

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

October 11, 2002

Our Ref.: 0250

RECEIVED

JCT 7 2003

Haddad, Morgan and Associates Ltd.
24 Shepherd Street East
Windsor, ON
N8X 2J8

Attn.: Mr. Y. Haddad, P.Eng.

Dear Mr. Haddad:

RE.: PROPOSED HOTEL DEVELOPMENT
MANNING ROAD AND COUNTY ROAD 22, LAKESHORE

At your request, I have assessed the traffic impact of the hotel development proposed by Petrovec Investments in the south-east quadrant of the intersection of Manning Road and County Road 22 in the Town of Lakeshore. I based my analysis on traffic projections made in my report to the County on the Manning Road (County Road 19) Corridor.¹

A 100-room hotel would generate about 820 vehicle trips on an average day if all the rooms were occupied. Peak hour demand would be about 41 vehicles inbound and 35 outbound, again based on full occupancy. These rates were obtained from the ITE Trip Generation Manual.

If we assume, for design purposes, that a 75 percent occupancy rate is more representative, peak hour demand would be about 31 vehicles inbound and 26 outbound. These are the volumes I assumed for the analysis.

Figure 1 shows these demand volumes superimposed on a 2001 turning movement count at the intersection of Manning Road and County Road 22 and on a 2006 projection of turning volumes contained in the County Road 19 Corridor report.

¹ County of Essex, County Road 19 Corridor Study; F.R. Berry & Associates, April 2002.



-2-

The proposed access to the hotel off Manning Road would be approximately opposite the existing Desro Drive. No traffic counts are available for Desro Drive.

The analysis was based initially on the assumption that all turns in and out of the site would be permitted. The assignment of hotel trips to the northbound and southbound directions on Manning Road was based on the current directional split, about 50/50.

Turning Lanes

The northbound left turn movement from Manning Road to County Road 22 is very heavy. Under existing conditions, the storage length required for this movement is 127.5 metres. The centre line of the proposed access to the hotel development would be about 130 metres south of the edge of pavement of County Road 22.

By 2006, this left turn movement would increase to about 391 vehicles in the peak hour. In order to maximize the use of the available green time at the intersection, the Corridor Study report recommended consideration of a double left turn lane by 2006. The required storage length of double left turn lane would be about 75 metres. If a single left turn lane is retained, the storage length would be 142.5 metres.

When deceleration lane and taper lengths are considered, the widening for a northbound left turn lane would have to begin well to the south of the proposed access.

The southbound left turn movement into the hotel site would require a separate left turn lane, based on MTO guidelines. Because of the length of the northbound lane discussed above, this left turn lane cannot be provided. For this reason, left turn movements into the hotel site from Manning Road should not be permitted.

Level of Service

Level of service analyses were made for the two conditions shown in Figure 1. Nominal turning movements were assumed to and from Desro Drive.

With existing (2001) traffic volumes, the access would operate at an acceptable level of service. However, when 2006 volumes are considered, the left turn

-3-

movements from both Desro Drive and the hotel would operate at unacceptable levels of service. In the case of the hotel access, this would be level of service F.

In addition to the consideration of calculated delay there would be a problem at certain times of day with stacked vehicles waiting to make a left turn to County Road 22 blocking the left turn exit from the hotel site. As noted above, the calculated storage requirement for this movement extends to the exit.

For these reasons, a left turn exit from the site cannot be recommended.

Improvement to Manning Road

The County Road 19 Corridor Study made a number of recommendations with respect to Manning Road south of County Road 22 and to the intersection of Manning Road and County Road 22. These were:

- Widen Manning Road to two through lanes in each direction (immediate requirement);
- Construct a median on Manning Road to prevent left turns to and from Desro Drive (immediate requirement contingent on a connection between Desro Drive and Sylvestre Drive);
- Construct a double left turn lane from Manning Road northbound to County Road 22 westbound (by 2006).

I understand that the County has initiated an Environmental Assessment Study as a first step in implementing these recommendations.

The construction of a median on Manning Avenue was recommended since this is the only sure way of preventing left turns. Channelization of exits and entrances has limited effectiveness.

Right Turns

With one exception, right turns in and out of the site at this location would not cause any operational problems. The exceptions would be those drivers exiting the site and intending to make a left turn at County Road 22. This could entail crossing the (future) two through lanes and then merging with the left turn movement. Given the low volume of traffic attempting to make this manoeuvre, however, it could be permitted with little likelihood of accident or congestion.



A separate right turn lane for traffic entering or leaving the site would not be justified.

Conclusions

Access to the proposed development to and from Manning Road should be restricted to right turns only.

The final location and design of the access to Manning Road should conform to the recommendations of the EA Study currently being undertaken by the County of Essex.

