



URBANTRANS
Engineering Solutions Inc.

Traffic Brief

Proposed Industrial Outdoor Storage

0 Forks Road
City of Port Colborne, ON

UT-25-124

June 3, 2026



URBANTRANS
Engineering Solutions Inc.

UrbanTrans Engineering Solutions Inc.
9275 Markham Road, Suite 146
Markham ON L6E 0H9
Tel: 437-236-7085
annosan@uteng.ca

June 3, 2026

King EPCM
3780, 14th Avenue - Unit 211,
Markham ON L3R 9Y5

Attention: Amir Samadi

**RE: Traffic Brief
Proposed Industrial Outdoor Storage
0th Forks Road, Port Colborne, ON L3K 5V5
Reference No.: UT-25-124**

UrbanTrans Engineering Solutions Inc was retained by King EPCM (the “Client”) to complete a Traffic Brief in support of the proposed industrial outdoor storage development located at the northwest corner of Third Concession Road and Ramey in the City of Port Colborne.

The proposed development primarily comprises an outdoor industrial storage yard with a total lot area of 319,420.15 sq. m. It includes a two-storey building with a gross floor area of 186 sq. m, intended for operational functions and staff accommodation. The site is not expected to generate significant customer-related traffic, as its use is predominantly internal and operational, with minimal interaction with the general public. A total of five parking spaces are proposed, including one accessible parking space.

Vehicular access to the subject site is provided via Third Concession Road. Although a secondary connection exists via Ramy Road, it terminates in a dead-end condition and is not considered a functional access to the site.

This report concludes that the proposed development is expected to have minimal traffic impacts on the surrounding road network and nearby intersections. It is understood that the City of Port Colborne is the reviewing authority for this Traffic Brief and this Study has been prepared in accordance with applicable municipal requirements and based on discussions with City Staff (see **Appendix A**).

We thank you for the opportunity to undertake this study. We trust the enclosed comply with your requirements. Should you have any questions, please do not hesitate to contact the undersigned.

Kind Regards,
UrbanTrans Engineering Solutions Inc.

Signature

Annosan Srikantha, P.Eng.
President



Engineer's Seal

DISCLAIMER

This document entitled '0 Forks Road- Traffic Brief' or named part thereof (the "project") was prepared by UrbanTrans Engineering Solutions Inc. ("UrbanTrans") for the account of King EPCM (the "Client"). This document is confidential and prepared solely for approval and commenting on municipalities and their agencies in their review and approval of this project. The materials in this report reflect best judgement based on the information available at the time the document was issued. Any reliance on this document by any third party is strictly prohibited and UrbanTrans accepts no responsibility for damages, if any, suffered by any third party by reason of decisions made or actions based on this document.

RECORD OF REVISIONS

Revision	Date	Identification	Description
0	June 3, 2026	Traffic Brief	Final Submission

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1.0 INTRODUCTION

1.1 Background

UrbanTrans Engineering Solutions Inc was retained by King EPCM (the “Client”) to complete a Traffic Brief in support of the proposed development located at the northwest corner of Third Concession Road and Ramey Road in the City of Port Colborne.

1.2 Objective

The study will assess the following components:

- Evaluate the existing conditions in the study area, including roadway and transit network.
- Forecast the future traffic demand generated by the proposed development, considering projected growth and land use changes.
- Identify potential traffic impacts, including congestion, safety hazards, and potential deficiencies resulting from proposed development.
- To propose mitigation measures to address identified impacts and enhance transportation infrastructure efficiency and safety.
- Simulate vehicle swept path analysis to determine adequate space requirements are provided for passenger cars and commercial vehicles.

1.3 Development Proposal

The subject site is located at the northwest corner of Third Concession Road and Ramey Road in the City of Port Colborne.

The proposed development primarily comprises an outdoor industrial storage yard with a total lot area of 319,420.15 sq. m. It includes a two-storey building with a gross floor area of 186 sq. m, intended for operational functions and staff accommodation. The site is not expected to generate significant customer-related traffic, as its use is predominantly internal and operational, with minimal interaction with the general public. A total of five parking spaces are proposed, including one accessible parking space.

Vehicular access to the subject site is provided via Third Concession Road. Although a secondary connection exists via Ramey Road, it terminates in a dead-end condition and is not considered a functional access to the site.

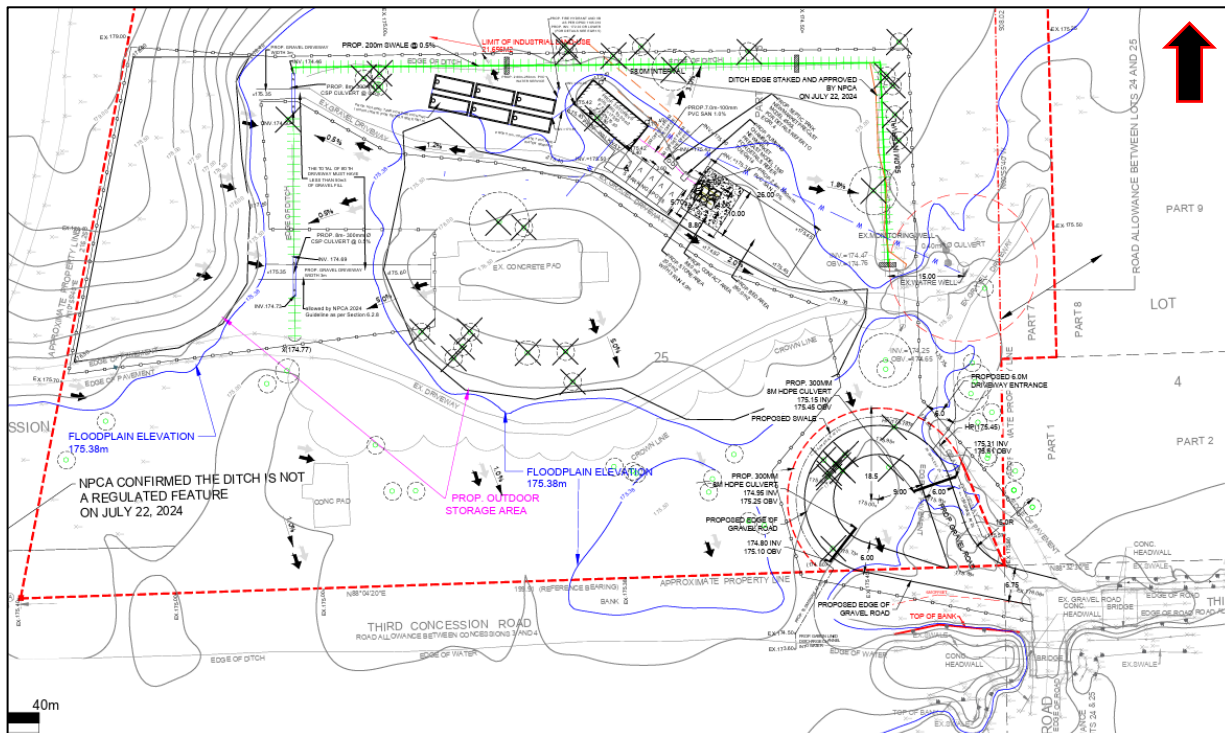
The location of the proposed development is illustrated in **Figure 1**. The proposed site plan is illustrated in **Figure 2**; **Appendix B** also provides a larger version of the proposed site plan.

Figure 1 - Site Location



Source: Google Maps

Figure 2 - Proposed Site Plan



Source: King EPCM

2.0 EXISTING CONDITIONS

This section documents the transportation network in the study area in 2026, including existing roadways, transit services, active transportation network, traffic control measures, and intersection performances.

