

F.R. Berry & Associates

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July 12, 2017

Our Ref. 1749

Mr. W. Branco, President
Noah Homes
950 Seacliff Drive
Kingsville ON
N9Y 2K8

Dear Mr. Branco:

**RE: PROPOSED RESIDENTIAL DEVELOPMENT
169 PRINCE ALBERT STREET NORTH, KINGSVILLE**

You have asked me to provide a professional opinion on the potential traffic impact of a proposed residential development at 169 Prince Albert Street North in Kingsville. The location of the site is shown in **Figure 1**.

I understand that the development will include the retention of three single family lots fronting on Prince Albert Street with townhouses at the rear of the property. The conceptual site plan is shown in **Figure 2**. The plan calls for a total of 16 townhouse units.

Essentially, this is an infill development. The three single family lots are consistent with the existing streetscape and would have no significant impact on traffic operation on the street. The 16 townhouse units will generate between 7 and 12 vehicle trips in the morning peak hour, with 6 to 10 of these trips leaving the site. In the afternoon peak hour, vehicle trip generation would be between 8 and 13 vehicles, with 6 to 9 of these trips entering the site.

Prince Albert Street serves a low density residential neighbourhood. The street has access to Main Street to the south and to Division Street via Palmer Drive to the north. The street has recently been rebuilt to provide curb and gutter on both sides and a combined bicycle path and sidewalk on the east side. **Figure 3** shows views of Prince Albert Street looking north and south from the townhouse access.



I understand that a residential subdivision is currently under construction at the north end of Prince Albert Street where it intersects Palmer Drive. It is likely that most of the traffic generated by this subdivision would use Palmer Drive to access Division Street. Even after completion of this subdivision, I estimate that peak hour traffic volumes on Prince Albert Street would not exceed about 75 vehicles at the proposed site access.

The addition of up to 13 vehicles to this traffic flow would have no measurable impact. As shown in **Figure 3**, sight distance is not an issue at the site access. Less than half of the vehicles entering the site would be making a left turn with little or no impediment to through traffic.

In summary, in my opinion, the low volume of traffic generated by your proposed residential development would have no measurable impact on traffic operation and safety on Prince Albert Street.

Very truly yours
F. R. Berry & Associates

Frank R. Berry, P.Eng.
Principal



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