



January 20, 2026

Attn: Malini Menon
Planning
County of Peterborough
(705) 743-0380 ext. 2404
mmenon@ptbocounty.ca

Re: Response to Peer Review Comments provided by Stantec Consulting Ltd. on the Traffic Impact Study (TIS) report for the proposed Upper Mill Pond Development, 42/52 Mill Street, Norwood, Township of Asphodel-Norwood, County of Peterborough

As requested, we have reviewed the comments (Appendix A1) provided by Stantec on behalf of County of Peterborough based on the Comments Response Letter dated February 6, 2025 completed by Tranplan for the proposed Draft Plan of Subdivision of Upper Mill Pond Development to be located at 42/52 Mill Street. This letter provides our response to the comments (given below) and follows the same numbering as the comments letter.

Response to Stantec Comments, January 5, 2026:

Stantec Comment#1:

The original TIS report quoted that “a southbound left turn lane was warranted on County Road 45 at Alma Street as part of the 67 Mill Street and 112 Mill Street development. A final decision on removing on-street parking to accommodate the left-turn lane is still pending, but expected prior to final authorization and/or during the construction stage of the Phase 1 of the development.”

A left turn lane warrant analysis was hence not carried out for the total traffic conditions of this development as was already warranted in the 67/112 Mill Street traffic study. The final decision on the left turn lane implementation is at the discretion of the Township/County and can be provided by removing the current on-street parking and re-stripping the lane markings on CR 45.

Stantec Comment#2:

Comment closed.



Stantec Comment#3:

Comment closed.

Stantec Comment#4:

Comment closed.

Stantec Comment#5 :

Comment closed.

Stantec Comment#6 :

Comment closed.

Stantec Comment#7:

With respect to the Mill Street operations between Highway 7 and Queen Street, Mill Street in this segment falls under the jurisdiction of MTO and the latest comments from MTO dated August 29, 2024 (Appendix A2) on the traffic study indicate that the Ministry would be supportive of the proposed development, contingent upon the County of Peterborough and Township of Norwood jointly considering and implementing one of the two identified options for Mill Street east of Highway 7.

1. Convert Mill Street to a one-way street (one-way in the southbound direction only) between Highway 7 and Queen Street
2. Close Mill Street to through traffic between Highway 7 and Queen Street

To support the MTO requirement, we recommend that Mill Street be converted to a one-way street between the rail underpass and Queen Street and continue to accommodate two-way traffic between Highway 7 and the underpass to serve the two existing developments on either of Mill Street located in close proximity to the Highway. With this future improvement, it is expected that traffic movements along Mill Street will be restricted in segments where safety concerns have been identified. As a result, no other mitigation measures are considered necessary for Mill Street corridor between Highway 7 and Queen Street to support development traffic within the scope of this study.

Stantec Comment#8:

Comment closed.

Stantec Comment#9:

Comment closed.



Notwithstanding the above responses, in addition to the peer review suggestion to undertake a corridor study for Mill Street, we also recommend the Township in coordination with the County and MTO to conduct a comprehensive area-wide planning study (to accommodate all planned and future developments identified in the Official Plan) to address the traffic issues within the Township Official Plan boundary area that are considered external to the Township jurisdiction, namely, Highway 7 and CR 45 intersection.

We hope that the outstanding comments have now been satisfactorily addressed. Please do not hesitate to contact to discuss if you have any questions.

Yours truly,

Sreelakshmi Changaradil, P.Eng.

Reviewed by,

Seo-Woon (Swan) Im, B.E.S
Senior Transportation Planner
Tranplan Associates

TECHNICAL APPENDIX

APPENDIX A1
PEER REVIEW COMMENTS-
STANTEC, January 2026



Stantec Consulting Ltd.
100-300 Hagey Boulevard
Waterloo ON N2L 0A4

January 5, 2026
160900933.303

Arya Hejazi, Planner
County of Peterborough
Via Email: ahejazi@ptbocounty.ca

Dear Arya,

**Reference: Peer Review - Traffic Impact Study: Response to Peer Review Comments
Upper Mill Pond Development, Township of Asphodel-Norwood, County of
Peterborough, ON**

1 Summary

Stantec Consulting Ltd. was retained by the County of Peterborough (“the County”) to conduct a review of the Response to Peer Review Comments prepared for the Traffic Impact Study (TIS) associated with the proposed Upper Mill Pond Development located at 42/52 Mill Street, Norwood, in the Township of Asphodel-Norwood. Both the original TIS and the response document were prepared by Tranplan Associates (“the Consultant”).

