

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue

London, Ontario N6H 5R4

Tel: (519) 474 2527 Toll Free: 1 888 665 9192 Email: fyberry@rogers.com

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Our Ref. **2034**

Heritage Homes
Fullarton ON
N0K 1H0

Attn. Mr. R. Warkentin, President

Dear Mr. Warkentin:

**RE: PROPOSED APARTMENT DEVELOPMENT
665 JAMES STREET NORTH, ST. MARY'S**

At the request of Zelinka Priamo Ltd., I have assessed the potential traffic impact of your proposed 35 unit apartment building on the north-east corner of James Street North and Glass Street in the Town of St. Mary's. The location of the site is shown in **Figure 1**.

The site is currently occupied by a retail-commercial business. Free access to the site is available from both James Street and Glass Street. The proposed development will have a single access to James Street, approximately 60 metres north of Glass Street. The site plan for the proposed development is shown in **Figure 2**.

James Street North is a two lane arterial street with a posted speed limit of 50km/h. Glass Street is a two lane collector street with a posted speed limit of 50km/h. To the east, Glass Street provides access to an existing residential subdivision with a mix of housing units. The west leg of Glass Street has recently been constructed and provides access to the Thamescrest subdivision, currently under development. The approaches on Glass Street are controlled by stop signs.

Two reports have been prepared dealing with the traffic impact of the Thamescrest subdivision on the intersection of James Street and Glass Street. The first was completed by Tranplan Associates in 2004¹. The second was prepared by F. R. Berry & Associates in response to a request by the Town that the Tranplan study be reviewed and updated as necessary². The latter report concluded that the traffic projections made in 2004 were still valid and thus the assessments of traffic impacts were still valid.

¹ Thamescrest Farms Subdivision Traffic Impact Study, Tranplan Associates, April, 2004.

² Thamescrest Subdivision, James Street Access, F. R. Berry & Associates, April 1, 2019.



These showed that all approaches at the intersection of James Street and Glass Street would operate at level of service A, with average delays of less than 10 seconds in both of the peak hours. The assessment assumed the existing intersection configuration, i.e. single shared lanes on all approaches.

Traffic projections were compared with counts made by the Town in 2017 and 2019. Actual peak hour volumes were consistent with the projections made in the Tranplan report.

The Institute of Transportation Engineers (ITE) Trip Generation Manual, Tenth Edition, contains trip generation data for townhouses and apartment buildings with one and two floors and for apartment buildings with three floors or more. These rates are based on numerous observations at apartment buildings throughout North America. The latter rates (trips per dwelling unit) are less than those for two storey buildings. The proposed development will have four floors. However, for the purposes of this assessment, the higher rates for two storey buildings were assumed. This was considered to be more reflective of the location of the site and the density of surrounding development. Application of these rates resulted in trip generation estimates of 18 vehicle trips in the morning peak hour, 4 in and 14 out, and 23 vehicle trips in the afternoon peak hour, 15 in and 8 out.

Based on the Tranplan projections and actual 2017 and 2019 counts, future peak hour traffic volumes on James Street north of Glass Street are estimated to be about 200 vehicles in the morning peak hour and about 260 vehicles in the afternoon peak hour. At these levels, gaps in the traffic flow are frequent and are lengthy enough to permit easy access to and from a driveway. Turning lanes would not be justified. Sight distance in both directions at the proposed access is unrestricted.

The site plan indicates that 44 parking spaces will be provided on site. This conforms to the Town's zoning by-law of 1.25 spaces per dwelling unit. The ITE Parking Manual indicates a peak parking demand of 1.23 vehicles per dwelling unit for suburban apartment developments. Based on actual observations, this rate includes visitors as well as residents. The parking supply provided on site will be sufficient to meet demand.



In summary, the impact of the proposed apartment development on traffic flow on James Street North will not be significant. Traffic flow on Glass Street will not be affected and there will be no noticeable difference in traffic operation through the intersection of James Street and Glass Street. Sufficient parking will be provided on site to meet the needs of residents and visitors.

Very truly yours
F. R. Berry & Associates



Frank R. Berry, P. Eng.
Principal





Figure 1
Area Plan

400 m



Site

130

Pertn Rd

St. Mar

Samuel St

Guest Ct

Leon Cresc

Glass St

Trailside Ct

James St N

Egan Ave

Grand-Frank-Trail

Emily St