Very truly yours
F.R. Berry & Associates



F.R. Berry, P.Eng.
Principal



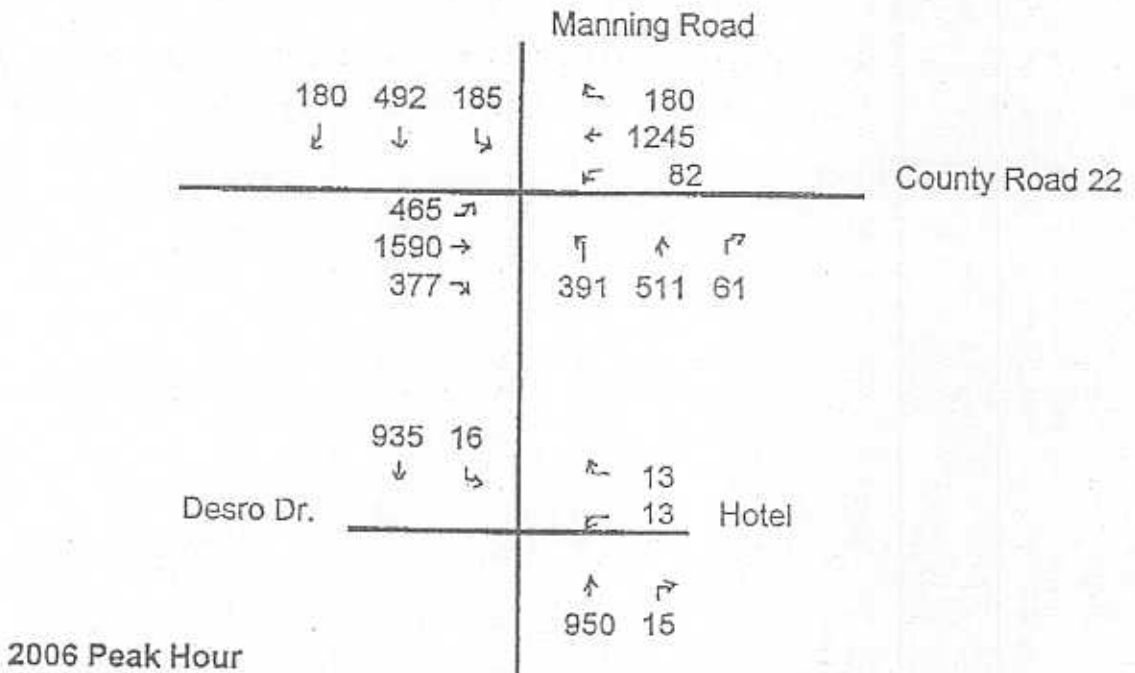