2.1 Road Network

To provide clarity throughout this report, Third Concession Road has been given a east-west orientation, while Ramey Road, Snider Road, and Highway 140 are given a north-south orientation. On this basis, the characteristics of the roads and intersections within the vicinity of the subject site are described below:

- **Third Concession Road** is an east-west local roadway under the jurisdiction of the City of Port Colborne. It operates as a two-lane rural cross-section with one lane in each direction and provides direct access to the subject site and surrounding rural and industrial lands. It maintains a speed limit of 50km/hr. Third Concession Road had paved surface for the first 500m west of Highway 140 and the rest of portion up to the subject site is unpaved.
- **Ramey Road** is a north-south local roadway under the jurisdiction of the City of Port Colborne. It operates as an unpaved two-lane rural cross-section with one lane in each direction and terminates in a dead-end condition. It maintains a speed limit of 50km/hr.
- **Snider Road** is a north-south local roadway under the jurisdiction of the City of Port Colborne. It operates as a two-lane cross-section with one lane in each direction and provides local connectivity within the study area. It maintains a speed limit of 50km/hr.
- **Highway 140** is a north-south provincial roadway under the jurisdiction of the Province of Ontario. It operates as a two-lane cross-section with one lane in each direction. It accommodates higher traffic volumes and provides regional connectivity through the study area. It maintains a posted speed limit of 80 km/hr.

2.2 Transit Network

The subject is located in a rural area and there are no existing transit routes in vicinity of the subject site.

2.3 Active Transportation Network

The subject is located in a rural area and there are no existing active transportation facilities in vicinity of the subject site.

3.0 SITE GENERATED TRAFFIC VOLUMES

3.1 Trip Generation

Trips generated by the proposed industrial outdoor storage facility have been estimated for the weekday morning and afternoon peak hours based on first-principles approach based on the discussion with client (refer to **Appendix A**). The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, does not provide trip generation rates for developments

classified as industrial outdoor storage. The estimated trip generation is summarized in **Table 1** below.

Table 1: Site Traffic Trip Generation

Land Use (Magnitude)		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Outdoor Industrial Storage	New Trip	10	5	15	5	15	20
TOTAL NEW TRIPS		10	5	15	5	15	20

As shown in **Table 1**, the proposed development is estimated to generate a total 15 two-way trips (10 inbound and 5 outbound) during the weekday morning peak hour and 20 two-way trips (5 inbound and 15 outbound) during afternoon peak hour. Since the total trips generated during AM and PM peaks hours are very low, based on the discussion with the City staff (**Appendix A**), a full traffic impact study is not required at this time.

3.2 Trip Distribution

The trip distribution during the AM and PM peak hours was estimated using a first-principles approach. All site-generated trips were assigned to Third Concession Road, as Ramey Road terminates in a dead-end south of the proposed development. At the intersection of Third Concession Road and Highway 140, the site-generated trips were distributed equally in northbound and southbound directions along Highway 140. **Table 2** represents the trip distribution for the proposed site by time period and direction of travel, and **Figure 3** shows the estimated trip distribution of site generated traffic in the study area.

Table 2: Site Traffic Trip Distribution

Intersection	Distribution	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Third Concession Road and Ramey Road	East	100%	100%	100%	100%
	South	0	0	0	0
Third Concession Road and Snider Road	East	100%	100%	100%	100%
	North	0	0	0	0
Third Concession Road and Highway 140	North	50%	50%	50%	50%
	South	50%	50%	50%	50%
	East	0	0	0	0

4.0 PARKING REQUIREMENTS

4.1 Vehicular Parking Requirements

Vehicular parking requirements for the proposed development is subject to City of Port Colborne Comprehensive Zoning By-Law 6575/30/18, section 3.1.2. The proposed development includes a two-storey building with a gross floor area of 186 sq. m, intended for operational functions and staff accommodation. The vehicular parking requirements and provisions for the proposed development are outlined in **Table 3**.

Table 3: City of Port Colborne Zoning By-Law 6575/30/18 Vehicular Parking Requirements

Land Use	GFA (sq. m)	Required Parking Rates	Parking Requirement
Office	186	1 space/28 sq. m of GFA	7
Total Required			7
Total Provided			5
Difference			-2

Note: Where the calculation of the required parking spaces results in a number containing a fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Pursuant to Section 3.1.2 of the City of Port Colborne Comprehensive Zoning By-law No. 6575/30/18, as outlined in **Table 3**, the proposed development is required to provide a total of seven (7) parking spaces. The submitted site plan currently accommodates five (5) parking spaces, resulting in a deficiency of two (2) spaces relative to the by-law requirement.

Notwithstanding this deficiency, correspondence with the client (refer to **Appendix A**) confirms that the proposed operation will have a maximum of two (2) office staff present on-site at any given time. Based on this anticipated staffing level and associated parking demand, it is expected that the provision of five (5) parking spaces will be sufficient to adequately serve the needs of the development without adverse impact.

4.2 Bicycle Parking Requirements

Bicycle parking requirements for the proposed development is subject to City of Port Colborne Comprehensive Zoning By-Law 6575/30/18, section 3.13.1. The proposed development includes a two-storey building with a gross floor area of 186 sq. m, intended for operational functions and staff accommodation. The bicycle parking requirements and provisions for the proposed development are outlined in **Table 4**.

Table 4: City of Port Colborne Zoning By-Law 6575/30/18 Bicycle Parking Requirements

Land Use	GFA (sq. m)	Required Parking Rates	Parking Requirement
Office	186	1 space/1000 sq. m of GFA	0
Total Required			0
Total Provided			0
Difference			0

Note: Where the calculation of the required parking spaces results in a number containing a fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

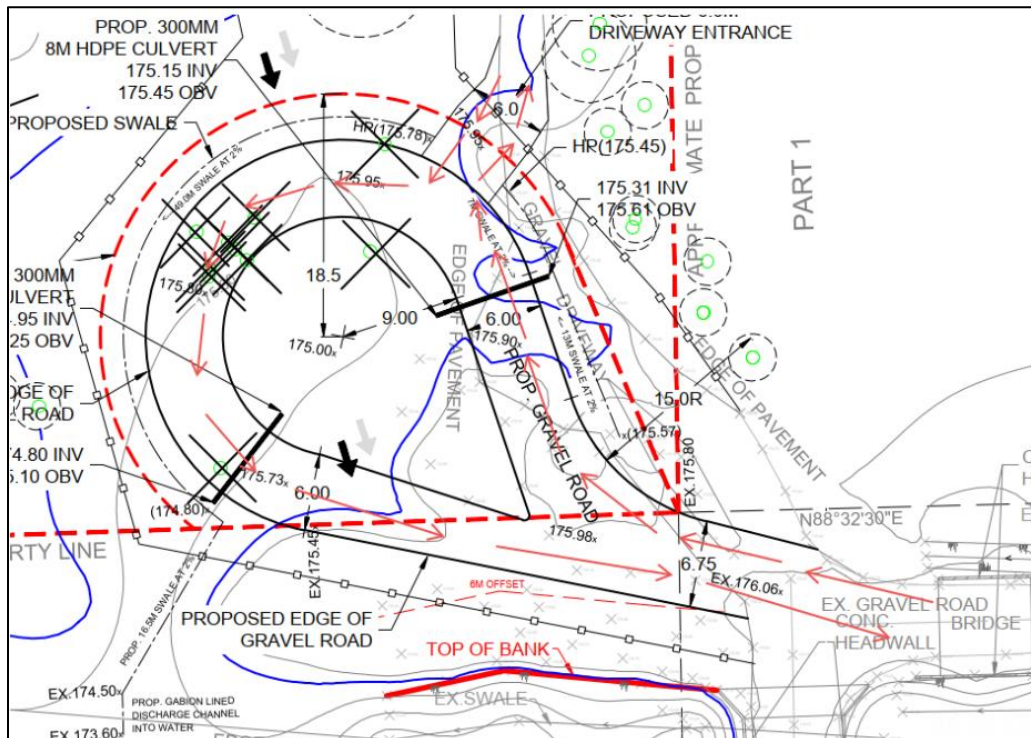
Pursuant to Section 3.13.1 of the City of Port Colborne Comprehensive Zoning By-law No. 6575/30/18, as outlined in **Table 4**, the proposed development is not required to have a bicycle parking space. The submitted site plan currently accommodates zero (0) parking spaces, meeting the by-law requirement.

