

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

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May 25, 2021

Our Ref. **2136**

CJDL Consulting Engineers
261 Broadway
P.O. Box 460
Tillsonburg ON
N4G 4H8

Attn. Mr. A. Muirhead, EIT

Dear Mr. Muirhead:

**RE: PROPOSED RESIDENTIAL SUBDIVISION
CANTERBURY PLACE, BELMONT**

At your request, I have assessed the potential traffic impact of a proposed 18 lot single family residential subdivision in Belmont. The location of the site is shown in **Figure 1**. Because of the relatively small size of the subdivision, the County Engineer has agreed to a scoped assessment rather than a detailed analysis.

Access to and from the proposed subdivision will be via Canterbury Place to Caesar Road, also known as Avon Road, County Road 37. It is expected that most of the vehicle trips generated by the subdivision will pass through the intersection of County Road 37 and Country Road 74, Belmont Road/Main Street. This assessment addresses the potential impact on both intersections.

County Road 37 is a two lane rural arterial in the vicinity of the site, with a posted speed limit of 50km/h. Although the alignment east and west of Canterbury Place is curvilinear, there is adequate sight distance in both directions from the intersection. Based on County records, the average daily traffic on County Road 37 is 1 475 vehicles and on County Road 74, south of its intersection with County Road 37, 5 500 vehicles. Equivalent peak hour volumes would be about 150 vehicles on County Road 37 and about 600 vehicles on County Road 74.

Figure 2 shows the peak hour vehicle trip generation of the proposed subdivision, based on rates for single family homes contained in the Institute of Transportation Engineers ITE) Trip Generation Manual, Tenth Edition. Approximately 12 vehicle trips



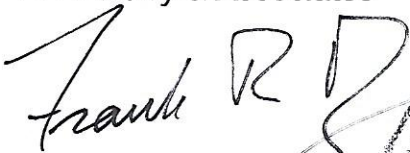
would be added to the traffic flow on County Road 37 west of the site in the morning peak hour while 17 would be added in the afternoon peak hour. These volumes would have no significant impact on traffic operation and safety on County Road 37 or at the intersection of County Road 37 and County Road 74.

Figure 3 shows the total peak hour vehicle trip generation of the subdivision served by Sherwood Avenue and Canterbury Place. These estimates were based on the existing 59 single family lots plus the 18 proposed lots. Turning volumes at each of the local street intersections is light and would not justify construction of separate turning lanes.

At the intersection of County Road 37 and County Road 74, there is already a southbound left turn lane and a northbound right turn lane. Since the business area of Belmont and Highway 401 lie to the north of the intersection, it is likely that most of the "new" traffic generated by the proposed subdivision would make a right turn to go north and a left turn on the return trip. There is adequate capacity for both movements.

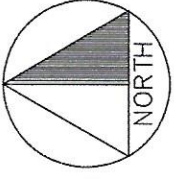
In summary, the additional traffic generated by the proposed infill subdivision, will have no significant impact on traffic flow and safety on County Road 37 or at the intersection of County Road 37 and County Road 74.

Very truly yours
F. R. Berry & Associates



Frank R. Berry, P.Eng.
Principal





KEY PLAN
NTS

CANTERBURY PLACE
DEVELOPMENT
BELMONT

MUNICIPALITY OF CENTRAL ELGIN



CONSULTANT:

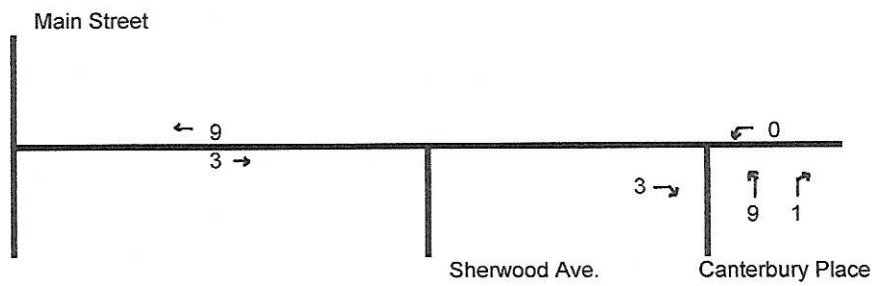
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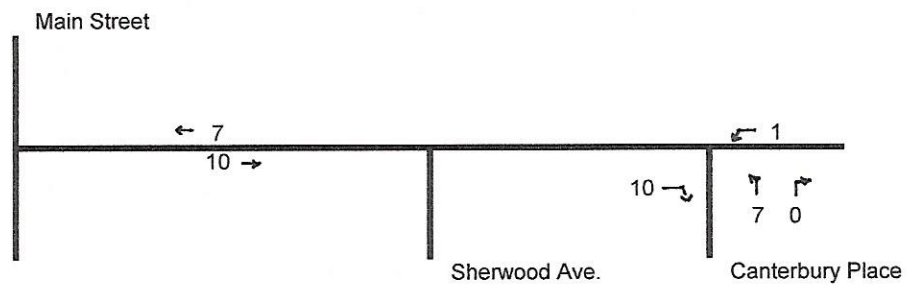
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Figure 1
Area Plan



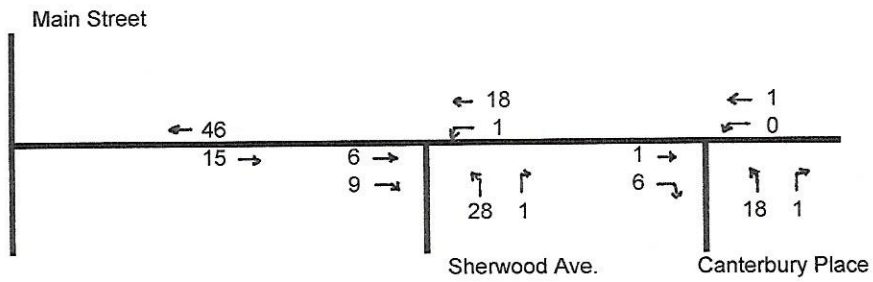
AM Peak Hour



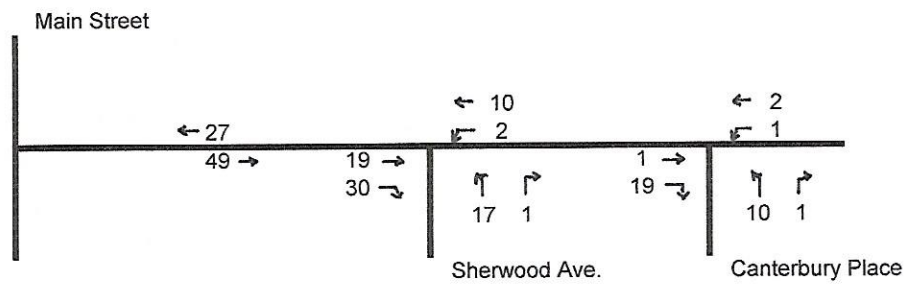
PM Peak Hour

Figure 2

Karwood Site Generated Traffic



AM Peak Hour



PM Peak Hour

Figure 3

Total Site Generated Traffic