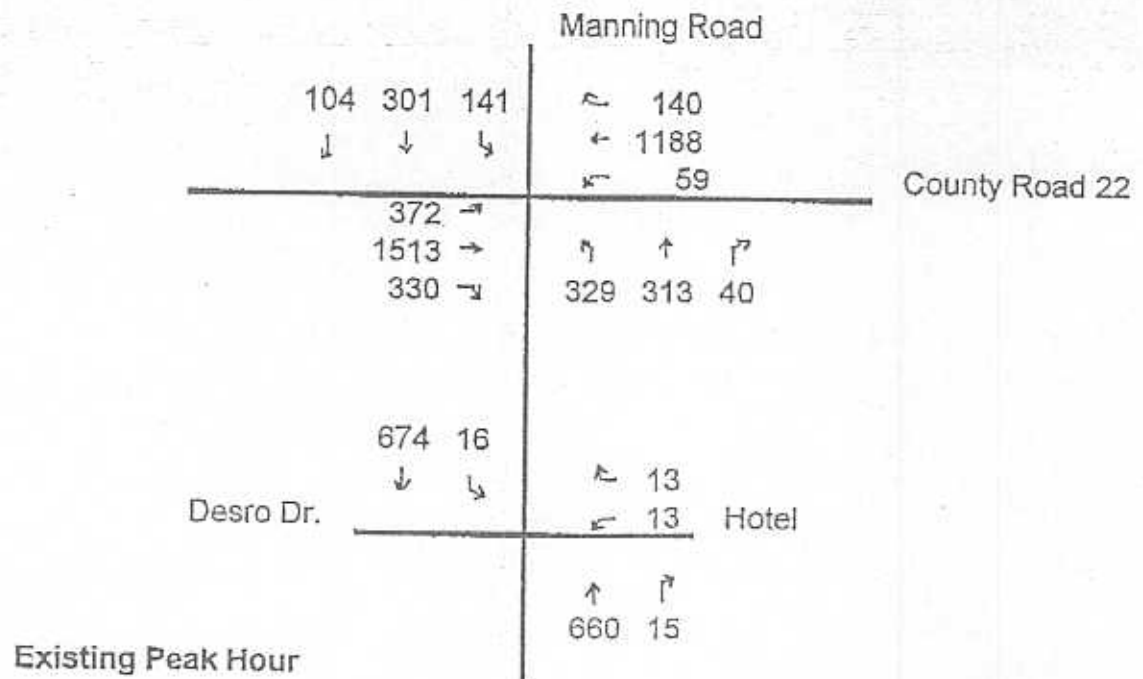
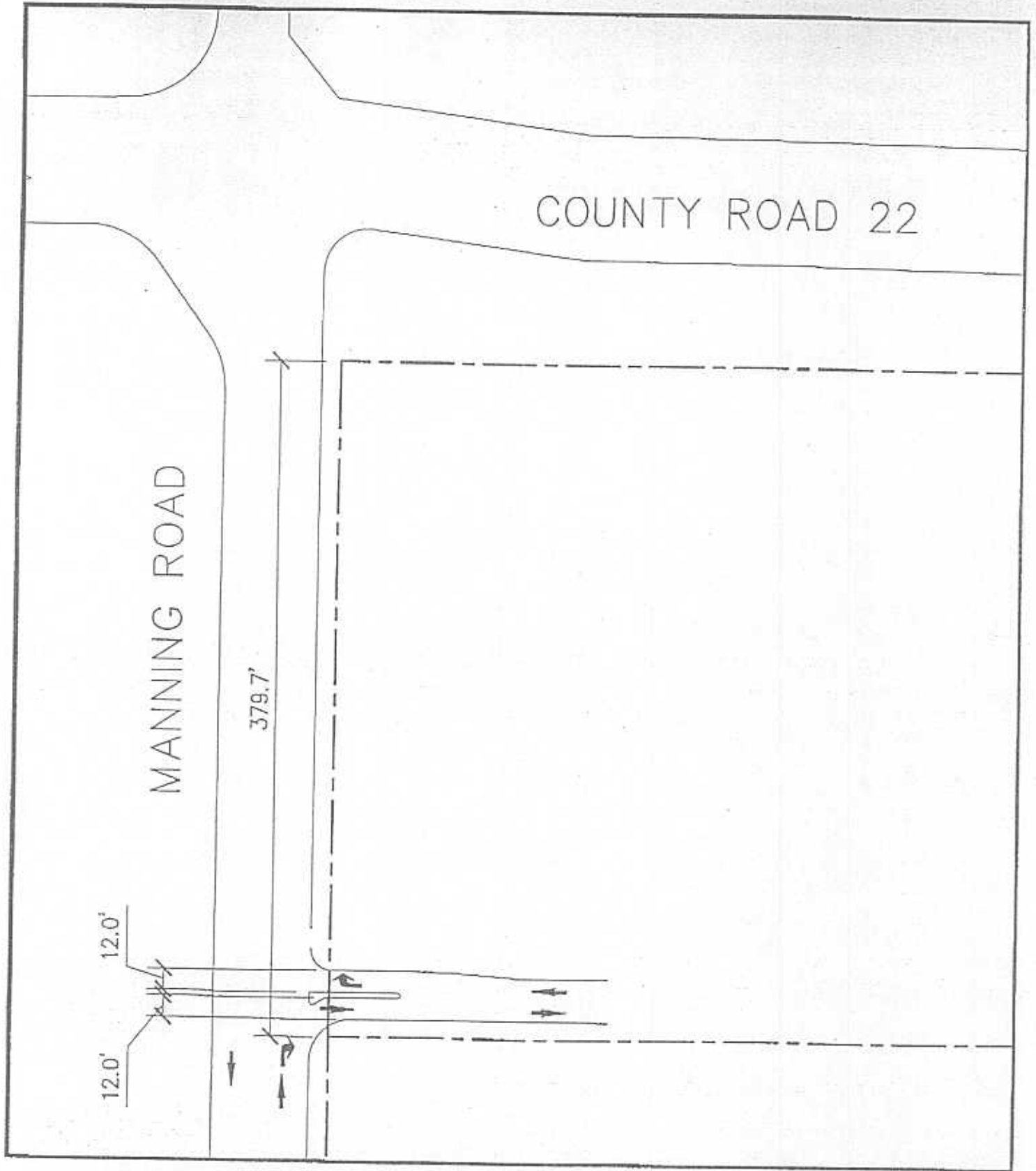