5.0 TRANSPORTATION IMPACT ASSESSMENT

5.1 On-site Circulation

As shown on the proposed site plan, a gravel turning bulb is provided connecting Third Concession Road and the subject property. The purpose of the proposed gravel turning bulb is to ensure safe and efficient maneuvering of expected commercial vehicles entering/exiting the site. **Figure 4** shows the traffic flow (red arrows) through the turning bulb portion of the driveway.

Figure 4: Traffic Flow Through Proposed Turning Bulb



LEGEND	
## (##)	AM Peak Hour (PM Peak Hour)
	Existing Stop Sign

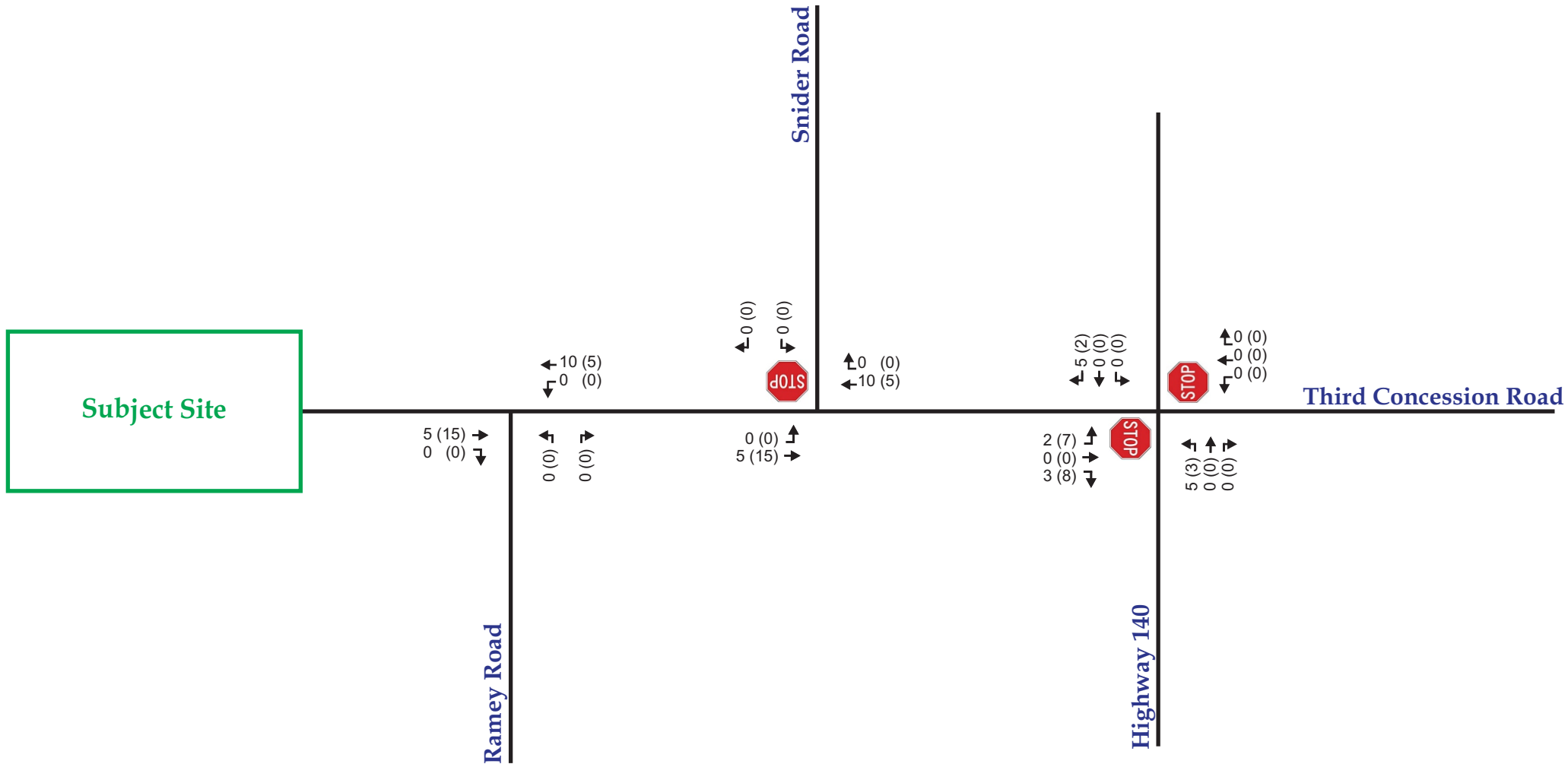
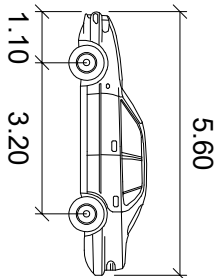
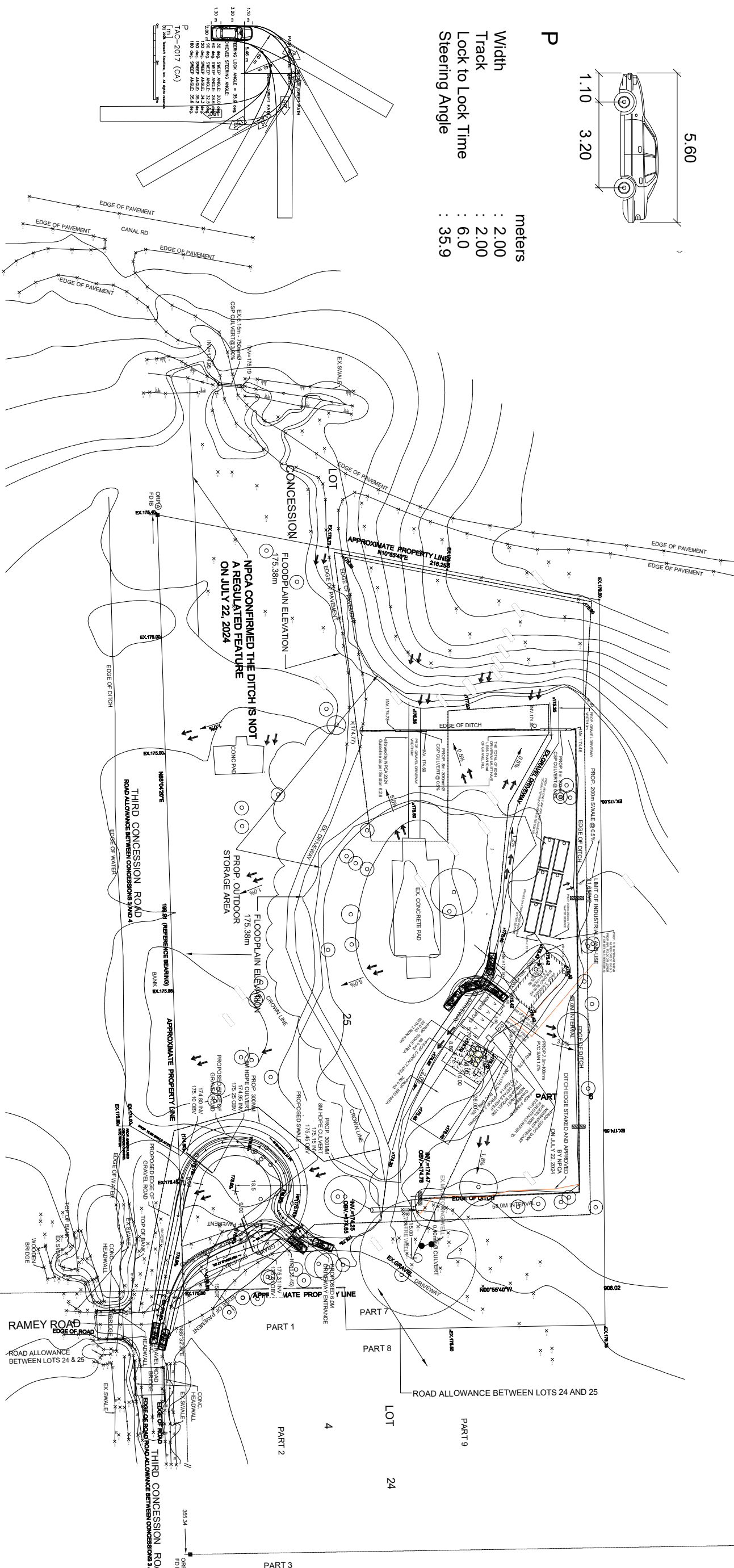


