SALVINI CONSULTING
Transportation Engineering and Planning

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February 25, 2026

Mike Schmidt
Knox Redevelopment Committee
92 Northumberland St, Ayr,
ON N0B 1E0

Re: Transportation Letter for Zoning By-law Amendment (ZC-08/25)

Dear Mike,

This letter has been prepared to assess the suitability of the proposed site access and to confirm the anticipated traffic impacts associated with the addition of a small residential component at Knox United Church. The purpose of this review is limited to confirming that the proposed use can be accommodated within the existing roadway and access conditions without adverse transportation operational impacts.

1. Site Access and Operations

The proposed site access is located and configured to operate with low risk within the context of Northumberland Street in Ayr. The driveway width of approximately 6.1 metres supports two-way traffic operations, allowing vehicles to enter and exit the site efficiently without reversing movements or encroachment onto the roadway.

Based on a review of available information:

- The access is located on a straight section of roadway with clear and unobstructed sightlines in both directions.
- Available visibility is sufficient to meet typical stopping sight distance expectations for the operating speed environment.
- Traffic speeds on Northumberland Street appear to be consistent with a moderate-speed local/collector roadway.
- An existing residential driveway is located immediately adjacent to the site access;
- A school crossing is located in the vicinity of the site.

The addition of site-generated traffic to the existing driveway can be accommodated within the current roadway context. In particular:

- Northumberland Street carries moderate traffic volumes (approximately 7,000 to 8,000 vehicles per day), which can readily accommodate minor increases in turning activity.
- The proposed use is low-intensity, generating infrequent site traffic.
- The 6.1 m driveway width supports smooth ingress and egress, minimizing hesitation or delay at the access.

- Drivers have adequate visibility of both vehicular and pedestrian activity, including the school crossing.

Accordingly, the access configuration is appropriate and will not interfere with adjacent driveway operations or the function of the school crossing.

2. Traffic Operations

The surrounding road network operates under moderate traffic volumes. The proposed residential component is expected to generate fewer than 20 vehicle trips during the peak hour.

This level of traffic is minimal and:

- Represents less than typical day-to-day variation in traffic volumes on Northumberland Street;
- Will not affect roadway capacity;
- Will not result in any measurable change in Level of Service (LOS);
- Will not introduce queuing or delay concerns.

As such, the road network will continue to operate acceptably under future conditions.

3. School Crossing Considerations

A school crossing is located in proximity to the site and has been considered in this review.

- Site-generated traffic will be low and infrequent;
- Turning movements associated with the site will be limited and predictable;
- Adequate sightlines allow drivers to identify pedestrians and crossing control activity well in advance;
- Vehicles entering and exiting the site will operate at low speeds, consistent with an urban environment.

Accordingly, site traffic is not expected to interfere with the function or safety of the school crossing.

4. Emergency Access (Fire Truck Access)

A review of fire truck vehicle access has been undertaken based on the preliminary site layout.

As such the following is concluded;

- A 6.1 m driveway width supports fire vehicle access to the site;
- Fire trucks can reasonably and safely enter the site from both directions on Northumberland Street;
- Inbound turning movements from both directions can be accommodated with no encroachment into the opposing lane;
- It is standard practice that fire trucks, when safe to do so, are capable of mounting curb edges where required due to their high ground clearance and wheelbase;

- Fire apparatus are also capable of mounting curb edges where required, due to their high ground clearance and wheelbase.

The preliminary site layout indicates that there is sufficient space to accommodate fire truck manoeuvring. The final site plan will confirm that a continuous and unobstructed fire route is maintained within the site.

5. Conclusion

The proposed site access is considered:

- Safe and well-located with adequate visibility;
- Operationally compatible with adjacent driveways and the nearby school crossing;
- Adequate to accommodate all vehicle types, including emergency vehicles.

