

James J. Copeland, P.Eng., RSP1
GRIFFIN transportation group inc.
30 Bonny View Drive
Fall River, NS B2T 1R2

February 18, 2022

Att: Ron & Einat Omessi
ROMS KAIG Spryfield Ltd.
43 Paper Mill Ln
Bedford, NS B4A W5

RE: Civic #386 Cow Bay Rd Traffic Impact Statement – Response to HRM’s Comments

1.0 INTRODUCTION

1.1 Purpose

The GRIFFIN transportation group inc. (GRIFFIN) has prepared this letter in response to several comments received from the Halifax Regional Municipality (HRM) regarding GRIFFIN’s August 2021 qualitative Traffic Impact Statement letter prepared in support of the planning application process to redevelop civic #386 Cow Bay Road. The proponent is proposing to redevelop the subject property with a new two-floor building containing up to 12 apartment-style residential units.

The HRM has reviewed GRIFFIN’s August 31st 2021 Traffic Impact Statement letter and provided comments which were contained in a February 11th 2022 email sent to *ROMS KAIG Spryfield Ltd.* Our response to the HRM comments is provided in Section 2.

1.2 Overview of GRIFFIN’s TIS Letter

GRIFFIN’s August 31st, 2021 Stage 1 qualitative traffic impact statement letter followed HRM’s traffic impact study guidelines for small developments that generate less than 100 vehicles/hour (vph). Developments that generate volumes less than 100 vph are considered to have a small and negligible impact on peak hour traffic operations. We note that the proposed development at civic #386 Cow Bay Road is estimated to only generate up to 9 vph – significantly below HRM’s 100 vph threshold. Thus, the Stage 1 qualitative assessment provides sufficient information to the approving road agency regarding the expected impacts of such a small development. These key technical facts must be kept in mind when reviewing GRIFFIN’s August 31st TIS letter.

2.0 TRAFFIC IMPACT COMMENT RESPONSES

The HRM's February 11th 2022 email contains a summary of three (3) comments received from members of the public with traffic concerns associated with the proposed 12-unit development. GRIFFIN has prepared our responses following the same sequential order as contained in the February 11th email.

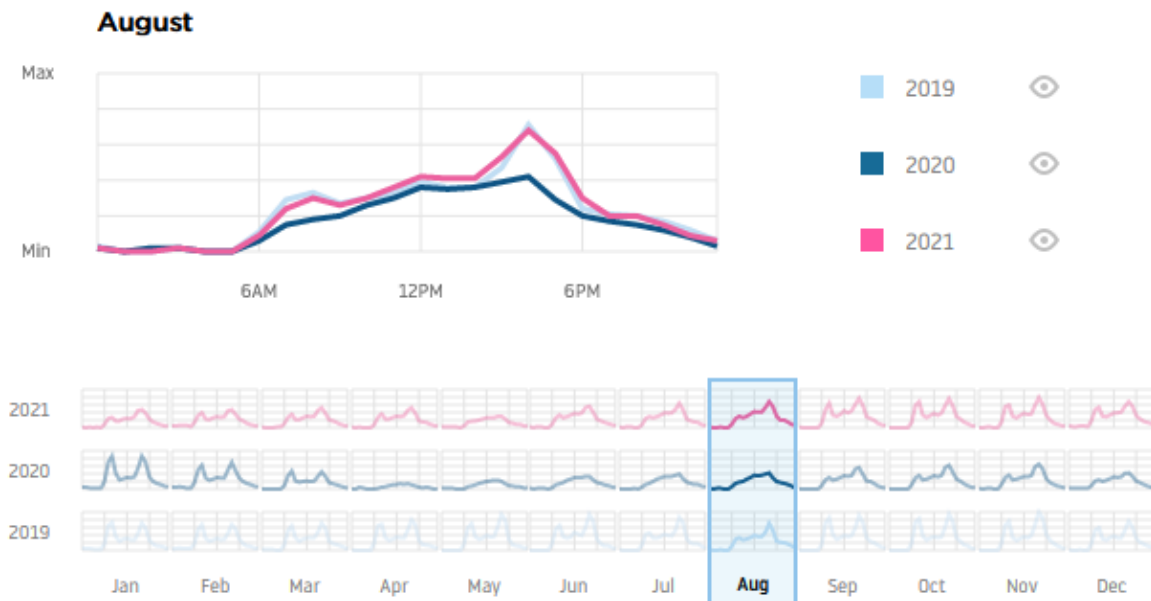
Comment #1 – *What is the impact on traffic volumes of people working from home because in August 2021 lots of people were still working from home?*

Response: The GRIFFIN transportation group inc. has been gathering and monitoring traffic volume data throughout the Province's state of emergency from March 2020 to February 2022. During periods of time when public health and travel restrictions were most limiting, we observed relative reductions in traffic volumes in the range of 20-30% - depending on geographic location, the classification of roadway, and so forth. However, travel patterns appeared to show only minor reductions in traffic volumes of about 10% (or less) during periods of time with little to no travel restrictions and at times when employees were able to conduct in-person work.