FIGURE 1

PEAK HOUR TRAFFIC



Haddad, Morgan and Associates Ltd.	PARTIAL SITE PLAN	COUNTY RD 22 DEVELOPMENT	PROJECT NO:
			00-112
CG	OCT.2,2003	N.T.S.	DWG NO:
			SK-1



Haddad, Morgan and Associates, Ltd.

Consulting Engineers

October 2, 2003

RECEIVED

OCT 7 2003

County of Essex
360 Fairview West
Essex, Ontario
N8M 1Y6

Attention: Mr. Richard Fazecash, P.Eng.
Assistant County Engineer

Dear Mr. Fazecash,

RE: PETROVIC COMMERCIAL DEVELOPMENT
COUNTY ROAD 22 AND MANNING ROAD
CONSIDERATION IN PRESENT ESR

We are writing this letter in order for you to forward the necessary information to your consultant for inclusion in the ESR, which is under way. As per our telephone conversation of today, please find enclosed a copy of a letter from F.R. Berry related to a proposed access to Manning Road. Note that the letter refers to a specific tenant proposal. Regardless of the future tenant type or size, the owner is seeking to have access as shown on the attached sketch.

Please forward this information to you consultant. If you have any questions or require further information, contact our office at 973-1177.

Yours truly,

Catherine Girgis

Per: Haddad, Morgan and Associates Ltd.

Cc: John Kopcok

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

October 14, 2003

Our Ref.: 0250

R. Lucente Engineering Inc.
3514 Walker Road
Unit 1
Windsor, ON
N8W 3S4

Attn.: Mr. R. Lucente, P.Eng.

Dear Mr. Lucente:


RE.: CLASS EA, COUNTY ROAD 19 (MANNING ROAD)

This will acknowledge receipt of a copy of your letter dated October 9, 2003 to Richard Fazecash concerning the application by Petrovec Investments for an access to Manning Road south of County Road 22. As you are aware, in a letter dated October 11, 2002 addressed to Yunis Haddad, I concluded that a proposed 100-room hotel on this site would have to be restricted to right turns only at any access off Manning Road. This was consistent with my recommendation in the County Road 19 Corridor Study to restrict turning movements to and from Desro Drive.

I understand from our conversation today that Petrovec Investments have asked for an access but have not confirmed the hotel use. I am not aware what the Town of Lakeshore is prepared to permit under the applicable zoning by-law, but I would be concerned if any use is permitted which would generate higher peak hour volumes than those projected for a 100-room hotel. As I noted in my letter of October 11, 2002, there is a potential difficulty with traffic leaving the site and attempting to cross two traffic lanes on Manning Road to enter the left turn lane to County Road 22. With a low intensity use such as a hotel, this movement may be acceptable. With a higher intensity use, such as a restaurant, convenience store or gas bar, there could be significant operational problems.

I trust these comments are helpful.

Very truly yours
F.R. Berry & Associates


F.R. Berry, P.Eng.
Principal

R. LUCENTE ENGINEERING INC. CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

October 15, 2003

Our File: 02-829

The Corporation of the Town of Lakeshore
419 Notre Dame
Belle River, Ontario
N0R 1A0

Attention: Cindy Prince, Planner

Dear Cindy:

Re: Manning Road - EA., Proposed Development

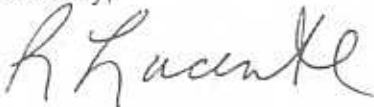
As you are aware, we are presently undertaking an Environmental Assessment Study for that section of County Road 19 from St. Gregory's to Sylvestre Drive.

We are forwarding to you copies of various correspondences from the County Engineer and the Consultant acting on behalf of Petrovic regarding proposed development on the southeast corner of County Roads 19 and 22. We are also enclosing the traffic study dated October 11, 2002 by F.R. Berry & Associates acting on behalf of the developer and his up-date letter.

As you know the widening and improvement of this intersection has been recommended in a separate traffic report by F. R. Berry and have reservations in allowing any intersections or heavily used driveways in such proximity to this intersection.

We would therefore request that you inform this office of the status of this proposal or any other development proposals in the subject stretch of County Road 22 which should be taken into consideration in the E.A. process.

Yours truly,



R. Lucente, P.Eng.

RL:jb

c.c. Tim Mousseau - Director of Public Works, The Corporation of the Town of Lakeshore
T. Bateman - County Engineer, The Corporation of the County of Essex
L. Beaudoin - Director of Public Works, The Corporation of the Town of Tecumseh

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F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

December 2, 2004

Our Ref.: 0334

Lucente Engineering Inc.
3514 Walker Road
Unit 1
Windsor, ON
N8W 3S4

Attn.: Mr. R. Lucente, P.Eng.

Dillon Consulting
3200 Deziel Drive
Windsor, ON
N8W 5K8

Attn.: Mr. J. Zangari, P.Eng.

Gentlemen:

**RE.: COUNTY ROAD 19 AND COUNTY ROAD 22
CLASS ENVIRONMENTAL ASSESSMENTS**

Thank you for the opportunity to review your proposals for the widening of County Roads 19 and 22. As you know, we have been retained by Petrovec Investments to provide engineering services for the lands on the south side of County Road 22 from County Road 19 to West Pike Creek Road.

The County Engineer has suggested that the Town of Lakeshore prepare a secondary plan for the lands bounded by County Road 19 and 22, West Pike Creek Road and the CP Rail tracks. We shall be meeting with Town staff in the near future to discuss how this suggestion can be implemented.

In the meantime we have the following comments on the concepts as shown at the Public Information Centre on December 1.

1. The six lane section of County Road 22 should be extended east of Lakeshore Drive. Future traffic estimates are available for both Lakeshore Drive and the corresponding street accessing the Petrovec Lands. These turning volumes suggest a six-lane section on County Road 22 would be justified.