Figure 3 - Site Traffic Trip Distribution



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



Project Name:

Proposed Industrial Outdoor Storage 0 Forks Road, Colborne, Ontario

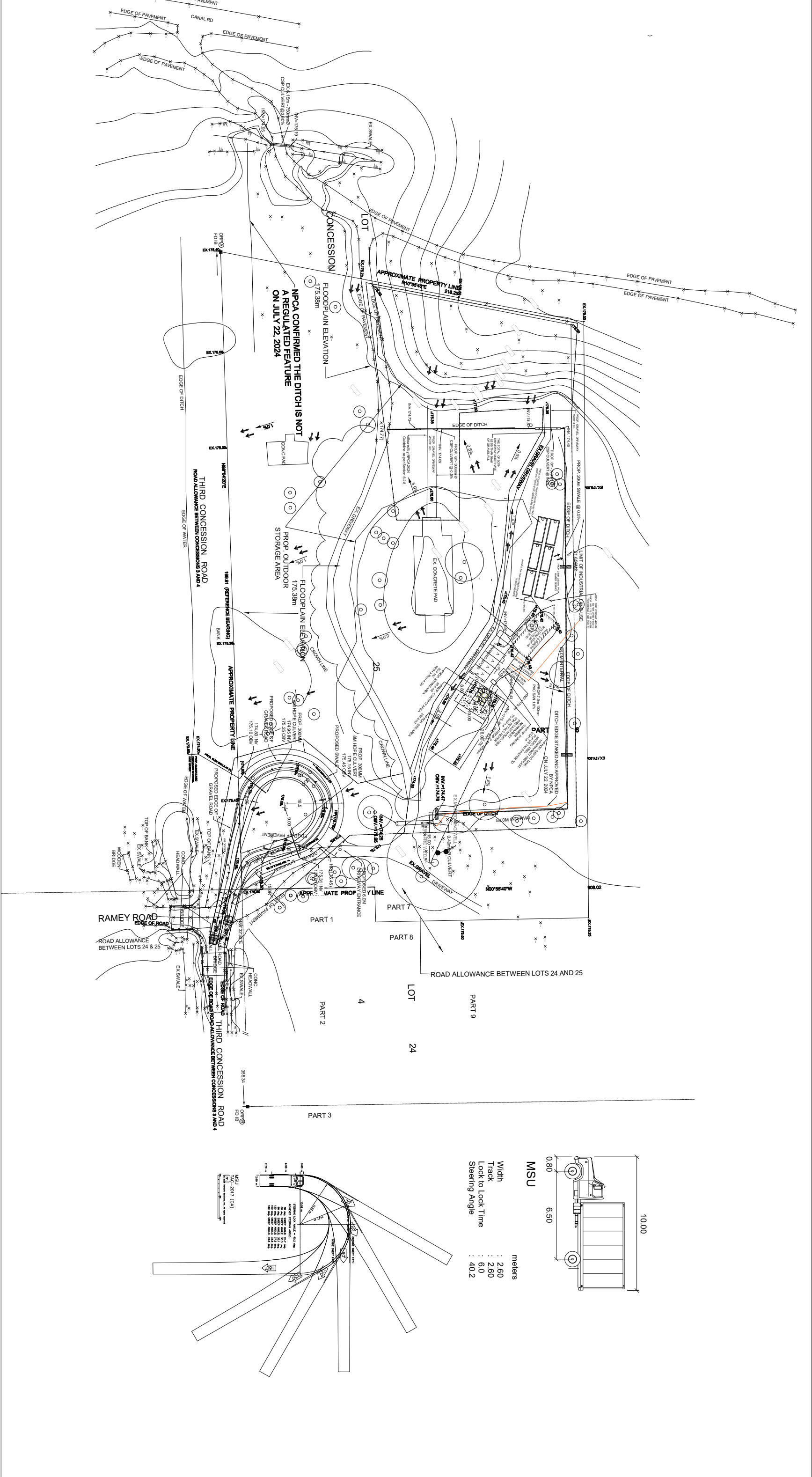
Drawing Title: **AutoTURN Analysis Passenger Car (P TAC-2017)**

Drawing No.:	Figure 5
Date:	May 07, 2026

Project No.:	UT-25-124	Drawn By:	AS
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Scale: NTS

Notes:



Project Name:

Proposed Industrial Outdoor Storage
0 Forks Road, Colborne, Ontario

Drawing Title: AutoTURN Analysis MSU

Drawing No.:

Figure 6

Date:

May 07, 2026

Project No.:

UT-25-124

Drawn By:

AS

Scale:

