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Date: November 19th, 2021

File: 1770-01

City of Prince George  
1100 Patricia Blvd.  
Prince George BC, V2L 3V9

**Attention: Mr. Tristin Deveau**  
**RPP, MCIP**  
**City Planner**

**Reference: RZ100716 – 1192026 BC Ltd. – 7163 & 7215 Kelly Road South**  
**Seniors Living Facility**  
**Traffic Analysis Letter**

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Dear Tristin,

On behalf of 1192026 BC Ltd., L&M Engineering (L&M) is pleased to provide you with this Traffic Analysis letter for the subject properties, located at 7163 and 7215 Kelly Road South. The developer is proposing to construct a privately owned and operated congregate seniors living facility for those who live in the Hart community and would like to age in place. The development will consist of a mixture of duplexes, triplexes, and fourplexes.

The subject property is currently undergoing the rezoning process to rezone the 3.9ha subject area from **AF: Agriculture and Forestry** to **RM3: Multiple Residential** in order to facilitate the development. Further, the rezoning application proposes to remove apartments as a permitted use in the RM3 zone. This will ensure that the final residential build form will resemble a lower density streetscape that is consistent with the surrounding neighbourhoods.

The purpose of this Traffic Analysis letter is to summarize the proposed trip generation for the subject development and provide trip distribution percentages for four intersections surrounding the subject site. The four intersections include:

- Highway 97 & Handlen Road
- Kelly Road South & Handlen Road
- Kelly Road South & Austin Road
- Heather Road & Austin Road

#### **Site Density**

The maximum residential density for the RM3 zone is 60 dwelling units per hectare; however, the

RM3 zone includes apartments as a permitted use. Since apartments are being removed as a permitted use for the proposed development it is not possible to achieve a density of 60 dwellings/hectare. L&M Engineering prepared a preliminary site plan to determine the maximum density that can be achieved on the subject site. The preliminary plan indicates that the site can accommodate 82 dwelling units, while still providing the necessary green space and internal roadway.

### Trip Generation

Based on a maximum density of 82 dwellings for the subject site, the peak hour trip generation for the site was established using the Institute of Traffic Engineers (ITE) trip generation rates. Table 1 summarizes the potential trip generation for a Seniors Adult Housing (attached) development.

Table 1 – Senior's Housing Trip Generation								
Peak Period	Trip Gen. Variable	Projected Trip Gen. Variable Value	Average Rate	Total Trip Gen.	In %	Out %	In (vph)	Out (vph)
Seniors Adult Housing – Attached (ITE Code: 252)								
AM	Dwelling Units	82	0.19	16	35	65	5	11
PM		82	0.23	19	60	40	11	8