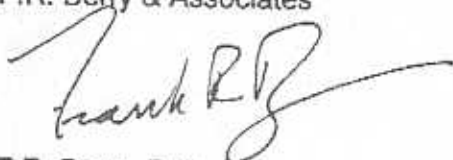


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2. Prior to development of the Valente lands and prior to the assumption of Highway 2 by the County, the MTO gave preliminary approval to a second access to the highway between County Road 19 and West Pike Creek Road. It was for this reason that Lakeshore Drive was located at the one third point rather than mid-way between the two existing intersections. We would ask you to consider the implications of providing a second access to County Road 22 mid-way between Lakeshore Drive and West Pike Creek Road.
3. In previous correspondence, Mr. Haddad has indicated our desire to provide a direct one-way off-ramp from County Road 22, a right turns only access to County Road 19 approximately opposite Desro Drive and a temporary full turns access to County Road 19 north of Jamsyl Drive. We request your acknowledgement that you will consider these accesses in the EA process.

Subject to the comments above, we support the proposals for the widening of County Roads 19 and 22 as displayed at the PIC.

Very truly yours
F.R. Berry & Associates



F.R. Berry, P.Eng.
Principal

Haddad, Morgan and Associates Ltd.



Yunis Haddad, P.Eng.

Cc Mr. J. Kopcok
Mr. T. Bateman, P.Eng.



The Corporation of the Town of Lakeshore

Office of the Planner

419 Notre Dame
Belle River ON, NOR 1A0



Phone: (519) 728-2700
1-877-249-3367
Fax: (519) 728-9530

December 7, 2004

Mr. R. Lucente, P. Eng.,
R. Lucente Engineering Inc.
3514 Walker Road, Unit 1,
WINDSOR, Ontario.
N8W 3S4

R. LUCENTE ENGINEERING INC.

RECEIVED DEC 10 2004


Dear Mr. Lucente:

Re: County Road 19 (Manning Road) Environmental Assessment
Proposed Site Plan for Petrovec Lands

I acknowledge receipt of your November 10, 2004 correspondence addressed to Mr. Tom Bateman, County Engineer. In the letter you asked that Lakeshore's Planner report on the status of the development proposal. In that regard, I advise that the site plan proposal has no status. The Town of Lakeshore is not in receipt of any applications seeking approval of the proposal. Notwithstanding, as the Town's Planner, I have met with the proponents and have listened to their long term plans. In that regard, it was suggested to the proponents that they should determine their access requirements and make you aware of them so that they can be considered as part of your EA process.

I trust this is the information you require. If you have any questions or require anything further at this time, please call me accordingly.

Yours very truly,
TOWN OF LAKESHORE


D. Cindy Pprice,
Planner.

/dcp

c. Mr. A. L. Mousseau, Director of Public Works

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

December 10, 2004

Our File No. 02-829

The Corporation of the Township of Lakeshore
419 Notre Dame
Belle River, Ontario
N0R 1A0

Attention: Ms. C. Prince, Planner

Dear Ms. Prince:

Re: County Road 19 (Manning Road) E.A.
Proposed Site Plan for Petrovec Lands

Thank you for your letter dated December 7, 2004.

For your information, we are recommending that any permanent County Rd. NO. 19 access to this subject parcel of land should be via the Jamsyl Drive extension in Lakeshore.

A temporary access will be given consideration depending upon the location with respect to the Jamsyl Drive intersection and the southerly end of the proposed median. We have requested a more detailed and dimensioned site plan for the purpose of review from the proponent.

Regards,



R. Lucente, P.Eng.

RL:lb

c: T. Bateman, P.Eng., County Engineer – County of Essex
T. Mousseau, Director of Public Works – Town of Lakeshore
L. Beaudoin, Director of Public Works – Town of Tecumseh
Y. Haddad, P.Eng. – Haddad, Morgan and Associates, Ltd.

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Haddad, Morgan and Associates Ltd.

Consulting Engineers

May 27, 2004

Lucente Engineering Inc.
3514 Walker Road, Unit 1
Windsor, Ontario
N8W 3S4

Attention: Mr. Rocco Lucente, P.Eng.

Dear Mr. Lucente:

RE: MANNING ROAD ENVIRONMENTAL ASSESSMENT STUDY

As we have discussed with you, we are working on the engineering of a property located at the southeast corner of County Road 22 and Manning Road. The property extends from Manning Road to West Pike Creek Road. The County of Essex has indicated that we have been listed as "interested parties" with respect to the Environmental Assessment of County Road 22.

At this time, we are working with the owner to determine the feasibility of providing access to his property from Manning Road, including the coordination with the proposed geometric layout. A copy of the initial proposed geometric layout (aerial photo) shown at Public Information Centre No. 1 would be greatly appreciated. If you have additional information, which may be of assistance, please forward same to us.