NTS

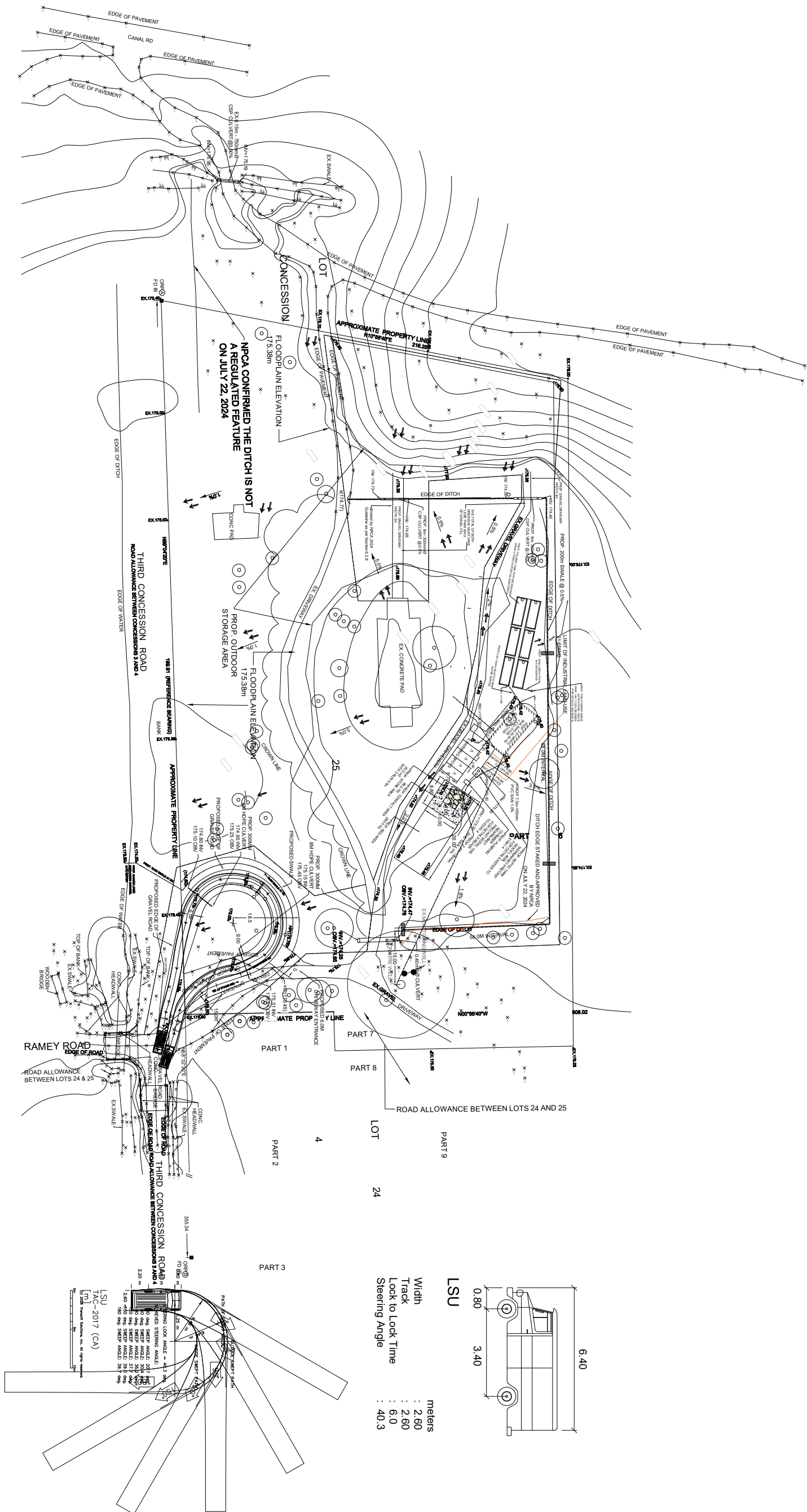
Notes:



Drawing Title: **AutoTURN Analysis Passenger Car (P-TAC 2017)**

Drawing No.: **Figure 7**
 Project No.: **UT-25-124**

NTS



Appendix A

Term of Reference and Staff Comments

Term of Reference Comments

1. Introduction

The following outlines the requirements and guidelines for conducting a Traffic Impact Study (TIS) for the NW Corner of Third Concession Road and Progress Drive North located in Port Colborne, Ontario. This study aims to assess the potential traffic impacts resulting from the proposed development and recommend mitigation measures to ensure safe and efficient traffic flow in the area.

2. Study Objectives

The objectives of the Traffic Impact Study are as follows:

- To evaluate the existing traffic conditions in the study area, including traffic volume, composition, and flow patterns.
- To forecast the future traffic demand generated by the proposed development, considering projected growth and land use changes.
- To identify potential traffic impacts, including congestion, safety hazards, and operational deficiencies, resulting from the proposed development.
- To propose mitigation measures to address identified impacts and enhance transportation infrastructure efficiency and safety.
- To comply with relevant municipal, provincial, and federal regulations and guidelines governing traffic impact assessments.

3. Study Area

The study area for the Traffic Impact Study shall encompass the immediate vicinity of the proposed development site and any adjacent roadways likely to be affected by the project. The boundaries of the study area shall be determined in consultation with the **City of Port Colborne Planning Division**.

4. Scope of Work

The Traffic Impact Study shall include, but not be limited to, the following components:

4.1. Existing Conditions Analysis:

- Traffic volume counts at key intersections and road segments during peak and off-peak hours.
- Analysis of traffic composition, including vehicle types and modes of transportation.
- Evaluation of existing traffic operations, including intersection performance and level of service.

4.2. Future Traffic Forecast:

- Projection of future traffic volumes based on anticipated development and growth in the study area.

- Consideration of seasonal variations, special events, and other factors influencing traffic demand.

4.3. Impact Assessment:

- Identification and quantification of potential traffic impacts resulting from the proposed development.
- Evaluation of intersection capacity, traffic flow, and safety conditions under future conditions.

4.4. Mitigation Strategies:

- Development of recommendations for mitigating identified traffic impacts, including roadway improvements, traffic signal optimization, and transportation demand management measures.
- Cost estimation and prioritization of recommended mitigation measures.

4.5. Stakeholder Consultation:

- Engagement with relevant stakeholders, including municipal authorities, transportation agencies, and the public, to gather input and address concerns regarding the proposed development and its traffic impacts.

5. Methodology

The Traffic Impact Study shall employ recognized traffic engineering methodologies and industry best practices in conducting data collection, analysis, and modeling. The chosen methodologies shall be documented and justified in the final study report.

6. Reporting Requirements

A comprehensive Traffic Impact Study report shall be prepared in accordance with the guidelines outlined by the **City of Port Colborne Planning Division**. The report shall include detailed findings, analysis, and recommendations, presented in a clear and understandable format.

7. Timeline

The Traffic Impact Study shall be completed within 6 Months from the date of project initiation. Progress updates shall be provided to the **City of Port Colborne Planning Division** at regular intervals throughout the study period.

8. Review and Approval

The draft Traffic Impact Study report shall undergo review and approval by the **City of Port Colborne Planning Division** prior to finalization. Any feedback or recommendations provided by the reviewing authority shall be addressed in the final report.

9. Compliance

The Traffic Impact Study shall comply with all applicable municipal, provincial, and federal regulations, standards, and guidelines pertaining to transportation planning and impact assessment.

Communication with Client and City Staff

From: Chris Viccica <Chris.Viccica@portcolborne.ca>
Sent: Tuesday, April 21, 2026 3:06 PM
To: Annosan Srikantha <annosan@uteng.ca>
Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel <Kelly.Martel@portcolborne.ca>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Annosan,

As a follow up,

There is currently construction along Third Concession and Progress Drive and these roads are closed West of Snider Road. Construction is scheduled to be completed in Q3/Q4 of 2026. **This study will have to be pushed off until Construction is completed.**

- At this time, this is the only active development file in the study area. We have yet to receive a site plan application for this file or any other properties in the area.
- Pictured below is the study area

From: Annosan Srikantha <annosan@uteng.ca>
Sent: Tuesday, April 21, 2026 2:21 PM
To: Planning <planning@portcolborne.ca>
Cc: Chris Viccica <Chris.Viccica@portcolborne.ca>; Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel <Kelly.Martel@portcolborne.ca>; Annosan Srikantha <annosan@uteng.ca>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi,

Further to the Terms of Reference (ToR) comments received from Chris, we have been advised to consult with the **Planning Division** to confirm the projection of future traffic volumes based on anticipated development and growth within the study area. In addition, the study area boundaries should be established in consultation with the Planning Division.

Could you please provide your comments based on the attached TIS scope and the feedback received from Chris in the email correspondence below?

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

10-[9275 Markham Road, Suite 146 | Markham ON | L6E 0H9](#)

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From: Chris Viccica <Chris.Viccica@portcolborne.ca>

Sent: Tuesday, April 21, 2026 1:58 PM

To: Annosan Srikantha <annosan@uteng.ca>

Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel

<Kelly.Martel@portcolborne.ca>

Subject: Re: [O Forks Rd.](#) - Site Entrance

Hi Annosan,

Thank you for reaching out, my comments are in **blue**.

