

June 28, 2020

Gary Edwards  
Garmar Investments Limited  
Eastern Passage, Nova Scotia

Dear Mr. Edwards,

**Re: 1490 Main Road Traffic Impact Study Addendum Update 2020**

JRL consulting completed a Traffic Impact Study in October 2014 for the proposed development of two 60-unit apartment buildings at 1490 Main Road in Eastern Passage, Nova Scotia. A Development Agreement was approved for the apartment buildings.

Lands owned by Garmar Investments (your company) were subdivided to create the property for the apartments which was then sold. Garmar Investments is proposing to create three new lots on their remaining lands with access from the private Silvers Lane. One lot contains a house that was moved from their other lot that has 2 units. Another lot has an existing barn/workshop which will stay and the remaining lot will have a new house with 2 units or another barn/workshop.

Silvers Lane is a local Schedule A graveled road that provides access to 7 existing residential properties (8 units), a barn/workshop mentioned above and a cellphone tower. It is located just west of the signalized Main Road/Cow Bay Road/Shore Road intersection. Refer to Exhibit 1.

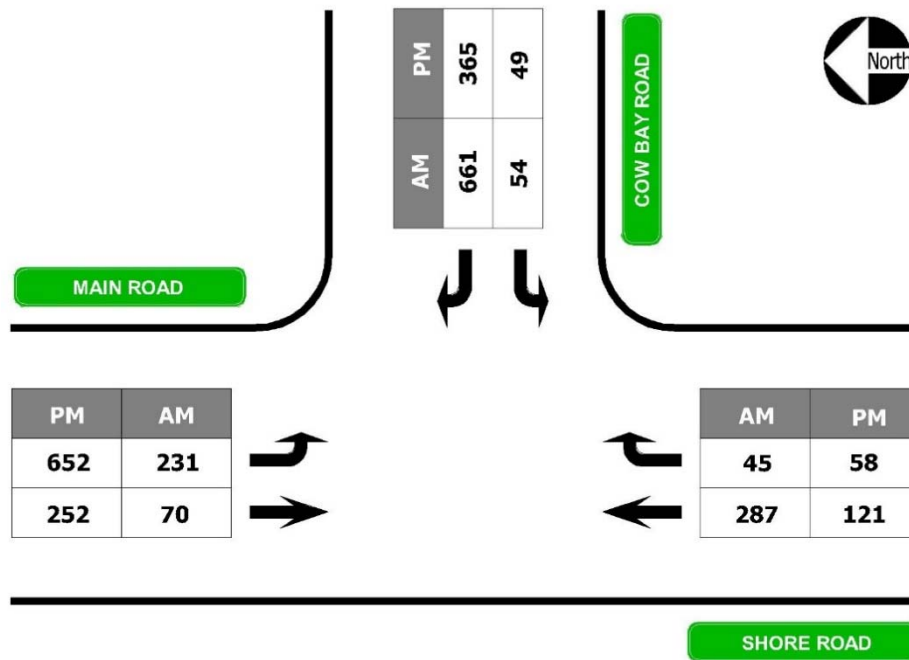
Exhibit 1 – Silvers Lane in Eastern Passage, Nova Scotia



JRL consulting was engaged by Garmar Investments to review the traffic impacts of the proposed lots with access from Silvers Lane.

To assess existing traffic from Silvers Lane as well as existing traffic in the area we completed new AM and PM peak hour manual traffic counts at the Main Road/Cow Bay Road/Shore Road intersection on Friday November 15, 2019 as summarized in Exhibit 2.

Exhibit 2 - Main Road at Shore Road at Cow Bay Road Existing Traffic 2019



During the AM peak hour we observed 1 vehicle exiting Silvers Lane turning left and no vehicles entering Silvers Lane. During the PM peak hour we observed 2 vehicles exiting Silvers Lane turning right and 1 vehicle entering from Main Road turning left with 2 vehicles entering from Cow Bay Road turning right. These movements didn't create any issues with background traffic in the area.

We reviewed Institute for Transportation Engineers Trip Generation (10<sup>th</sup> Edition) rates estimated for Land Use 210 – Single Family Detached Housing and those estimates are higher than what was observed locally on Silvers Lane. There are 7 residential lots that access Silvers Lane with 8 units. Refer to Exhibit 3.