Thank you kindly for your assistance.

Yours truly,

Catherine Girgis, P.Eng.
Project Engineer

Per: Haddad, Morgan and Associates Ltd.

Cc: Mr. John Kopcok, Petrovec Investments

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

May 27, 2004

Our File No. 99-722

Haddad, Morgan and Associates, Ltd.
Consulting Engineers
24 Shepherd St., East
Windsor, Ontario
N8X 2J8

Attention: Ms. Catherine Girgis

Dear Ms. Girgis:

Re: Tecumseh Road E.A.

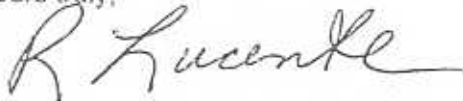
In response to your letter dated May 27, 2004, we are herein submitting the proposed road widening and improvements for your subject area on County Road No. 19 as were displayed at the P.I.C. No. 1 on January 20, 2004.

We are also enclosing the proposed widening and improvements as revised subsequent to the P.I.C. No. 1 incorporating comments received.

As you recall, concerns were expressed by this office as well as Mr. F. Berry, P. Eng. of F.R. Berry & Associates, Transportation Planning Consultants regarding, not only left turn maneuvers, but right turn exits as well, if the intent was to turn left at County Road 22. Such a maneuver would require traversing 2 lanes of traffic in a relatively short length of roadway. The magnitude of this problem would very much be contingent upon the amount of traffic generated by the proposed development and therefore the "specific tenant proposal".

Please be aware that additional issues are being discussed and investigated such as the need for road right-of-way widening which may be required for several reasons. Until these are resolved, a recommendation for a preferred solution will not be possible.

Yours truly,



R. Lucente, P.Eng.

RL:jb

Enclosure

c: T. Bateman, P. Eng., County Engineer - Corporation of the County of Essex
L Beaudoin, Director of Public Works - Town of Tecumseh
T. Mousseau, Director of Public Works - Town of Lakeshore
(letters\tecumseh\TecEA-HaddadGirgis.doc)

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

June 29, 2004

Our Ref.: 0334

Haddad, Morgan and Associates
24 Shepherd Street East
Windsor, ON
N8X 2J8

Attn.: Mr. Y. Haddad, P.Eng.

Dear Mr. Haddad:

RE.: ACCESS TO PETROVEC LANDS

At the request of Mr. Kopčok, I made a preliminary analysis of the traffic impact of his proposed commercial development south of County Road 22 between Manning Road and West Pike Creek Road. The analysis was based on the development of 500 000sf of retail and office space. At this time, specific uses are not determined so the analysis assumed a single shopping centre use for the property.

At this time access locations to the development from County Road 22 and Manning Road have to be determined. A major access will be located on County Road 22 opposite Lakeshore Drive. Signalization of this intersection has already been approved by the County of Essex. Petrovec Investments has proposed an off-ramp from County Road 22 between Manning Road and Lakeshore Drive. This has yet to be approved by the County.

On Manning Road, a right turn only access is proposed at a location approximately 200 metres south of County Road 22. A full turn access is proposed at a location approximately 300 metres south of Manning Road. This location is north of the intersection of Jamsyl Drive, which was proposed for signalization in the Manning Road Corridor Study. Ideally, the major southern access to the Petrovec lands would be off the easterly extension of Jamsyl Drive. However, Mr. Kopcok does not own the property in this area and thus does not have access to Jamsyl Drive.



The Institute of Transportation Engineers Trip Generation Manual, Seventh Edition, defines the shopping centre category to include a wide variety of uses such as retail space, food store, offices, restaurants, banks and also individual buildings separate from the main structure which may be used for banks or drive-through restaurants. Trip generation data taken from the Manual indicate that, for a 500 000sf shopping centre on an average weekday, peak hour trips would be about 870 inbound and about 940 outbound. Saturday peak hour vehicle trip generation would be about 1280 inbound and 1185 outbound.

Pass-by trips for shopping centres can vary from 20 percent to over 50 percent, depending on location and the volume of traffic on adjacent streets. Pass-by trips are those trips which are already in the traffic flow. Drivers typically stop to make a purchase and then continue in the same direction of travel. For the purposes of this study, a pass-by trip rate of thirty percent was assumed.

Destined trips are those trips which have a specific destination at the shopping centre. Destined trips were distributed generally in proportion to the size and location of residential populations in the area. For this study, it was assumed that trips would be distributed as follows:

east	30 percent
north	25 percent
west	25 percent
south	10 percent
Lakeshore Estates	10 percent

Weekday peak hour pass-by, destined and total development trips are shown in **Figures 1, 2 and 3**. Saturday peak hour trips are shown in **Figures 4, 5 and 6**.

