliveries out of the facility would happen on an ongoing basis and small packages would be picked-up and certified by a

courier driving a small truck, a van or potentially a car. Pick-ups are estimated to occur once per day on most days.

There are no visitors expected to the building given the high level of security, however a Health Canada inspector will visit for random inspection on a cycle of about once per quarter.

After hours (evenings and weekends) the security will be automated, and no staff are intended to be in the building.

The site is expected to generate seven to 10 vehicle trips per day both in to and out of the site including staff, deliveries to the site and pick-up of deliveries at the site. Truck traffic would be limited to about one truck per week to and from the site during the ongoing operations plus one small delivery vehicle to pick-up packages each day.

The construction of the facility is expected to be completed within six months. The building will be a prefabricated steel building on a concrete pad. The construction will occur in three main phases.

First the concrete pad will be poured, likely over the course of about a week. During that time concrete trucks will enter and exit the site and contracting staff will be onsite to oversee the installation.

The second phase is when the building itself is erected. Discussions with the building manufacturer confirm that the building materials will be delivered on two flat-bed trucks at the start of construction. A contractor will bring in a scissor lift and a small crane to assemble the building – the equipment will stay onsite throughout the building assembly. During this phase, the construction crew will vary from day to day with a maximum of nine people. The building phase is expected to take about one month.

The final phase is when the finishing of the building occurs. During this phase, the equipment to operate the building is brought in including interior fittings, HVAC systems, electrical supplies, and racks for housing the plants and the growing materials. This phase is expected to extend over a three to four month period and will include delivery of materials by truck several times per week. The delivery trucks are likely to be single unit trucks or smaller given the nature of the materials and specialized equipment.

Over the period of construction on the site, truck traffic is expected to be limited to concrete trucks in the first couple of weeks and then predominantly single unit trucks several times per week other than the two trucks that deliver the materials for the building and the contractor trucks for the scissor lift and crane. The number of staff onsite during construction is likely to be similar to full operations (about seven to ten staff).

In summary, the number of staff onsite during construction and when the building is operational is expected to be seven to ten people working regular weekday shifts. Trucks during construction will include concrete trucks to pour the foundation, two flatbed trucks to deliver the materials for the building, contractor trucks to deliver the scissor lift and crane and regular deliveries (several times per week) to deliver the materials for finishing the interior of the building. Construction is expected to last about six months. When in operation, one truck per week on average is expected to deliver materials and a small delivery vehicle is expected most days to pick up small packages for shipping. The majority of the trucks to the site both during construction and under future operation are expected to be single unit trucks or smaller.

If you have any questions about the analysis presented in this letter, please contact me to discuss.