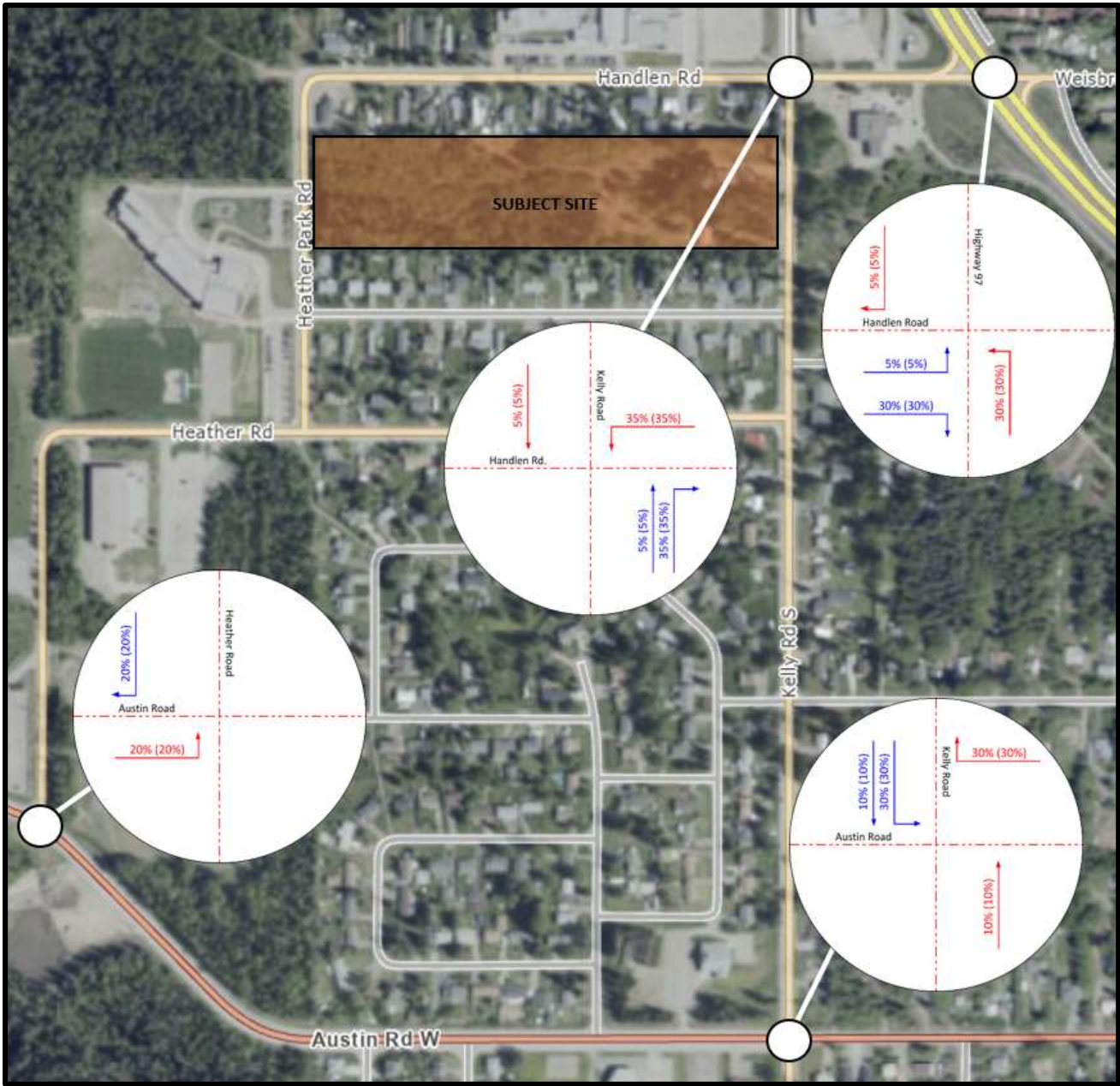
Table 1 indicates that a Senior's Housing development on the subject property would generate 16 vehicles per hour (vph) during the AM Peak and 19 vph during the PM Peak. Since the proposed development (Seniors Housing) is not the highest trip generating use under the RM3 zone (excluding apartments), the City has requested that the trip generation be summarized for the highest generating use. The next highest generating use allowed under the proposed zoning is Multifamily Housing (Low Rise). Table 2 summarizes the potential trip generation for a Multifamily (Low Rise) development.

Table 2 – Existing Zoning Trip Generation								
Peak Period	Trip Gen. Variable	Projected Trip Gen. Variable Value	Average Rate	Total Trip Gen.	In %	Out %	In (vph)	Out (vph)
Multifamily Housing (Low Rise – Attached (ITE Code: 220))								
AM	Dwelling Units	82	0.46	38	23	77	9	29
PM		82	0.56	46	63	37	29	17

Table 2 indicates that a Multifamily Housing development on the subject property would generate 38 vph during the AM Peak and 46 vph during the PM Peak.

**Trip Distribution**

The trip generation was produced using Engineering judgement and knowledge of the Hart community. Exhibit 1 illustrates the proposed trip generation for the subject development.