The proposed residential and commercial development (“the subject site”) is located on the north side of Mill Street, south of the rail line between King Street and Asphodel 10th Line, generally within the northeast quadrant of the Mill Street and King Street intersection in the Village of Norwood. The development includes 640 residential units and approximately 1,842 m² (19,827 ft²) of at-grade commercial floor space. The residential unit breakdown includes 196 single-detached homes, 70 bungalow townhouses, 134 two-storey townhouses, 116 four-plex bungalow units, and 124 multi-family units.

This peer review summarizes our findings and recommendations regarding the Consultant’s responses to Stantec’s original comments. Our review is based solely on the content of the submitted response document and its appendices. While Stantec performed targeted spot checks of calculations to confirm consistency with industry-accepted practices and methodologies, we do not assume liability for any omissions or errors in the original assessment.

2 Response Review Comments

Based on our review of the responses provided, our comments and recommendations are summarized as follows:

1. Stantec Comment #1:

Reference: Peer Review - Traffic Impact Study: Response to Peer Review Comments
Upper Mill Pond Development, Township of Asphodel-Norwood, County of Peterborough, ON

A review of the intersection layout at County Road 45 and Alma Street indicates that the future total traffic scenarios assessed in the Response document do **not** incorporate the warranted southbound left-turn lane identified in the original Traffic Impact Study (TIS). Based on the future traffic volumes provided, the southbound left-turn movement exceeds 200 vehicles per hour—representing more than 50% of the advancing volume—which continues to warrant an auxiliary left-turn lane. This requirement was previously confirmed through the auxiliary lane warrant analysis documented in the original TIS. Accordingly, the southbound auxiliary left-turn lane should be included as part of the recommended improvements for this intersection.

2. Stantec Comment #2:

Response is accepted.

3. Stantec Comment #3:

Response is accepted.

4. Stantec Comment #4:

Trip generation tables are updated. No further action is required.

5. Stantec Comment #5:

Noted.

6. Stantec Comment #6:

Trip generation tables are updated. No further action is required.

7. Stantec Comment #7:

The concerns raised in the original comment and shown below are further confirmed by the Consultant and further concerns from MTO also provided but the original TIS and responses provided does not include any mitigation for Mill Street segment east of Highway 7 and at the railroad underpass. The TIS simply assumes traffic will avoid this segment and instead travelling through local streets including King Street and Queen Street. With additional traffic expected from the future planned developments along Mill Street, this approach can result in major safety issues along Mill Street east of Highway 7, King Street, Queen Street, and other impacted local streets. It is expected that a TIS to highlight these potential safety issues and provide recommendations for mitigations to be implemented. We also acknowledge that while this development may be expected to contribute to the costs associated to these mitigations, conducting a detailed study is out of the scope of this TIS.

The concerns identified in the original comment and reiterated and further supported by the Consultant's response and additional input from the Ministry of Transportation Ontario (MTO), remain unresolved. Neither the original TIS nor the subsequent responses propose any mitigation measures for the Mill Street corridor east of Highway 7, including the railroad underpass. The TIS instead assumes that traffic will divert away from this constrained segment and reroute through local streets such as King Street and Queen Street.

Reference: Peer Review - Traffic Impact Study: Response to Peer Review Comments
Upper Mill Pond Development, Township of Asphodel-Norwood, County of Peterborough, ON

With additional traffic expected from future planned developments along Mill Street, this assumption raises significant safety concerns for Mill Street east of Highway 7 as well as for King Street, Queen Street, and other impacted local streets subject to additional pass-by traffic. The Traffic Impact Study would typically be expected to identify these potential safety issues and recommend appropriate mitigation measures. While we acknowledge that this development may reasonably be expected to contribute to the costs of a corridor study and such improvements, undertaking a detailed corridor-level study and cost sharing is beyond the scope of the current TIS and peer review.

8. Stantec Comment #8:

Noted. No further action is required.

9. Stantec Comment #9:

Noted. No further action is required.

