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Consulting Engineers

July 23, 2019

Veronica Marsman, MSW, RSW  
Property Manager  
AKOMA Holdings Incorporated  
1018 Main Street  
Dartmouth, NS B2W 4X9

Dear Ms. Marsman:

*RE: Traffic Impact Statement for Proposed Phase 1.1 Rezoning Application of AKOMA Holdings Property – Old Home and Bauld Centre*

This letter is submitted in support of the proposed re-zoning application of the AKOMA Old Home and Bauld Centre as a multi-use community centre, known as Phase 1.1 of the larger Phase 1 development of the AKOMA Holdings property. It presents our opinion on the traffic impacts associated with the Akoma Old Home and Bauld Centre. The site, situated along Main Street, west of Cherry Brook Road, is illustrated on Figure 1.

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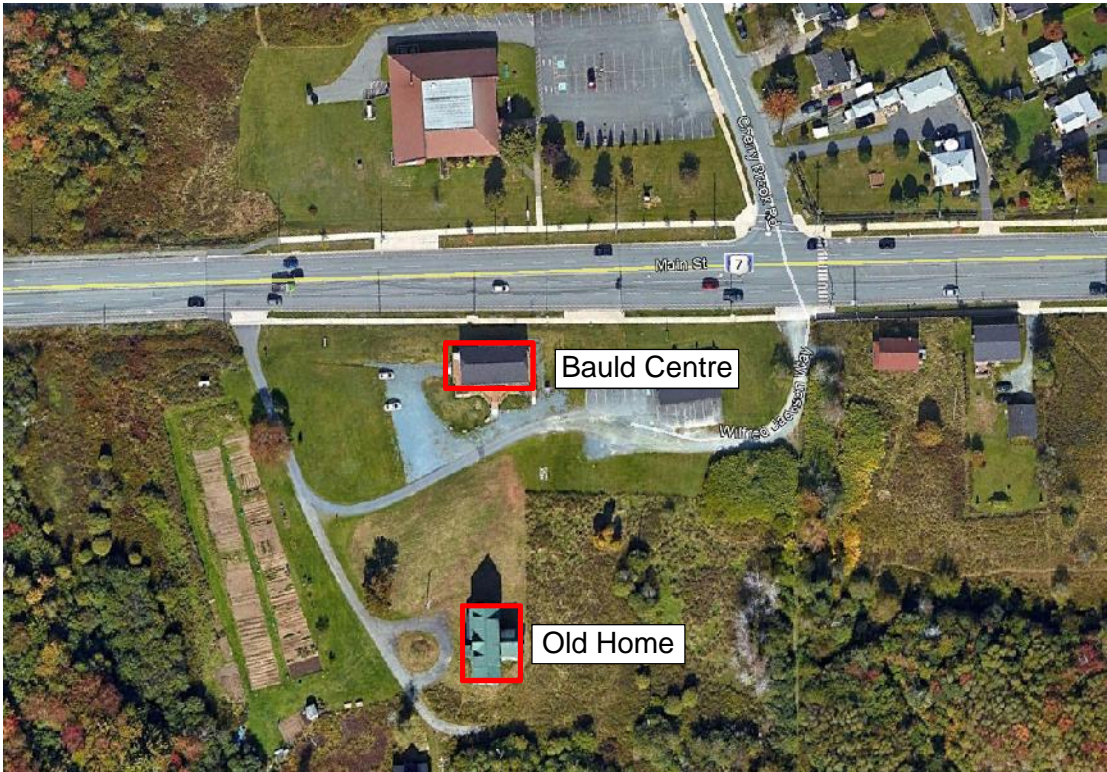


Figure 1 Study Area

The Old Home, historically operated as an orphanage, is currently undergoing extensive renovation. The Bauld Centre, presently used to host community events, has a capacity of 150 people; it typically sees events during off-peak hours, attended by up to 60 people. The Bauld Centre also has 4 offices, with daily usage by up to 5 YMCA and Nova Scotia Works employees.





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The Old Home is planned to host additional community services:

- Restaurant with 10 tables and up to 4 employees
- Hair salon with 3 employees

## Trip Generation

Under existing conditions and typical operation, the Bauld Centre is understood to generate a maximum of 5 trips during the weekday AM and PM peak hours, associated with employee arrivals and departures. During community events, the site may experience a maximum of 60 trips entering or leaving the site, typically outside of weekday or weekend peak hours.

Based on the existing uses of the Bauld Centre, and the planned uses of the Old Home building, it is expected that the property would host an average of 10 employees per weekday and no more than 20 visitors per hour. Employees would arrive during the AM peak hour and leave during the PM peak hour. Assuming a peak visitor trip generation of 20 inbound and 20 outbound during the weekday AM and PM peak hours, we can expect a maximum trip generation of approximately 50 trips per peak hour.