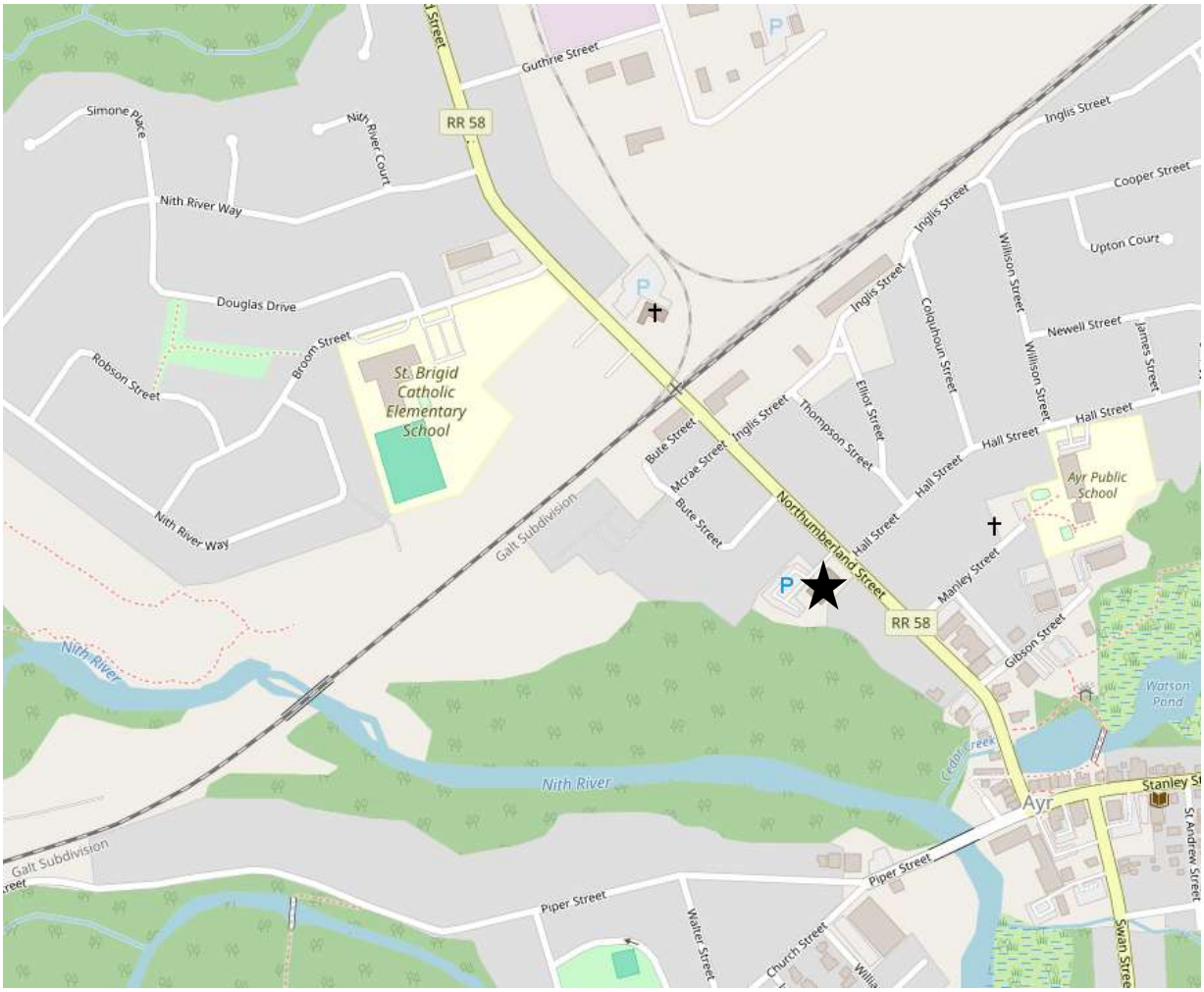
The additional traffic generated by the proposed residential use is minimal and will not impact the operation of Northumberland Street. No adverse impacts to traffic operations or pedestrian safety are anticipated.

Sincerely,

Paula Sawicki, P.Eng.
Principal Transportation Engineer
Salvini Consulting Inc.

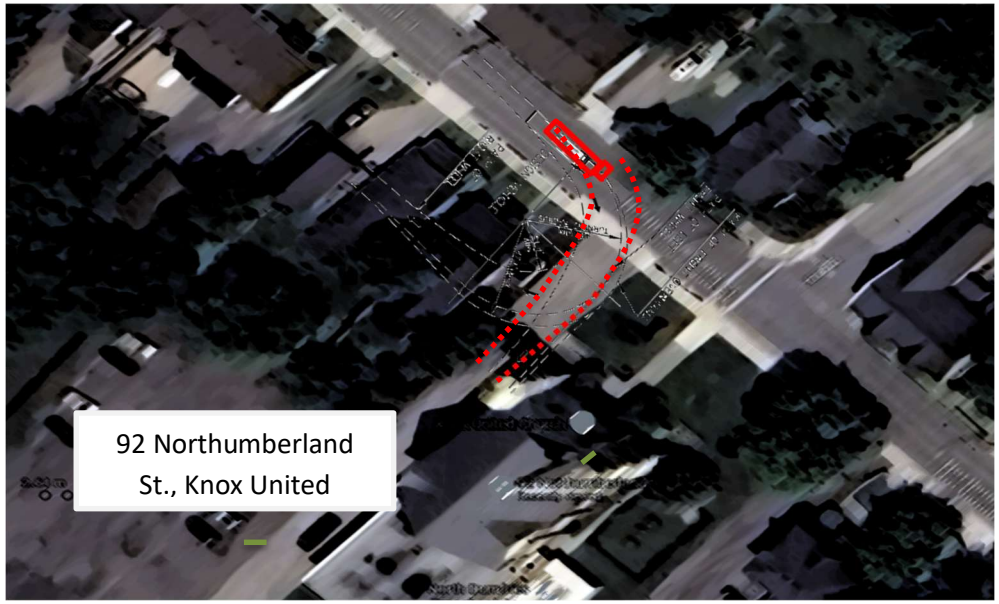
Attach: Site Location Plan
Site Plan (March 2026)
Fire Truck Site Accessibility

Attachments



Site Location Plan

Draft - Site Plan March 2026 – SRM Architects and Urban Designers



Fire Truck Turning Radii – Fire Truck Site Accessibility