3 Closure

Based on the above, the responses provided in support of the proposed Upper Mill Pond development continue to contain discrepancies that may affect the intersection analysis results, associated recommendations, and future transportation requirements. In particular, key concerns related to the Mill Street segment east of Highway 7 and the railroad underpass remain unaddressed. As a result, the transportation impacts of the proposed development—along with other planned developments along Mill Street—may not have been fully or satisfactorily assessed on the adjacent road network.

It is therefore recommended that the County request an updated TIS or a full response from the applicant to address the items identified in this Peer Review. We further recommend that the Township, in coordination with the County, MTO, and area developers, undertake a corridor study for Mill Street to identify required mitigation measures for the potential safety concerns associated with the expected increase in traffic.

Stantec Consulting Ltd.

Arash Mirhoseini M.Sc., P.Eng., PMP, ENV SP
Senior Associate and Team Lead
Transportation Planning and Traffic Engineering
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APPENDIX A2
MTO COMMENTS, August 2024

Ministry of Transportation

Corridor Management Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-483-5307
George.Taylor2@ontario.ca

Ministère des Transports

Section de gestion des couloirs routiers
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-483-5307
George.Taylor2@ontario.ca



29 August 2024

Malini Menon

Planning
County of Peterborough
(705) 743-0380 ext. 2404

Via email: mmenon@ptbocounty.ca

Dear Ms. Menon,

**Re: Draft Plan of Subdivision – 2nd Submission
42/52 Mill Street, Norwood, Township of Asphodel-Norwood, County of Peterborough
MTO-LD-2024-43S-000080**

Thank you for circulating the 2nd submission of the Draft Plan of Subdivision for the subject lands located at 42/52 Mill Street, Norwood, to the Ministry of Transportation (MTO) for review. The Ministry understands that the proposal is to facilitate construction of 643 dwelling units, in the form of 199 single detached units, 204 townhouse units, 60 multi-unit dwelling units, 40 apartment units within a mixed use residential/commercial building, and 116 four-plex units. The plan includes blocks for a park and a storm water management facility, and a network of public streets. The MTO has reviewed the submitted documentation accordance with the Public Transportation and Highway Improvement Act (PTHIA) and the Highway Corridor Management Manual.

Under the authority of the PTHIA, the Ministry, through the issuance of permits, controls all land use within 45 metres of the highway right-of-way and the area within 395 metres of the centre-point of the highway intersection and any intersecting road. All development within the control area is subject to Ministry approvals and it is the responsibility of the landowner to acquire all necessary MTO permits prior to the commencement of any construction and/or alteration. The subject land is within the Ministry's permit control area as defined by PTHIA. Therefore, Ministry approvals and permits are required prior to the construction and/or alteration of any buildings and/or structures and prior to the issuance of any municipal building permits or approvals as per Section 8. (2) (a) of the Building Code Act.

General:

- Please note that this letter is not a permit to begin construction. MTO permit is required prior to the construction and prior to the issuance of any municipal building permits or approvals as per section 8. (2) (a) of the Building Code Act.
- A Building and Land Use permit is required for any development within the MTO's jurisdiction prior to construction.

The application will require the following:

1. MTO will require a complete site plan which must include engineered, scalable, and stamped drawings that depict all existing and proposed structures or features with all applicable setbacks. MTO requires a 14m setback for all structures, internal roads, stormwater management, ponds, fire routes, required parking, parking for events etc.
2. This plan must show the following:
 - I. Proposed and existing structures including distance to the MTO property line.
 - II. Proposed entrance location(s).
 - III. North arrow.
 - IV. Drawings of proposed structures
 - V. A deed showing the legal owners as MTO can only issue a permit to the registered owners.

The permit application can be submitted online using the Highway Corridor Management Online Services at: HCMS - Apply for a permit - Application for Building and Land Use permit (gov.on.ca), once all of the Ministry's concerns have been satisfied you will be directed to apply for you Building and Land Use permit, **do not apply until directed to do so**.

- MTO will require permits for any location signage that are within 400m from MTO right-of-way or are visible from **Highway 7**. All signage must be 3m from the ROW, shown on the site plan, and a permit is required. The permit application can be submitted online using the Highway Corridor Management Online Services at: HCMS - MTO's online permit application wizard (gov.on.ca), **only after MTO approvals have been confirmed**.

Access:

- No concerns, all access will be from municipal roadways, Mill Street & Asphodel 10th Line.

Stormwater:

- Stormwater Management concerns have been addressed.