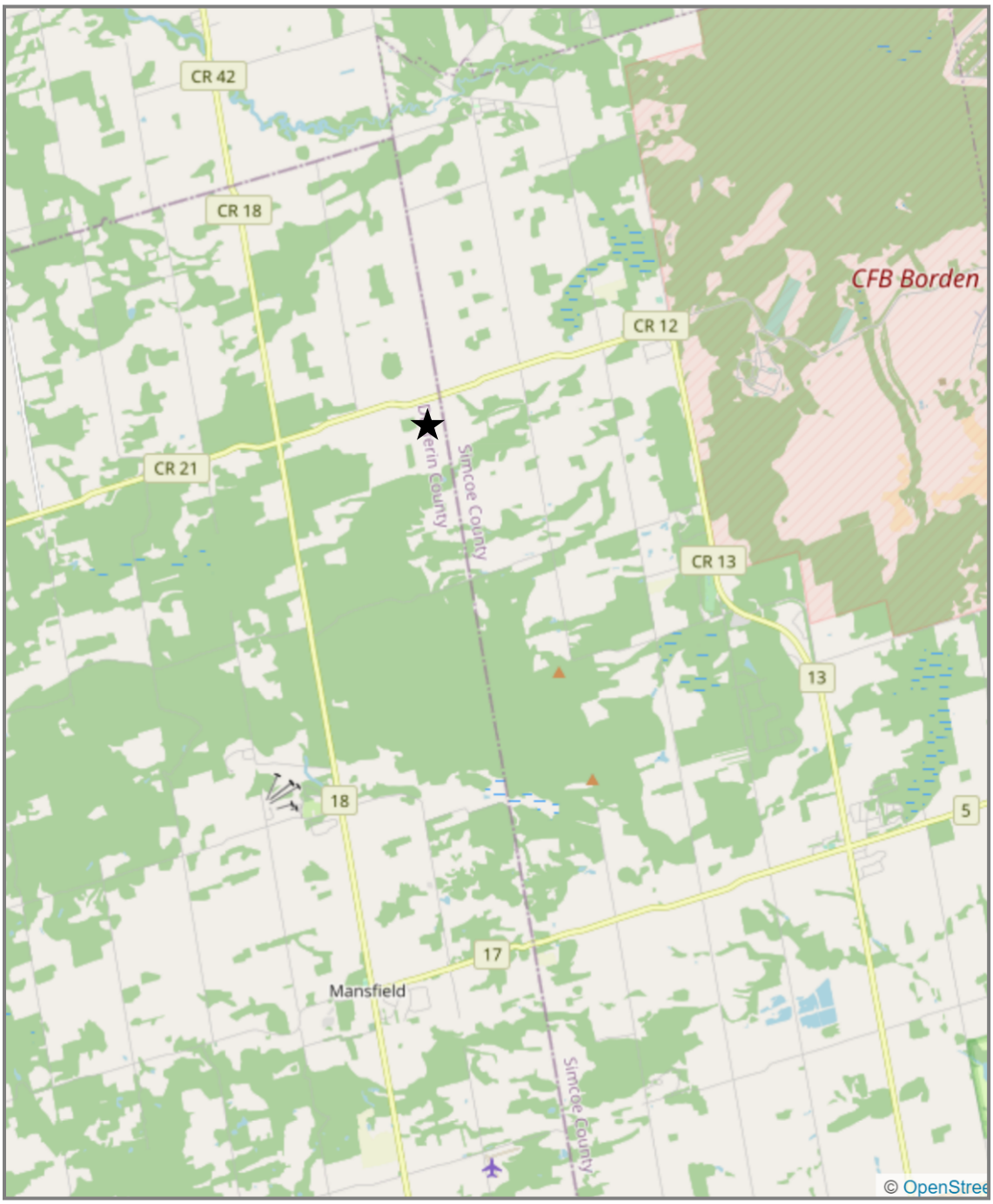
Sincerely,

Julia Salvini

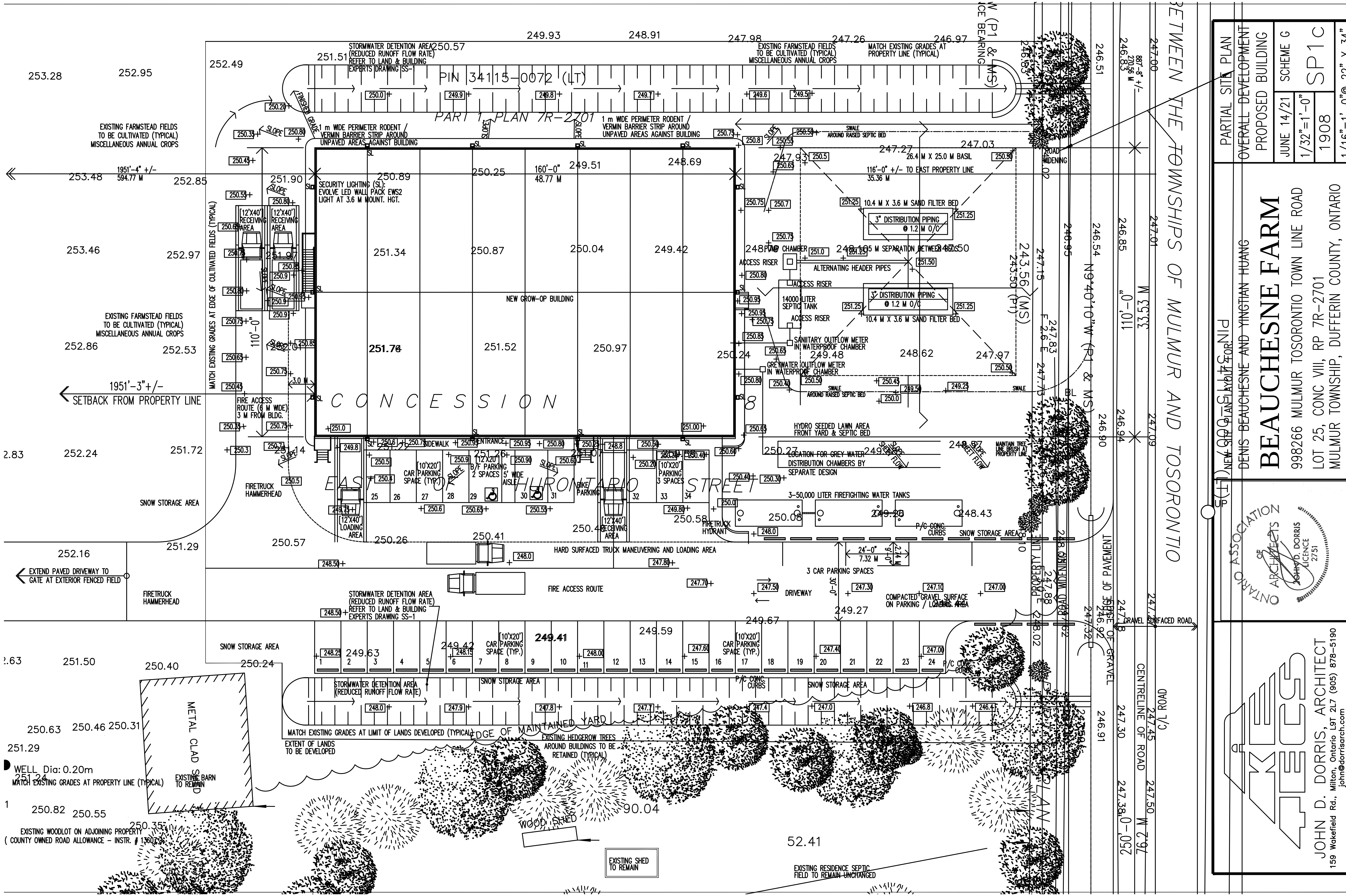
Julia Salvini, MEng, PEng
President

Attach: Site Location Plan
Site Plan

Attachments



Site Location Plan


PARTIAL SITE PLAN
OVERALL DEVELOPMENT
PROPOSED BUILDING
JUNE 14/21
SCHEME G
SP1c
1/32"=1'-0"
1908
1/16"=1'-0"@ 22" X 34"
BEAUCHESNE FARM
DENIS BEAUCHESNE AND YINGTIAN HUANG
998266 MULMUR TOSORONTIO TOWN LINE ROAD
LOT 25, CONC VIII, RP 7R-2701
MULMUR TOWNSHIP, DUFFERIN COUNTY, ONTARIO
ONTARIO ASSOCIATION OF ARCHITECTS
JOHN D. DORRIS
LICENCE 2751
JOHN D. DORRIS, ARCHITECT
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PART 1, PLAN 7R-2701
CONCESSION 8
EAST OF HURONTARIO STREET
BETWEEN THE TOWNSHIPS OF MULMUR AND TOSORONTIO
NEW GROW-OP BUILDING
160'-0" 48.77 M
110'-0"
SECURITY LIGHTING (SL): EVOLVE LED WALL PACK EWS2 LIGHT AT 3.6 M MOUNT. HGT.
STORMWATER DETENTION AREA (REDUCED RUNOFF FLOW RATE) REFER TO LAND & BUILDING EXPERTS DRAWING SS-1
EXISTING FARMSTEAD FIELDS TO BE CULTIVATED (TYPICAL) MISCELLANEOUS ANNUAL CROPS
MATCH EXISTING GRADES AT PROPERTY LINE (TYPICAL)
1 m WIDE PERIMETER RODENT / VERMIN BARRIER STRIP AROUND UNPAVED AREAS AGAINST BUILDING
1951'-4" +/- 594.77 M
1951'-3"+/- SETBACK FROM PROPERTY LINE
MATCH EXISTING GRADES AT EDGE OF CULTIVATED FIELDS (TYPICAL)
12'X40' RECEIVING AREA
FIRE ACCESS ROUTE (6 M WIDE) 3 M FROM BLDG.
FIRETRUCK HAMMERHEAD
SNOW STORAGE AREA
