

August 15, 2018

Mr. Blair Wallace  
 Brentwood Developments Ltd.  
 5537 Kane Place  
 Halifax, NS, B3K 2B2

[Via Email: bdwallace@eastlink.ca]

**RE: Traffic Impact Statement – Multi-Family Residential Development  
 185 Kaulback Street, Truro, NS**

Dear Mr. Wallace:

Plans are being prepared for the development of three apartment buildings (up to 150 units total) with underground and surface parking. The subject land for the development is in the process of being consolidated. The properties (PID 20166518 and 20445571) once consolidated will be 5.005 acres and have approximately 94.2m of frontage on Kaulback Street. This development will be accessed from Kaulback Street via a single two-way driveway leading to a centralized parking area with onsite access to underground parking for each of the buildings (See Figure 1). This is the Traffic Impact Statement (TIS) required to accompany the development application.

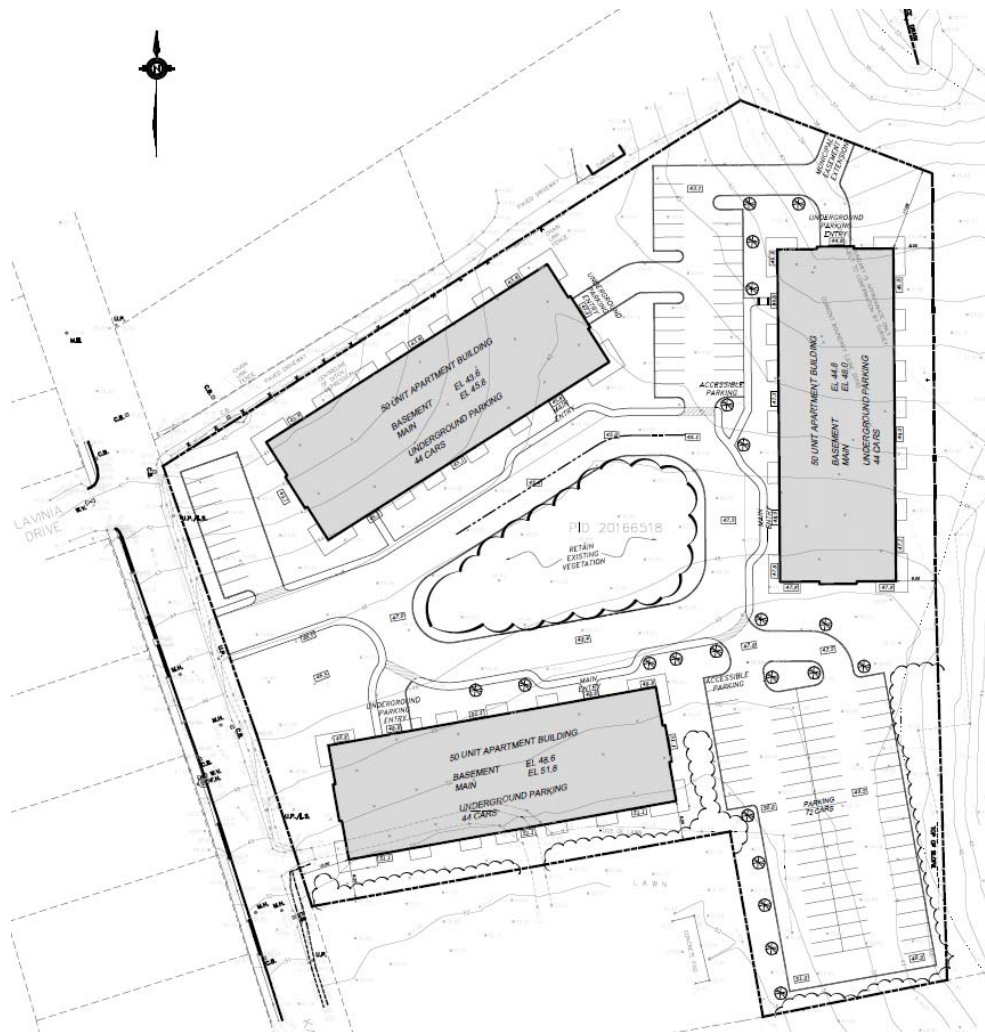


Figure 1 – Site Plan

### SITE DESCRIPTION –

The unoccupied site is bounded by Kaulback Street in the west and future development areas to the east and south. Development is expected to be three apartment buildings (up to 150 apartment units total) with connection to Kaulback Street via a single driveway.

Observations of Stopping Sight Distance (SSD) at the site access found that there is over 100 metres of available stopping sight distance for southbound traffic on Kaulback Street and 73 metres of available stopping sight distance for northbound traffic (See Photos 1 and 2). This northbound SSD is more than the 70 metres required for a vehicle traveling 50 km/h on a -8% grade.



**Photo 1 – Looking Left (to the south) on Kaulback Street from the proposed Access**



**Photo 2 – Looking right (to the north) on Kaulback Street from the proposed Access**

### DESCRIPTION OF EXISTING STREETS AND INTERSECTIONS

Kaulback Street (See Photos 1-4) is a local street that runs north-south between Willow Street and Glenwood Drive. It is approximately one kilometer in length. Kaulback Street has a two-lane cross section and a 50 km/h speed limit.



**Photo 3 – Looking South on Kaulback Street toward the site**



**Photo 4 – Looking North on Kaulback Street toward the site**

The T-intersection of Kaulback Street at Glenwood Drive is STOP controlled on Kaulback Street and free flow on Glenwood Drive.

## TRIP GENERATION

Trip generation estimates for the site, prepared using published rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, Washington, 2017) are included in Table 1. It is estimated that the developed site will generate:

- 54 two-way trips (14 entering and 40 exiting) during the AM peak hour; and,
- 66 two-way trips (40 entering and 26 exiting) during the PM peak hour.

Table 1 – Trip Generation Estimates

Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trips Generated <sup>3</sup>			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out	In	Out
<b>Trip Generation Estimates for Proposed Development</b>									
Multifamily Housing (ITE Land Use 221)	150	0.09	0.27	0.27	0.17	14	40	40	26
Notes: 1. Land use codes and rates are from <i>Trip Generation, 10<sup>th</sup> Edition</i> , (Institute of Transportation Engineers, Washington, 2017). 2. 'Number of residential units'. 3. Trip generation rates are 'vehicles per hour per unit'. Trips Generated are the number of trips during the associated peak hour.									

## SUMMARY

1. Plans are being prepared for the development of three apartment buildings (up to 150 apartment units total) on the east side of Kaulback Street.
2. Vehicular access to the site will be from one new two-way driveway onto Kaulback Street.
3. It is estimated that the developed site will generate a total of 54 two-way trips (14 entering and 40 exiting) during the AM peak hour and 66 two-way trips (40 entering and 26 exiting) during the PM peak hour.

## CONCLUSION

4. The estimated trips generated by the development of up to 150 apartment units on this site is not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at [patrick.hatton@wsp.com](mailto:patrick.hatton@wsp.com) or by telephone at 902-536-0954.

Sincerely,

Patrick Hatton, P.Eng.  
Traffic & Transportation Engineer  
WSP Canada Inc.

