Ref. No. 221-04432-00

May 12, 2022

[redacted]

Sent via Email to [redacted]

RE: Addendum Traffic Impact Statement, Proposed Bare Land Condominium Development, 10 Kirk Road, Halifax, Nova Scotia

Dear [redacted]

Marterra Inc. is preparing plans for development of an approximately four acre estate property at 10 Kirk Road, Halifax, as a bare land condominium consisting of 14 building sites plus restoration of the existing house for a total of 15 single family residential units as illustrated on Figure 1.

This is the Addendum Traffic Impact Statement (TIS) which has been prepared to consider the changes in site access since the previous TIS (copy attached) was prepared in December 2010 and to use trip generation data from *Trip Generation*, *11th Edition* (Institute of Transportation Engineers, 2021) rather than that from the 8th Edition used in 2015.

Description of Site Accesses - The site is a wooded area adjacent to the west side of the Northwest Arm. Building site accesses will be from improved existing private driveways which connect with Kirk Road and McManus Road (Figure 1). Vehicle trips will use Parkhill Road to access Purcell's Cove Road at an existing All-Way STOP controlled intersection.

Photo 1 - Looking east on Kirk Road towards McManus Road from the existing primary estate access driveway.

Photo 2 - Looking west on Kirk Road towards Parkhill Road from the existing primary estate access driveway.

While both McManus Road and Kirk Road are narrow roads that have preserved the rustic and scenic nature of this area for many years, they have very low traffic volumes and serve only local traffic. Visibility is good on Kirk Road and McManus Road approaches to the site driveways (Photos 1 to 4).

Photo 3 - Looking north on McManus Road towards the Northwest Arm from an existing secondary site driveway.

Photo 4 - Looking south on McManus Road towards Kirk Road and Parkhill Road from an existing secondary site driveway.

Traffic Volumes on local streets and Purcell's Cove Road are not expected to have changed significantly since the previous TIS was prepared.

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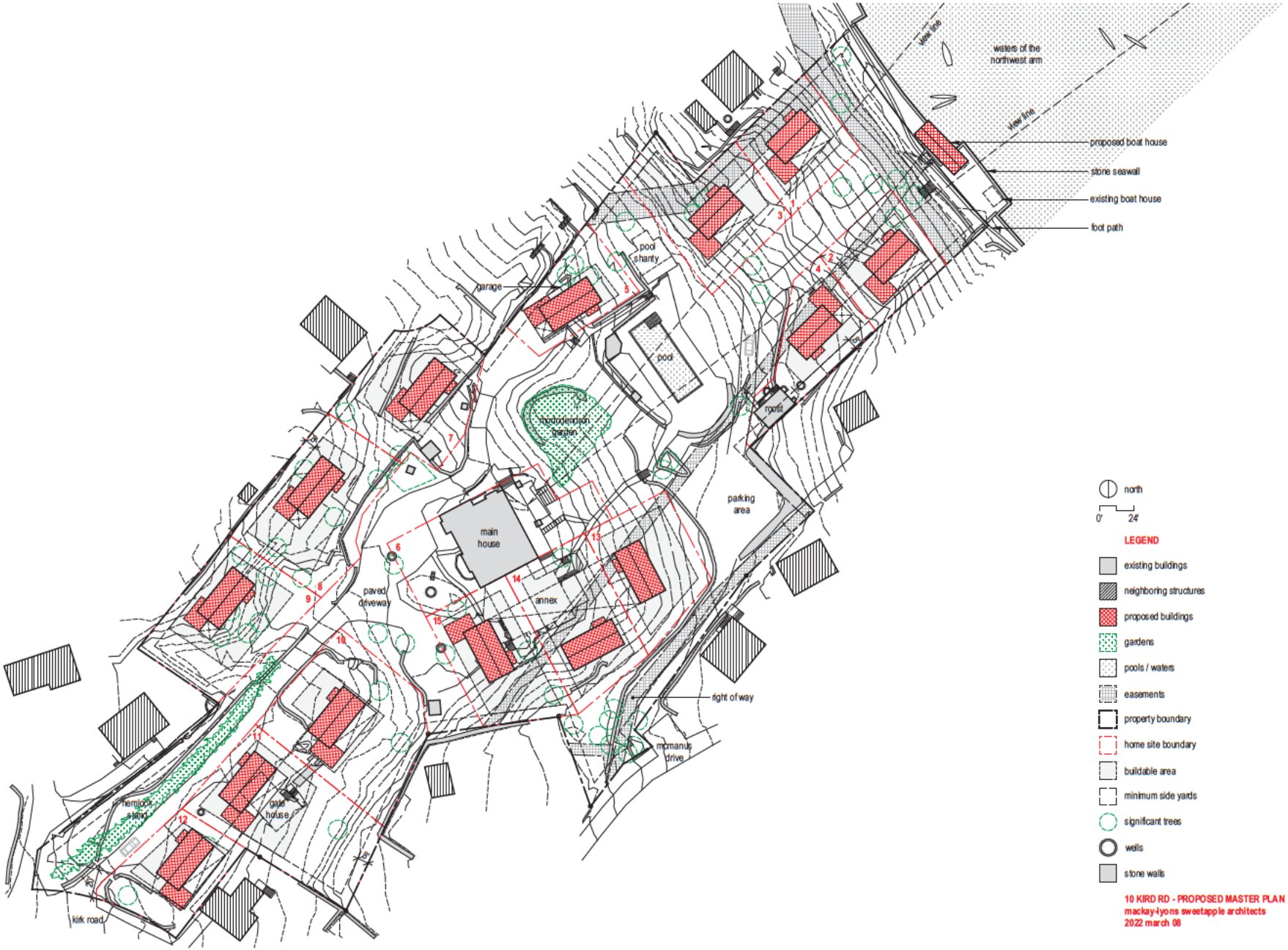
waters of the northwest arm
view line
view line
proposed boat house
stone seawall
existing boat house
foot path
pool shanty
garage
pool
roost
rock/meadow garden
parking area
main house
paved driveway
annex
right of way
mcmanus drive
hemlock stand
gate house
kirk road
north
0'
24'
LEGEND
existing buildings
neighboring structures
proposed buildings
gardens
pools / waters
easements
property boundary
home site boundary
buildable area
minimum side yards
significant trees
wells
stone walls
10 KIRD RD - PROPOSED MASTER PLAN
mackay-lyons sweetapple architects
2022 march 08