EXTEND PAVED DRIVEWAY TO GATE AT EXTERIOR FENCED FIELD
HARD SURFACED TRUCK MANEUVERING AND LOADING AREA
FIRE ACCESS ROUTE
SIDEWALK
ENTRANCE
CAR PARKING SPACE (TYP.)
B/F PARKING 2 SPACES
5' WIDE AISLE
BIKE PARKING
12'X40' LOADING AREA
FIRETRUCK HYDRANT
3-50,000 LITER FIREFIGHTING WATER TANKS
26.4 M X 25.0 M BASIL
116'-0" +/- TO EAST PROPERTY LINE 35.36 M
10.4 M X 3.6 M SAND FILTER BED
3" DISTRIBUTION PIPING @ 1.2 M O/C
PUMP CHAMBER
ACCESS RISER
ALTERNATING HEADER PIPES
14000 LITER SEPTIC TANK
SANITARY OUTFLOW METER IN WATERPROOF CHAMBER
GREYWATER OUTFLOW METER IN WATERPROOF CHAMBER
SWALE AROUND RAISED SEPTIC BED
HYDRO SEEDED LAWN AREA FRONT YARD & SEPTIC BED
LOCATION FOR GREY WATER DISTRIBUTION CHAMBERS BY SEPARATE DESIGN
MAINTAIN TREE LINE BRUSH AT PROPERTY LINE
3 CAR PARKING SPACES
DRIVEWAY
COMPACTED GRAVEL SURFACE ON PARKING / LOADING AREA
P/C CONC. CURBS
GRAVEL SURFACED ROAD
ROAD WIDENING
PROPERTY LINE
EDGE OF PAVEMENT
EDGE OF GRAVEL
CENTRELINE OF ROAD
C/L ROAD
N9°40'10"W (P1 & MS)
EDGE OF MAINTAINED YARD
EXISTING HEDGEROW TREES AROUND BUILDINGS TO BE RETAINED (TYPICAL)
MATCH EXISTING GRADES AT LIMIT OF LANDS DEVELOPED (TYPICAL)
EXTENT OF LANDS TO BE DEVELOPED
METAL CLAD SHED
EXISTING BARN TO REMAIN
WELL Dia: 0.20m
EXISTING WOODLOT ON ADJOINING PROPERTY (COUNTY OWNED ROAD ALLOWANCE - INSTR. # 136013)
WOOD SHED
EXISTING SHED TO REMAIN
EXISTING RESIDENCE SEPTIC FIELD TO REMAIN UNCHANGED
NEW SITE PLAN LAYOUT FOR PIN