A five to ten-year planning horizon is normally considered for major commercial developments. For this area, traffic projections have been made to 2006 and 2011 for the Manning Road corridor and to full build-out for the Lakeshore Estates development. The 2011 peak hour projections from the Manning Road study and the full build-out projections for Lakeshore Estates were combined and used to give background traffic for this study. These volumes are shown in **Figures 7 and 8**.

It should be noted that the projections made for Manning Road took into account all known major developments in the corridor. The development proposal for the Petrovec lands was not active at that time and therefore was not included in the projections. Thus, the estimates for peak hour turning movements after development of the Petrovec lands was obtained by adding development traffic



from **Figures 5 and 6** to the background traffic from **Figures 7 and 8**. The total estimated peak hour traffic volumes are shown in **Figures 9 and 10**.

Level of service analyses were made for the intersection of County Road 22 with Lakeshore Drive and for the intersection of Manning Road with the full turns access. The former intersection was assumed to be signalized, with two through lanes in each direction on County Road 22 and auxiliary left and right turn lanes on all approaches. The intersection on Manning Road was analyzed as an unsignalized tee intersection with two through lanes in each direction on Manning Road. Analysis worksheets are contained in Appendix A.

The signalized intersection of County Road 22 and Lakeshore Drive would operate at an acceptable level of service with the lane configuration and peak hour turning movement demand projected for this study.

The proposed off-ramp from County Road 22 would remove up to 300 vehicles in the peak hour from this intersection, significantly improving its operation.

The proposed full turns access on Manning Road would have significant operating problems, in particular with the left turn exit from the site. Peak hour delays to this movement would be well in excess of levels considered acceptable. This analysis suggests that the major access off Manning Road should be signalized.

As noted earlier, however, the intent is to signalize the intersection of Jamsyl Drive. It would not be appropriate to have two signalized intersections close together, nor would it be appropriate to have another signalized intersection between Jamsyl Drive and County Road 22. It would be in the best interests of the County and the Town to work with Mr. Kopčok towards obtaining access from his property to Jamsyl Drive.

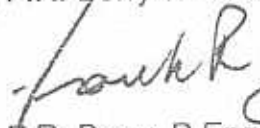
The right turns only access proposed for a location approximately 200 metres south of County Road 22 would have only one operational problem. This would relate to the volume of traffic leaving the site at this point and then attempting to enter the left turn lane to go west on County Road 22. An analysis of the trip assignments suggests about 60 vehicles would make this manoeuvre in the weekday peak hour and 70 in the Saturday peak hour. The proposed lane configuration on Manning Road suggests that the left turn lane would begin approximately opposite the proposed exit. Stacking of northbound traffic waiting for a green light would not extend back as far as the exit. Given the demand



involved and the location of the access, the weaving movement should be able to operate without an impact on through traffic.

In summary, the two accesses proposed off County Road 22 would operate without significant impact to through traffic on County Road 22. The right turn only access to Manning Road would operate without significant impact to through traffic on Manning Road. However, the proposed southern full turns access to Manning Road would not operate at an acceptable level of service. Some means should be found, with the involvement of the County and the Town, to integrate this access with the proposed signalized intersection at Jamsyl Drive. x?

Very truly yours
F.R. Berry & Associates



F.R. Berry, P.Eng.
Principal



Cc Mr. J. Kopčok



F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

BY FAX

August 22, 2004

Our Ref. 0334

Haddad, Morgan and Associates
24 Shepherd Street East
Windsor ON
N8X 2J8

Attn: Mr. Y. Haddad, P.Eng.

Dear Mr. Haddad:

RE: ACCESS TO PETROVEC LANDS

In my letter to you of June 29, 2004, I concluded that the major access to Manning Road from the Petrovec lands should be via the signalized intersection of Manning Road and Jamsyl Drive. I also noted that, at this time, Mr. Kopcok does not have access to the lands where the extension of Jamsyl Drive would be located. I suggested that the County and the Municipality should take a role in planning for and ensuring that access via the extension of Jamsyl Drive is available to the lands west of Manning Road. ✓✓

Since this may take some time to accomplish, consideration should be given to permitting a temporary full turns access at the south limit of Mr. Kopcok's lands. I believe that this would locate the access about 90 metres north of the intersection of Jamsyl Drive. Since both would be tee intersections, there would be no conflict between opposing left turns. — ?

An unsignalized intersection, with a southbound left turn lane, could accommodate at least partial development on the Petrovec lands, subject to confirmation of the specific uses. I would recommend that the County be asked to approve a temporary access in principle, with restrictions on the amount of development that would use this access

Very truly yours
F. R. Berry & Associates



Frank R. Berry, P.Eng.
Principal

St Jean Property



R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

September 30, 2004

Our File No. 99-722

Corporation of the County of Essex
360 Fairview Avenue West
Essex, Ontario
N8M 1Y6

Attention: Mr. Tom Bateman, P. Eng., County Engineer

Dear Sir:

Re: Access to Petrovec Lands

In response to your request for our comments on the F. R. Berry & Associates letters dated June 29, 2004 and August 22, 2004, we offer the following.