The proposed re-purposing of the Old Home is expected to occur in late 2019. To establish existing and future background traffic conditions for the study area, we have reviewed the *Traffic Study and Benefit Cost Analysis for the Proposed Highway 107 Lake Loon to Preston* report (CBCL, June 2015). Review of that report's 2020 traffic forecasts on Highway 7/107 suggests a volume on Main Street of 2,160 vehicles (1,810 westbound, 350 eastbound) during the weekday AM peak hour, and 2,260 (570 westbound, 1690 eastbound) during the weekday PM peak hour (see Figure 2).

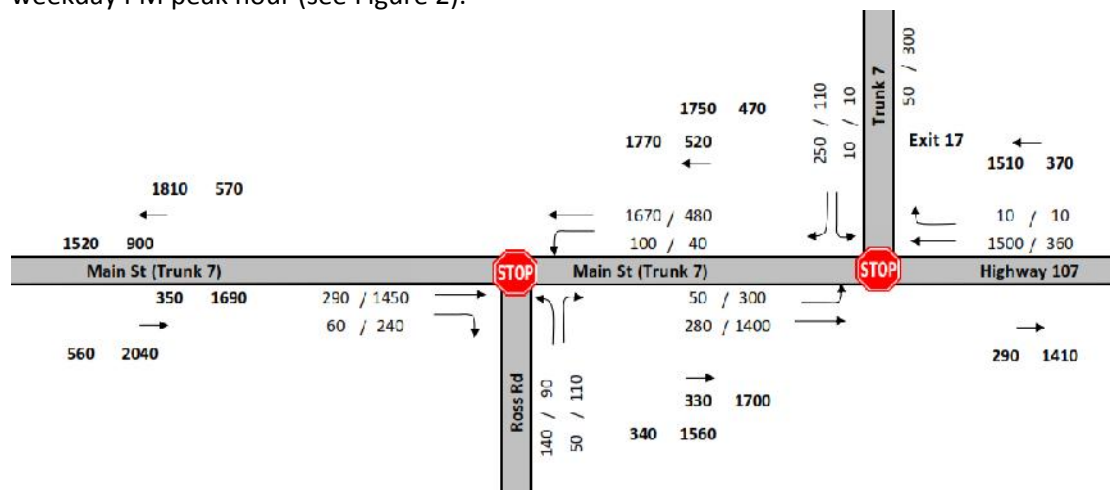


Figure 2 2020 Traffic Volumes – source: *Traffic Study and Benefit Cost Analysis for the Proposed Highway 107 Lake Loon to Preston* report (CBCL, June 2015)

Upon completion of renovations to the Old Home and successful re-zoning, the site is therefore expected to add an additional 50 trips onto Main Street during both the weekday AM and PM peak hours. Considering the forecasted vehicular volumes on Main Street of 2,160 vehicles during the weekday AM peak hour, and 2,650 vehicles during the weekday PM peak hour, we consider the proposed re-zoning of the AKOMA Old Home to have negligible impact on the surrounding road network.



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## Site Access

With regards to site access, the Old Home and Bauld Centre are primarily accessed via Wilfred Jackson Way, opposite Cherry Brook Road; a secondary driveway provides an additional connection to Main Street, approximately 145m west of Wilfred Jackson Way. No collisions have been reported at these driveways over the last 5 years; anecdotally, the introduction of a pedestrian crosswalk on the west side of the Main Street and Cherry Brook Road intersection in 2012 has increased pedestrians' sense of safety at that location.

We have reviewed sight distances at the two driveways according to *Transportation Association of Canada's Geometric Design Guide for Canadian Roads* (TAC). We note that Main Street has a posted speed limit of 70km/hr at this location. Assuming an operational speed closer to 90km/hr, TAC guidelines indicate a required sight distance of 200m for vehicles exiting the site, and a stopping distance of 170m for vehicles approaching on Main Street. While Wilfred Jackson Way appears to satisfy this requirement, the second driveway is limited to a sight distance of approximately 150m to the east on account of Main Street sloping eastward from Cherry Brook Road.

It is expected that upon re-zoning of the AKOMA Old Home, the second driveway will be discontinued. Wilfred Jackson Way will remain the sole access to the Old Home and the Bauld Centre, until the property is fully connected internally to the existing driveway opposite Westphal Way. Considering the low vehicular volumes entering and leaving the site at the Wilfred Jackson Way and Main Street intersection, this single access is sufficient. We do note that the design of Wilfred Jackson Way will need to be reviewed in the context of future Phase 1 development of the AKOMA Holdings property.

Yours truly,

CBCL Limited

**ORIGINAL SIGNED**

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