Best,

Chris

From: Annosan Srikantha <annosan@uteng.ca>

Sent: Tuesday, April 21, 2026 10:52 AM

To: Chris Viccica <Chris.Viccica@portcolborne.ca>

Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel <Kelly.Martel@portcolborne.ca>; Annosan Srikantha <annosan@uteng.ca>

Subject: Re: [O Forks Rd.](#) - Site Entrance

Hi Chris,

Further to my email request below, can you please forward this email to the City of Port Colborne Planning Division as we do not have a contact email.

UrbanTrans Engineering has been retained as the Transportation Consultant to prepare a Site Access and Transportation Impact Study in support of a Zoning By-law Amendment application for the proposed development located at the northwest corner of Third Concession Road and Progress Drive North in Port Colborne, Ontario. The proposed development consists of an outdoor industrial storage yard. Please refer to the attached document for additional details regarding the proposal.

We are seeking input from the **City of Port Colborne Planning Division** on the following items:

1) As outlined in the attached materials, the projected site-generated traffic volumes are relatively low. The highest one-hour volumes are estimated at 5 to 10 inbound trips and 2 to 5 outbound trips

during the AM peak period, and 2 to 5 inbound trips and 10 to 15 outbound trips during the PM peak period. Given these low volumes, would incorporating existing and future total traffic conditions, be considered sufficient in lieu of a full Traffic Impact Study, without including detailed growth rates and background traffic projections? **A full Site Access and Traffic Impact Study is required.**

2) Please confirm the intersections to be included in the scope of the TIS (or Traffic Brief). UrbanTrans Engineering proposes the following study intersections: **Please add Third Concession Road at Snider Road in the study as well.**

- Third Concession Road at Ramy Road
 - Third Concession Road at Highway 140
1. There are two existing bridge structures in the vicinity of the site, as shown in the image below. Please confirm the load restrictions on these bridge structures for the proposed signage to be installed. **These culverts are currently being replaced as part of a separate project (see attached photos for reference). I spoke with the project manager on this and generally speaking, there wont be load restrictions as Progress Drive will be fully built out as part of the industrial park.**

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

10-[9275 Markham Road, Suite 146 | Markham ON | L6E 0H9](#)

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From: Annosan Srikantha <annosan@uteng.ca>
Sent: Monday, April 20, 2026 1:11 PM
To: Chris Viccica <Chris.Viccica@portcolborne.ca>
Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel <Kelly.Martel@portcolborne.ca>; Annosan Srikantha <annosan@uteng.ca>; Annosan Srikantha <annosan@uteng.ca>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Chris,

Can you please provide the email contact to **City of Port Colborne Planning Division**.

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

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From: Chris Viccica <Chris.Viccica@portcolborne.ca>
Sent: Friday, March 27, 2026 7:59 AM
To: Annosan Srikantha <annosan@uteng.ca>
Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Erik Acs <Erik.Acs@portcolborne.ca>; Kelly Martel <Kelly.Martel@portcolborne.ca>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Good morning,

Please see attached to assist with your inquiry.

If you have any questions or concerns please reach out.

Regards,

Chris

From: Annosan Srikantha <annosan@uteng.ca>
Sent: Thursday, March 26, 2026 4:54 PM
To: Kelly Martel <Kelly.Martel@portcolborne.ca>; Erik Acs <Erik.Acs@portcolborne.ca>; Chris Viccica <Chris.Viccica@portcolborne.ca>
Cc: Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>; Annosan Srikantha <annosan@uteng.ca>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Kelly,

I would like to follow up on the email I sent to you last week. Could you please provide an update regarding the Terms of Reference request for the traffic study?

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

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From: Annosan Srikantha <annosan@uteng.ca>

Sent: Wednesday, March 18, 2026 2:46 PM

To: Kelly Martel <kelly.martel@portcolborne.ca>; Erik Acs <erik.acs@portcolborne.ca>; Chris Viccica <chris.viccica@portcolborne.ca>

Cc: Annosan Srikantha <annosan@uteng.ca>; Amir Samadi <amsamadi@kingepcm.com>; Angela Shi <ashi@kingepcm.com>; Tony Wang <twang@kingepcm.com>

Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Kelly,

Further to the email correspondence below involving Amir, Erik, and Chris, we understand that the client has now finalized the Site Plan (please see attached).

As previously discussed, UrbanTrans Engineering has been retained as the Transportation Consultant to complete a Site Access and Transportation Impact Study in support of a Zoning By-law Amendment application, in accordance with the attached pre-consultation checklist. The subject site is located at 0th Forks Road in the City of Port Colborne.

The proposed development consists of an outdoor storage area, including designated space for trailer parking.

We understand that Adam Motchka, whom you had previously referred us to for discussions regarding the TIS scope of work, is no longer with the City. At your convenience, could you please provide the appropriate Transportation staff contact so we may coordinate on the scope of work prior to preparing a Terms of Reference for staff review and acceptance?

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

10-[9275 Markham Road, Suite 146 | Markham ON | L6E 0H9](#)

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From: Amir Samadi <amsamadi@kingepcm.com>

Sent: Wednesday, March 18, 2026 2:38 PM

To: Annosan Srikantha <annosan@uteng.ca>

Subject: Fw: [0 Forks Rd.](#) - Site Entrance

FYI

* Amir Samadi, PhD, PEng
* *Senior Engineer- Water Resources*

* *Manager of Civil Engineering*

* Email: amsamadi@KingEPCM.com

* www.KingEPCM.com

* Cell(Mobile): +1 (416) 871-1991

From: Chris Viccica <Chris.Viccica@portcolborne.ca>

Sent: Wednesday, March 18, 2026 9:34 AM

To: Amir Samadi <amsamadi@kingepcm.com>

Cc: Erik Acs <Erik.Acs@portcolborne.ca>; Tony Wang <Twang@kingepcm.com>

Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Amir,

Thanks for providing the concept drawing.

I wanted to update you that I was just advised that these culverts are currently under replacement for a separate project. Please disregard.

Conceptually, I have no objections with this proposal. This will have to be designed in accordance with TAC (General Design Guide), OPSS, and City standards.

Thanks,

Chris

From: Amir Samadi <amsamadi@kingepcm.com>
Sent: Monday, March 16, 2026 4:51 PM
To: Chris Viccica <Chris.Viccica@portcolborne.ca>
Cc: Erik Acs <Erik.Acs@portcolborne.ca>; Tony Wang <Twang@kingepcm.com>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Chris,

According to our meeting last week, we have revised the drawings to include a cul-de-sac and road widening, and our client has agreed to proceed with this concept. As discussed during the meeting, we are not proposing any culvert extension works.

Could you please review the attached plan and let us know your opinion? If you confirm that this approach is acceptable, we will proceed with preparing the remaining reports and drawings.

Thanks,

Amir

* Amir Samadi, PhD, PEng
* *Senior Engineer- Water Resources*
* *Manager of Civil Engineering*
* Email: amsamadi@KingEPCM.com

* www.KingEPCM.com

* Cell(Mobile): +1 (416) 871-1991

From: Chris Viccica <Chris.Viccica@portcolborne.ca>
Sent: Monday, March 16, 2026 4:08 PM
To: Amir Samadi <amsamadi@kingepcm.com>
Cc: Erik Acs <Erik.Acs@portcolborne.ca>; Tony Wang <Twang@kingepcm.com>
Subject: Re: [0 Forks Rd.](#) - Site Entrance

Hi Amir,

Thanks for reaching out,

As far as next steps go, as per the City's pre-con comments where are you guys at with lifting the holding provision for this property and the zoning by-law amendment? and do you guys plan on submitting a Site Plan Control Application?

Additionally, You asked whether we prefer a draft concept drawing or if we would prefer the full package at once. Please clarify what you mean by full package? if it is in regard to the required documents for lifting the holding provision and submitting a Site Plan Control Application we would prefer a full package for the City's review.