Exhibit 3 – Estimated Site Generated Traffic Volumes for Silvers Lane

| LAND USE                       | QUANTITY | AM PEAK   |          |          | PM PEAK  |          |          |
|--------------------------------|----------|-----------|----------|----------|----------|----------|----------|
|                                |          | TOTAL     | ENTER    | EXIT     | TOTAL    | ENTER    | EXIT     |
| Single Family Detached Housing | 8        | 10        | 25%      | 75%      | 9        | 63%      | 37%      |
|                                |          |           | 3        | 8        |          | 6        | 3        |
| <b>TOTAL</b>                   |          | <b>10</b> | <b>3</b> | <b>8</b> | <b>9</b> | <b>6</b> | <b>3</b> |

You have provided additional context, as the owner of Garmar Investments, on the proposed land uses for the three new lots that will be captured in an amended Development Agreement as summarized below:

- Civic 30 (larger lot) – A workshop for personal use that will also be part of an existing used car dealership license that will include an office area, parking lot and display court. Only cars directly related to the dealership will be repaired on site and you indicated that you expect to sell 2-3 vehicles per year.
- Civic 34 (second lot) – A 2-unit residential building
- Civic 38 (third lot) – A 2-unit residential building

Based on the feedback for Civic 30 above with only 2-3 vehicles, we wouldn't expect much traffic in the AM or PM peak hours. To estimate traffic for these additional lots we have used ITE Land Use 210 for the residential units and we assumed that traffic created by Civic 30 will be 2 trips in the AM peak hour and 4 trips in the PM peak hour as summarized in Exhibit 4.

Exhibit 4 – Estimated Site Generated Traffic Volumes for Silvers Lane (New Lots)

| LAND USE                             | QUANTITY | AM PEAK   |          |          | PM PEAK  |          |          |
|--------------------------------------|----------|-----------|----------|----------|----------|----------|----------|
|                                      |          | TOTAL     | ENTER    | EXIT     | TOTAL    | ENTER    | EXIT     |
| Single Family Detached Housing       | 4        | 8         | 25%      | 75%      | 5        | 63%      | 37%      |
|                                      |          |           | 2        | 6        |          | 3        | 2        |
| Workshop/Used Car Dealership License | 1        | 2         | 25%      | 75%      | 4        | 63%      | 37%      |
|                                      |          |           | 1        | 1        |          | 2        | 2        |
| <b>TOTAL</b>                         |          | <b>10</b> | <b>3</b> | <b>7</b> | <b>9</b> | <b>5</b> | <b>4</b> |

We also assessed the estimated traffic for all existing and proposed land uses on Silvers Lane to estimate the total future impact on Main Road as summarized in Exhibit 5

Exhibit 5 – Estimated Future Site Generated Traffic Volumes for Silvers Lane

| LAND USE                             | QUANTITY | AM PEAK   |          |           | PM PEAK   |           |          |
|--------------------------------------|----------|-----------|----------|-----------|-----------|-----------|----------|
|                                      |          | TOTAL     | ENTER    | EXIT      | TOTAL     | ENTER     | EXIT     |
| Single Family Detached Housing       | 12       | 13        | 25%      | 75%       | 13        | 63%       | 37%      |
|                                      |          |           | 3        | 10        |           | 8         | 5        |
| Workshop/Used Car Dealership License | 1        | 2         | 25%      | 75%       | 4         | 63%       | 37%      |
|                                      |          |           | 1        | 1         |           | 2         | 2        |
| <b>TOTAL</b>                         |          | <b>12</b> | <b>4</b> | <b>11</b> | <b>17</b> | <b>10</b> | <b>7</b> |

Although both Main Road, Cow Bay Road and Shore Road remain busy, traffic from Silvers Lane is minor and the traffic created by lot configuration and land uses proposed by the developer will not have any significant impact on the transportation network in this area including the existing Main Road/Cow Bay Road/Shore Road intersection.

I hope this helps provide the additional context and analysis requested. Please contact me if you have any questions or comments.

Yours truly,



Jeff R. LeBlanc, P.Eng., PMP