Traffic:

- At the signalized intersection of Hwy 7 & CR40/CR45, the Ministry is not supportive of an eastbound right-turn lane at this time, as it may not be technically feasible to construct it. A few notable reasons are as follows:
 1. Under existing conditions, since trucks are likely finding it difficult to manoeuvre the EB to SB turning movement, the addition of an eastbound right turn lane would only make this manoeuvre more difficult for trucks (due to the sharper turn).
 2. There is a building located in close proximity to the SW quadrant of the intersection and longer right-turning trucks would encroach onto the sidewalk.
 3. The modified lane widths on Hwy 7 would likely not meet MTO's minimum standards for lane widths.

- Given that the estimated number of site-generated trips for this development is significant (especially for a community as small as Norwood), the Ministry's main concern is located at the intersection of Hwy 7 & Mill Street. More details are as follows:
 1. Due to unique characteristics of the local road network, it's highly likely that the majority of motorists will utilize Mill Street as their main route to/from the subject site (as it's the most direct route).
 2. This would likely trigger the need for traffic control signals, which the ministry wants to avoid at this location. If signals were installed at this intersection, the costs would be significant due to several nearby structures in the area, all of which would need to be widened/replaced in order to build the required new auxiliary lanes.
 3. In addition, the existing structure on Mill Street (located ~90m south of Hwy 7) is too narrow to accommodate two-way traffic, which is expected to cause several operational concerns along this roadway, including traffic queuing to spill back towards Hwy 7.
 4. The Ministry will only be supportive of the proposed development if either one of the following options are considered by the County of Peterborough and/or the Township of Asphodel Norwood:
 - ◆ Convert Mill Street to a one-way street (must be one-way in the southbound direction only) between Hwy 7 and Queen Street.
 - ◆ Close Mill Street to through traffic between Hwy 7 and Queen Street.

- The Ministry would like to reiterate that Proponents have sole responsibility, financial or otherwise, for the implementation of development driven highway improvements. This includes but not limited to preparing detail design engineering drawings as per ministry technical specifications and standards, ensuring requirements under Environmental Assessment Act as satisfied, providing ministry with the tender package including engineering cost estimate, and constructing the improvements. Proponents are also fully responsible for acquiring properties or relocating utilities if required for the improvements.

Should the proposed development require highway improvements the proponent will be required to enter into a legal agreement with MTO to implement and provide a letter of credit as determined by cost estimate as a security to MTO.

As stated above, once detail design and cost estimates are prepared to ministry's satisfaction, the proponent will be required to enter into an agreement with MTO, which would clarify responsibilities of the proponent for the implementation of development driven improvements. MTO will require a letter of credit from the proponent, value of which would correspond to the accepted cost estimate. After executing the agreement, the proponent would undertake the improvement; ministry would maintain supervision during the construction and identify any deficiency if necessary. All deficiencies must be addressed to ministry's requirements and technical specifications. Upon satisfactory completion of the highway improvement, MTO will return 90% of the letter of credit, and retain 10% for a year as warranty. If the work completed shows no sign of deficiency, then the remaining 10% will be returned after a year. However, if any construction deficiency is identified, ministry may ask the proponent to fix the deficiency or withdraw funds from the letter of credit as necessary to fix the deficiency if proponent is

unable to perform the work. At the end of the one-year period, if no issue arises, the remaining 10% LoC would be returned to the proponent.

Noise Mitigation:

- The MTO is not responsible for noise mitigation for the proposed development including noise barriers or berms. Should the proponent wish to mitigate noise exposure, all costs, financial and otherwise, associated with noise mitigation will be the sole responsibility of the property owner and subject to MTO approval.

Conclusion:

The Ministry requests that the proponent review and address the above comments. Please respond to the Ministry's comments in a bullet-by-bullet format. This will help to expedite the Ministry's review process.

Once the Ministry's concerns have been addressed the Ministry would then issue a clearance letter and with instructions for the proponent on how to apply for a Building and Land Use and Signage permits.

The Ministry does advise that should there be any changes to any of the previously submitted documentation, that Ministry review and approvals are required prior to implementation of any changes.

If you have other questions relating this matter, please feel free to call me at (613) 483-5307 or email me at George.Taylor2@ontario.ca.

Sincerely,

George Taylor
Senior Project Manager
Highway Corridor Management Office
Ministry of Transportation
Kingston, ON

cc: Kartik Suresh – Head, Highway Corridor Management (ER)