I understand this is still preliminary and King is still looking at confirmation on the road design.

- I will have to reiterate from both the City's Pre-con Comments and discussions with the City's Public Works Department the following works would be required to provide access to the parcel as proposed:
 - An extension of the existing culvert under Progress Drive to the west; and
 - An extension of Third Concession Road to the west. As noted in the engineering comments from the July 2025 pre-consultation meeting, the road extension would also be required to include a turning basin to accommodate the termination of a rural roadway.
- I have attached a copy of the City's Engineering Design Manual, specifically Roads and the design requirements. If you would like to submit a design over we can review it with our Public Works Team and follow up.

Just a reminder- Removal of the Holding Symbol (H) may only occur when:

- i) The Owner enters into and registers on title a Site Plan Agreement with the City of Port Colborne which will include recommendations made in the supporting technical studies conducted in association with the development application;
- ii) Appropriate technical studies are submitted including a Phase 2 "Archaeological Study, a Geotechnical Study, a Noise Study, an Air Quality Study, Site Access and Traffic Study, a Vibration Study, a Tree Preservation Plan, an Environmental Impact Statement, and a Risk Assessment Report dependent upon the use proposed. A pre-consultation meeting will be held to identify which studies are required and to scope the extent of the studies. The above mentioned technical studies and their recommendations are to be satisfactory to the City of Port Colborne; and
- iii) Prior to the City entering to the Site Plan Agreement, approval shall be obtained from the applicable approval authority which identifies an appropriate location and design for a private sewage disposal system and private water supply system to adequately and appropriately service the proposed use.

Required Studies:

- Minimum of a Stage 1-2 Archaeological Assessment and Ministry Acknowledgement Letter (ZBA)
- Geotechnical Study, an and a Risk Assessment Report
- Site Plan (ZBA/RHP/SPC)
- Drawings of building plan, elevation and cross-section views, including Architectural Drawings and zoning conformity chart (SPC)
- Landscape Plan (SPC)
- Functional Servicing and Stormwater Management Report by P. Eng (OPA/ZBA/SPC)
- Site Servicing, Grading, SWM Plans by P. Eng (OPA/ZBA/SPC)
- Gas Well Study (ZBA)
- Planning Justification Report (ZBA)
- Site Access and Traffic Impact Study (ZBA)
- Noise and Vibration Study (ZBA)
- Air Quality Study (ZBA)
- Tree Preservation Plan (ZBA)
- Environmental Impact Statement (ZBA)

Thanks,

Chris

Chris Viccica
Engineering Technologist
[City of Port Colborne](#)

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Port Colborne, ON L3K 3C8

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Email Chris.Viccica@portcolborne.ca

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From: Amir Samadi <amsamadi@kingepcm.com>

Sent: Monday, March 16, 2026 2:10 PM

To: Erik Acs <Erik.Acs@portcolborne.ca>; Chris Viccica <Chris.Viccica@portcolborne.ca>

Cc: Tony Wang <Twang@kingepcm.com>

Subject: [0 Forks Rd.](#) - Site Entrance

Hi Chris and Erik,

I hope you are doing well and I would like to thank you for the meeting last week.

We would like to clarify the city's expectations regarding the next step for this application. Could you please confirm whether the city would prefer that we first submit a draft concept drawing for review, or if the city would prefer that we submit the full package at once?

Your guidance will help us proceed accordingly.

Thanks, Amir

From: Amir Samadi <amsamadi@kingepcm.com> **Sent:** Wednesday, April 8, 2026 1:26 PM **To:** Annosan Srikantha <annosan@uteng.ca> **Cc:** Jacqueline Lee <jlee@batory.ca>; Tony Wang <Twang@kingepcm.com>; Shannon Gallant <shannon@bypath.ca>; Maryam Balavizadeh <maryam@bypath.ca>; Tristan Knight <tristan@terrastoryenviro.com> **Subject:** Fw: 0th Forks Rd - Transportation Inquiry

Hi Annosan,

Thank you for attending the meeting and for your continued efforts in progressing the project.

Please find our responses to your questions provided in **redlines** below.

Thanks,

Amir

***** * Amir Samadi, PhD, PEng * *Senior Engineer-
Water Resources*

* Manager of Civil Engineering

* Email: amsamadi@KingEPCM.com

* www.KingEPCM.com * Cell(Mobile): +1 (416) 871-1991

From: Annosan Srikantha <annosan@uteng.ca> **Sent:** Wednesday, April 8, 2026 10:59 AM **To:** Amir Samadi <amsamadi@kingepcm.com> **Cc:** Annosan Srikantha <annosan@uteng.ca> **Subject:** 0th Forks Rd - Transportation Inquiry

Hi Amir,

As per our meeting we will require the following information:

- Please provide a detailed description of the proposed land uses and operational characteristics

The site will primarily accommodate staff and light-duty operational activities, with no significant customer-oriented traffic expected. Occasional service and delivery vehicles may access the site. The main use will be outdoor industrial storage yard.

- The expected number of site-generated trips (inbound and outbound) per day, including total hours of operation for both weekdays and weekends

It should be noted that, at this stage, the exact trip generation is not fully defined and will ultimately depend on the final tenant and operational characteristics. We can only say the site is expected to operate primarily on weekdays, generally between 7:00 AM and 6:00 PM, with limited or no regular weekend operations.

The expected peak hour volumes during the AM and PM periods. For the AM and PM peak periods (7:00–10:00 AM and 4:00–7:00 PM), please identify the highest one-hour traffic volume (inbound and

outbound) occurring within each three-hour window. Also, specify the exact time interval during which this peak hour occurs (e.g., 7:45 AM to 8:45 AM).

At this stage, the exact trip generation is not fully defined. Therefore, a conservative, upper-bound assumption has been adopted. The highest one-hour volume within the AM peak period is anticipated to occur between approximately 7:30 AM and 8:30 AM, with an estimated 5 to 10 inbound trips and 2 to 5 outbound trips. Within the PM peak period, the highest one-hour volume is anticipated to occur between approximately 4:30 PM and 5:30 PM, with an estimated 2 to 5 inbound trips and 10 to 15 outbound trips!

- Identification of any existing proxy site with similar operational characteristics, if available.

A proxy site with similar characteristics would be a small-scale industrial/warehouse facility with employee-based traffic and limited customer visits.

- Trip distribution, indicating the origins of inbound trips to the site and the destinations of outbound trips from the site.

Based on the current site layout, inbound and outbound trips are expected to use the only available access route to the site via Third Concession Road. Although a secondary connection exists via Ramey Road, it terminates in a dead-end condition and is not considered a functional access for site traffic. As such, vehicle movements will primarily be distributed through the surrounding road network via Third Concession Road, subject to operational needs and access conditions.

- A vehicular maneuvering plan illustrating on-site circulation routes, to support AutoTURN analysis.

Based on the current site plan, the development includes two designated outdoor storage areas, and vehicle movements are expected to be limited to access, circulation, and maneuvering between these storage zones and the building.

Kind regards,

Annosan Srikantha, P.Eng.

President

P: 437-236-7085

E: annosan@uteng.ca

W: www.uteng.ca

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From: Amir Samadi <amsamadi@kingepcm.com>

Sent: Wednesday, May 20, 2026 10:45 AM

To: Paul Demczak <pdemczak@batory.ca>; Annosan Srikantha <annosan@uteng.ca>

Cc: Tony Wang <Twang@kingepcm.com>; Angela Shi <AShi@kingepcm.com>

Subject: Re: Fw: Draft PJR & ZBLA

Hi Annosan,

I just wanted to confirm that for this project, there will be a maximum of 1–2 office staff. Additionally, a few trucks may enter and exit the site during the day. Therefore, the five parking spaces provided are more than sufficient for the current needs.