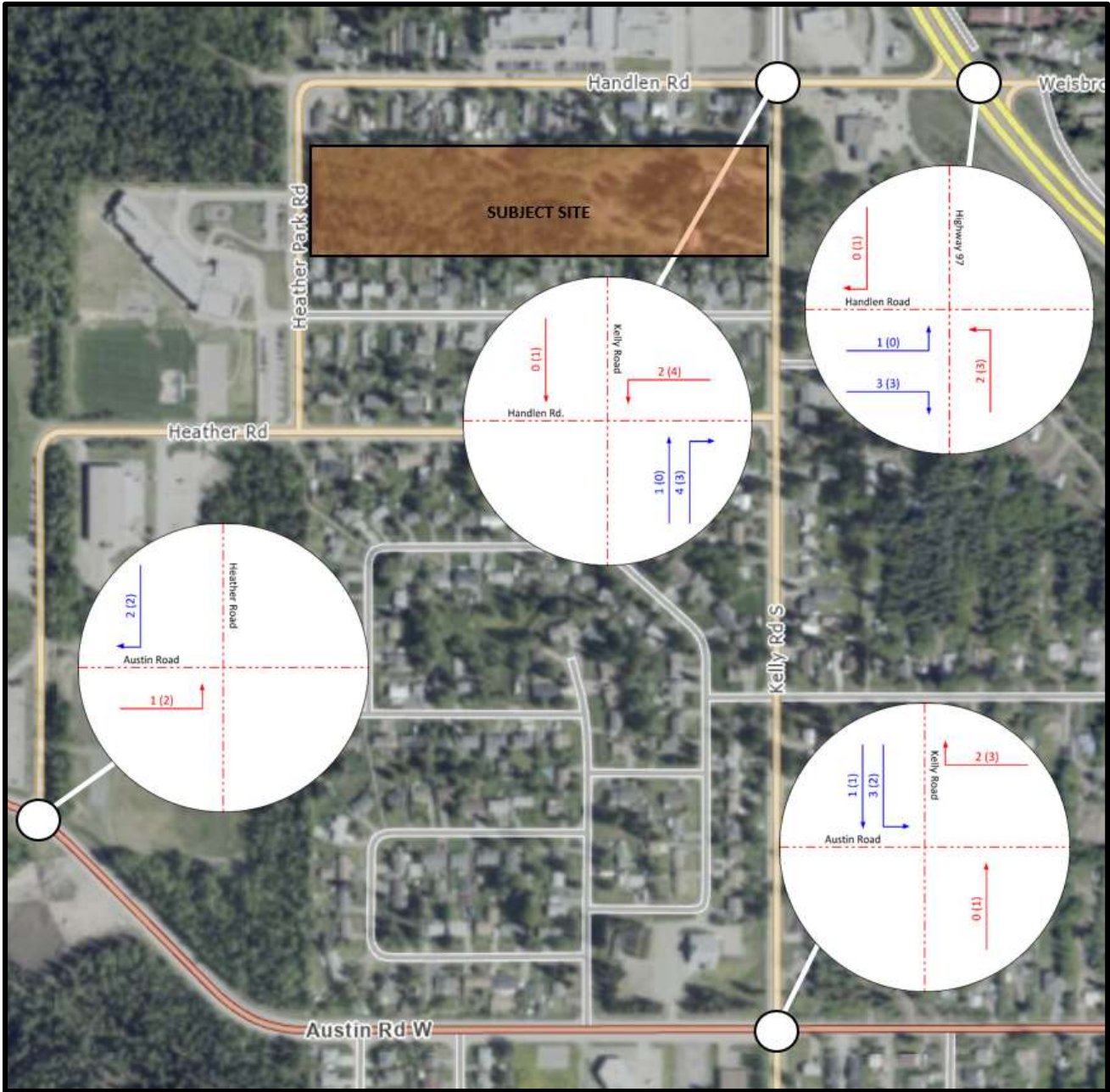


**Exhibit 1: Trip Distribution**



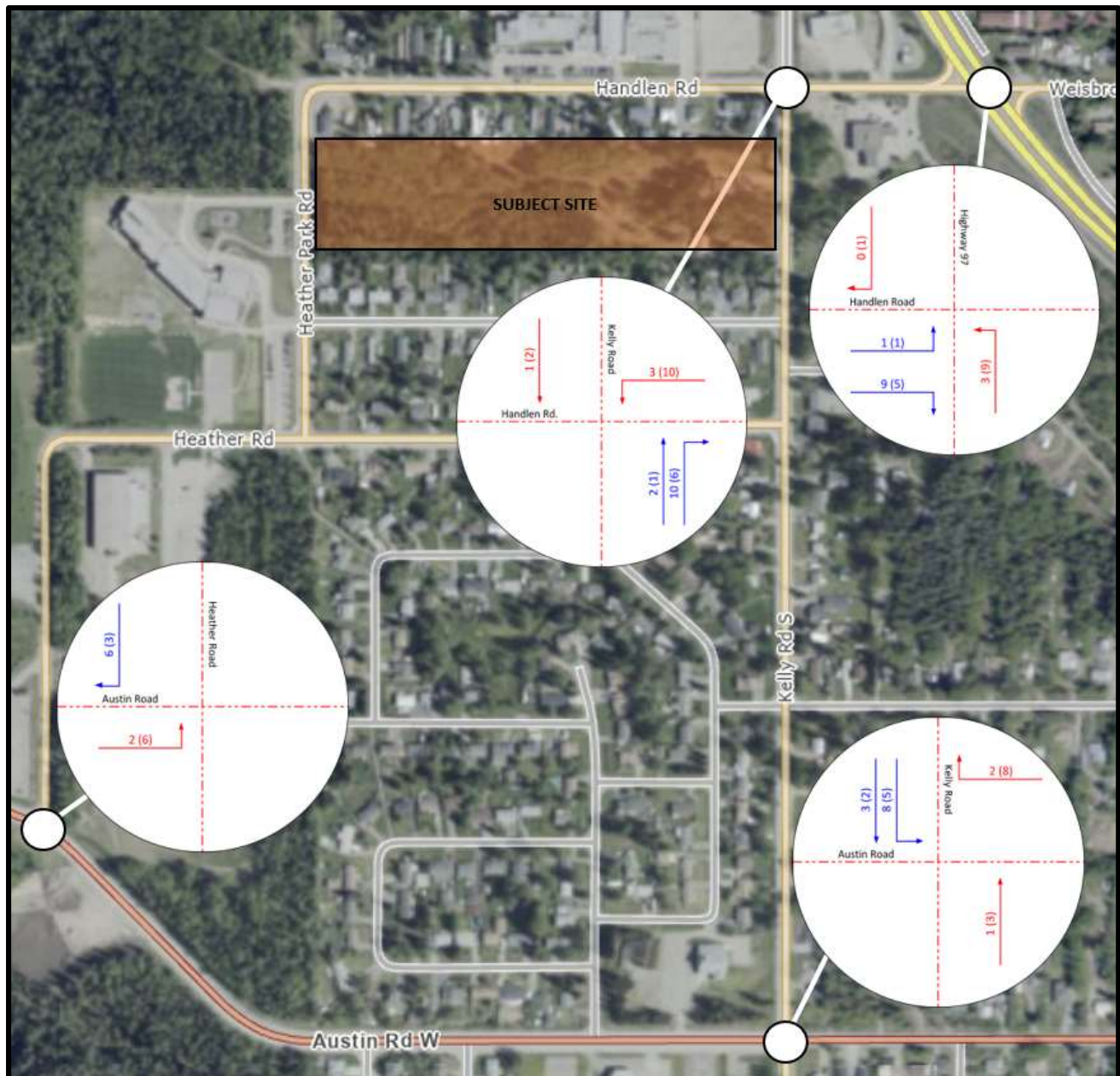
**Trip Assignment**

The trip assignment was prepared using the trip generation values and trip distribution percentages summarized above. Exhibit 2 illustrates the trip assignment volumes for the proposed Senior Housing development.



**Exhibit 2: Trip Assignment – Senior Housing Development**

Exhibit 3 illustrates the trip assignment volumes for a Multifamily Housing (Low-Rise) development.



**Exhibit 3: Trip Assignment – Multifamily Housing (Low Rise) Development**

### Summary

As indicated in Exhibit 2 and Exhibit 3, the trip assignment volumes for both a Seniors Housing development and a Multifamily housing development are relatively low. Based on the trip

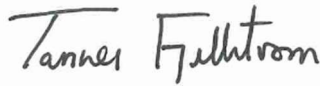
assignment volumes, the proposed development does not generate enough traffic to trigger any upgrades at the study intersections.

Please confirm that the City will not require a full TIS. Should you have any questions please feel free to contact the undersigned directly.

Sincerely,

**L&M ENGINEERING LIMITED**

Prepared by:



Tanner Fjellstrom, P. Eng.  
Project Engineer



Reviewed by:



Terry Fjellstrom, P.Eng.  
President