Figure 1

Transit Service - Halifax Transit provides service for Route 15 on Purcell's Cove Road between 400 and 500 meters from the development site.

Trip Generation - Trip generation estimates for the proposed development, prepared using published trip generation rates from *Trip Generation, 11th Edition,* are included in Table 1.

Table 1 - Trip Generation Estimates for Proposed Development

Land Use [1]	Units [2]	Trip Generation Rates [3]				Trips Generated [3]			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Single Family Residential (Land Use 210)	15 units	(AM) T=0.70 (X) (26% in / 74% out) (PM) T=0.94(X) (63% in / 37% out)				3	8	9	5

NOTES: 1. Rates are for Land Use Code 210, *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.
2. X = Number of Units; T = Estimated vehicle trips
3. Trips generated are 'vehicles per hour for peak hours'.

It is estimated that the proposed developed site will generate 11 two-way vehicle trips (3 entering and 8 exiting) during the AM peak hour and 14 two-way vehicle trips (9 entering and 5 exiting) during the PM peak hour.

Summary -

1. The proposed development is a bare land condominium with 14 building sites plus restoration of the existing estate house on the site for a total of 15 single family residential units.

2. Building site accesses will be from improved existing private driveways which connect with Kirk Road and McManus Road. Vehicles will use Parkhill Road to access Purcell's Cove Road at an existing All-Way STOP controlled intersection.

3. While local roads are narrow so as to preserved the rustic and scenic nature of this area, traffic volumes are very low. Visibility is good on Kirk Road and McManus Road approaches to the site driveways.

4. Parkhill Road has very low peak hour volumes at the Purcell's Cove Road intersection, Purcell's Cove Road has moderate volumes, and the existing All-Way STOP provides acceptable level of performance.

Conclusion -

5. Since AM and PM trip generation estimates are low, trips generated by this development are not expected to have any significant impact to the level of performance of the local road system, the Purcell's Cove Road / Parkhill Road intersection, or the regional road network.

If you have any questions or comments, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

Sincerely,

[redacted]

Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.