This Traffic Impact Study dated June 29, 2004 is consistent with the earlier Traffic Study prepared by F. Berry and with his comments in his October 11, 2002 letter to Haddad, Morgan and Associates, Ltd. (right-in and right-out only)

In his letter dated August 22, 2004, F. Berry states that consideration should be given to permitting a temporary full turn access at the south limit of Mr. Kopcok's lands and that he believes that this would locate the access about 90 metres north of the intersection of Jamesyl Drive. We have 90 metres north of Jamesyl being within lands owned by Jean St. Jean not Petrovec. This should be clarified. The southerly limit of the Petrovec property fronting on County Rd. No. 19 is near the Desro Drive intersection (220 metres north of Jamesyl and 115 metres south of County Rd. No. 22). Therefore we cannot agree with suggestion of a temporary full turns access at that location.

We agree that both, the County of Essex and the Town of Lakeshore should take a role in the planning of the future development of this entire area of the Municipality and would suggest that the first step be the preparation of a Secondary Plan by the Municipal Planner. To entertain any proposed development in the absence of a Secondary Plan should be considered premature.

We trust this is sufficient for your consideration at this time.

Yours truly,



R. Lucente, P.Eng.

RL:jb

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R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

November 10, 2004

Our File No. 02-829

Corporation of the County of Essex
Office of the County Engineer
360 Fairview Avenue West
Essex, Ontario N8M 1Y6

Attention: Mr. T. Bateman, P.Eng., County Engineer

Dear Sir:

Re: County Rd. 19 (Manning Road) Environmental Assessment

We are in receipt of a proposed Site Plan for the Petrovec lands on the southeast corner of County Rds. 22 and 19 (dated November 9, 2004) as prepared by Haddad, Morgan and Associates Ltd. We have been requested to consider this site plan in our Co. Rd. No. 19 E.A. Study. We have had previous discussions with Y. Haddad wherein we expressed our concerns regarding the proximity of the access road (which was initially farther north) to Co. Rd. 22 to the north, or to Jamsyl Drive to the south.

It would appear that this current submission is proposing not one access road, but two roads onto Co. Rd. No. 19. By way of copy, we are herein requesting the Town of Lakeshore's planner and engineer to report on the status of this development proposal in terms of municipal review/approval.

Since the next P.I.C. is scheduled for December 1, 2004, we will not be showing this proposal on any of the displays.

We await the Town of Lakeshore's input.

Yours truly,



R. Lucente, P.Eng.

RL:lb

Enclosures

c: T. Mousseau, Director of Public Works – Town of Lakeshore
C. Prince, Planner – Town of Lakeshore
L. Beaudoin, Director of Public Works – Town of Tecumseh

(letters\manningEAlakeshore.doc)

MANNING ROAD

679 feet



E OF MANNING ROAD

97.5 feet
97.5 feet
97.5 feet
97.5 feet

JEAN PIERRE ST. JEAN
GRANT
GRANT
GRANT

380 feet

PETROVEC INVESTMENTS LTD.

991 feet

200m

RIGHT LAKE TAVER 20m

PARALLEL LANE 20m

DISC WIDE ISLAND

3.65m (12')

E OF ACCESS

DO NOT ENTER SIGN

COUNTY ROAD 22

500m

E OF LAKESHORE DRIVE

LAKESHORE DRIVE

PETROVEC COMMERCIAL | SITE PLAN | 1:2000 | NOV 9 2004 | P-1

HADDAD, MORGAN AND ASSOCIATES LTD. CONSULTING ENGINEERS

00-112

RECEIVED
NOV 10 2004



Haddad, Morgan and Associates Ltd.
Consulting Engineers

November 9, 2004

RECEIVED
NOV 10 2004

Lucente Engineering Inc.
3514 Walker Road, Unit 1
Windsor, Ontario
N8W 3S4

Attention: Mr. Rocco Lucente, P.Eng.

Dear Mr. Lucente:

RE: MANNING ROAD ENVIRONMENTAL ASSESSMENT STUDY
Our File: 00-112

Please consider the enclosed site plan and the following information for consideration in the preparation of the current EAS. Our client's property is located at the southeast corner of County Road 22 and Manning Road. The property extends from Manning Road to West Pike Creek Road.

Due to the proximity of the lands to the intersection, it is our understanding that our client, Petrovec Investments, has options to purchase the properties south, labeled as Grant and Jean Pierre St. Jean on the site plan. The acquisition of these properties is being considered to facilitate obtaining access to the Petrovec lands.

Please let us know if additional information is required prior to the upcoming P.I.C., which is scheduled for December 1, 2004.

Yours truly,

Haddad, Morgan and Associates Ltd.



Yunis Haddad, P.Eng.

cc: Tom Bateman, County Engineer, County of Essex
Frank Berry, F. R. Berry & Associates
John Kopcok, Petrovec Investments