Thanks,

Amir

* Amir Samadi, PhD, PEng

* *Senior Engineer- Water Resources*

* *Manager of Civil Engineering*

* Email: amsamadi@KingEPCM.com

* www.KingEPCM.com

* Cell(Mobile): +1 (416) 871-1991

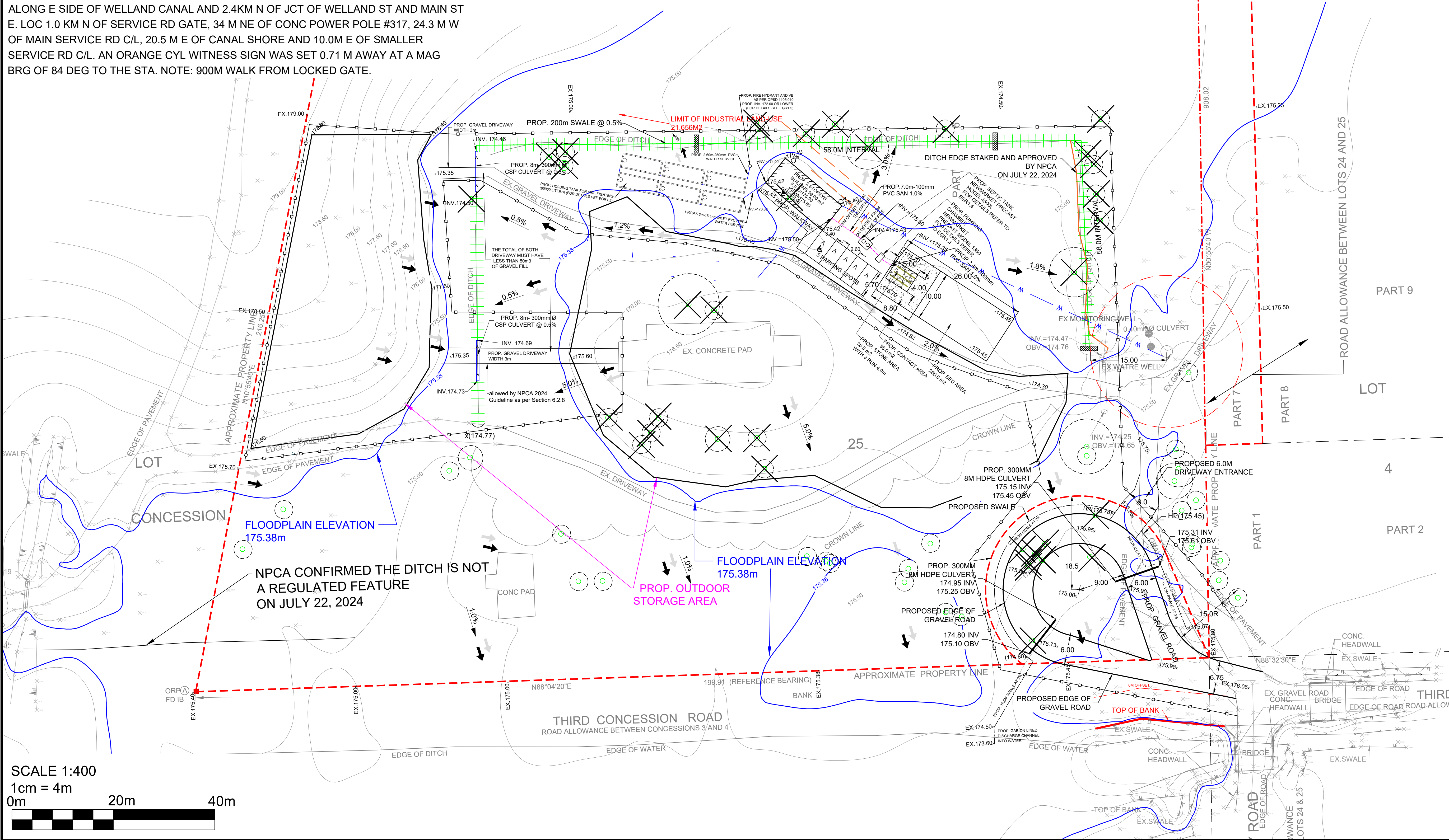
KING
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Appendix B

Proposed Site Plan

GENERAL NOTES:

- TOPO SURVEY WAS CONDUCTED ON MARCH 7, 2024 AND OCTOBER 1, 2025 BY KING EPCM. NATURAL HERITAGE FEATURE STAKING SURVEY WAS CONDUCTED ON JULY 22, 2024
- ALL MEASUREMENTS STATED IN METRES.
- PROPERTY BOUNDARY WAS REFERENCED BY RASCH + HYDE LTD., DATED MARCH 18, 2015.
- THIS IS NOT A PLAN OF SURVEY. DO NOT USE FOR BOUNDARY.
- ELEVATIONS ARE GEODETIC, OBTAINED FROM GNSS AND USING CAN-NET DERIVED FROM RTK SOLUTION AND GEOID MODEL HTv.2.0 SOLUTION, REFERRED TO CANADIAN GEODETIC VERTICAL DATUM OF 1928 (CGVD28:78) AND BENCHMARK No. 0011980U014, HAVING AN ELEVATION OF 173.81M . THE BENCHMARK IS IN MANHOLE ALONG E SIDE OF WELLAND CANAL AND 2.4KM N OF JCT OF WELLAND ST AND MAIN ST E. LOC 1.0 KM N OF SERVICE RD GATE, 34 M NE OF CONC POWER POLE #317, 24.3 M W OF MAIN SERVICE RD C/L, 20.5 M E OF CANAL SHORE AND 10.0M E OF SMALLER SERVICE RD C/L. AN ORANGE CYL WITNESS SIGN WAS SET 0.71 M AWAY AT A MAG BRG OF 84 DEG TO THE STA. NOTE: 900M WALK FROM LOCKED GATE.



LEGEND:

- x 175.54
- 175.00
- CONC.
- IB
- ORP
- ▨
- +++
- ×

PROPERTY LINE
EXISTING ELEVATION
CONTOUR LINE
WATERWELL
CONCRETE
IRON BAR
OBSERVED REFERENCE POINTS
CHECK DAM
GRASS SWALE
TREE TO BE RETAINED
TREE TO BE REMOVED

Municipality Notes

DRAWN	TW	STAMP
DATE	MAY 04, 2026	LICENSED PROFESSIONAL ENGINEER A. SAMADI 100569767 2026.05.06 PROVINCE OF ONTARIO

KEY MAP
N.T.S.

SUBJECT SITE

Quad Niagara ATV club

THIRD CONCESSION ROAD

RAMSEY ROAD

KING E P C M

3780 14th Ave, Unit 211
Markham, ON, L3R 9Y5
www.KingEPCM.com
647-459-5647

CLIENT

XUE JU (JACK) ZHENG
2789475 ONTARIO INC.

PROJECT NAME

0TH FORKS ROAD

PROJECT LOCATION

0TH FORKS ROAD
COLBORNE

PRINT TITLE

SITE PLAN

FILE No.

EGR - 1.2

No.	ISSUED FOR:	DATE	DRAW BY	CHECK
V1	ISSUED FOR PERMITS	APR 29, 2024	SL	TW
V4	ISSUED FOR PERMITS	JUN 26 2025	SP	AA
V5	ISSUED FOR PERMITS	JUL 22 2025	SP	TW
V8B	ISSUED FOR PERMITS	MAR 18, 2026	SP	TW
V9	ISSUED FOR PERMITS	MAY 04, 2026	SP	TW