At the time of our site visit, in August 2021, the Provincial state of emergency was still in effect; however, this was a time when public health had some of the least restrictive measures in place. In order to provide some context, GRIFFIN reviewed historical traffic volume results – gathered using GPS tracking devices – from the month of August in 2019, 2020 and 2021. The comparative results of the temporal distribution of traffic volumes on HRM roadways contained in *Figure 1* clearly suggest that traffic flows in August 2021 were very similar to the flows experienced in August 2019 (i.e. pre-pandemic). This key finding indicates that the field review conducted in August 2021 was representative of typical August conditions along Cow Bay Road. Thus, the findings, conclusions, and recommendations contained in GRIFFIN's Stage 1 qualitative assessment for civic #386 Cow Bay Road remain unchanged. **No further analysis is necessary.**

This space intentionally left blank

Figure 1: Comparison of HRM Traffic Demand – August 2019 versus August 2021



Comment #2 – *Because the site visit was made during August when school was out for summer there was no traffic from the local high school; what is the impact on traffic volumes when school is in session? (Nearby Island View High at 1853 Caldwell Road has an enrolment of 556 students; the resident’s concern is that several hundreds of students drive daily and these trips are not considered in the study).*

Response: We concur that the study area schools were not open or operational at the time of the site visit in August 2021. However, the findings, conclusions and recommendations contained in GRIFFIN’s August 31st TIS letter would not be impacted by these conditions. Referring to page 3 of GRIFFIN’s TIS letter, the capacity of Cow Bay Road is estimated to be at least 12,000 vpd while the August 2021 observed demand was estimated to be about 5,000 vpd. Thus, it was concluded there is residual capacity along the Cow Bay Road corridor to accommodate fluctuations in traffic volumes.

Hypothetically, if the opening of schools were to double the vehicle demand from August 2021 to September 2021 – a highly unlikely worst-case scenario – there would still be some residual corridor capacity available. Further, we refer to Table 4 (page 9) of GRIFFIN’s letter which estimates the number of new vehicle trips added by the proposed development is equivalent to about one new car every 6-10 minutes. Very small increases of this magnitude have an immeasurable impact traffic operations – regardless if schools are open. **Thus, no additional evaluation is required to address this concern.**

Comment #3 – Has the study taken into account proposed residential developments that are to come online soon; two 60-unit multis just west of the intersection of Main Rd, Cow Bay Rd and Shore Rd and a growing number of single unit dwellings. I say singles as the resident lives on Forestgate Drive and has noted a nearby subdivision has 3-4 more houses soon to be finished and there are a number of new single unit dwellings in her area.

Response: As noted above, GRIFFIN has followed HRM’s traffic impact study guidelines in completing the Stage 1 traffic impact statement. These types of reviews are qualitative and accompany initial planning applications for small developments such as the one proposed for civic #386 Cow Bay Road. Should the road agency have concerns with future roadway capacity issues associated with the proposed development, adjacent developments, or any combination therefore, then a Stage 2 quantitative traffic impact study would be carried out. However, a Stage 2 study would only be carried out if the increase in traffic volumes exceeded the latest threshold value identified in HRM’s TIS guidelines.

It should also be noted that any nearby residential developments of a notable size would normally be required by HRM to conduct their own separate / independent traffic impact assessment (either a Stage 1 and/or a Stage 2 assessment). It is through these independent and separate studies that any roadway capacity issues/concerns associated with adjacent developments would be identified.

Lastly, the comment also contains references to two specific residential developments, and we offer the following:

1. *Two 60-unit Multi-unit Buildings to the West:* Travel desire lines for this area of HRM are to/from the north and west along the Main Road corridor due to the fact the majority of employment, shopping and activity centres are located in this direction. Therefore, any residential development west of civic #386 is expected to have a very limited impact on the traffic volumes traveling along Cow Bay Road, at civic #386.
2. *Infill Detached Residential Units (R1’s):* Much like the proposed 12-unit residential development at civic #386, any new traffic generated by small infill developments scattered throughout the area will only have a marginal impact on traffic volumes and operations on nearby streets and intersections.

In conclusion, no additional evaluation is required to address this concern.

3.0 CLOSING

I would be happy to provide you with additional information or clarification regarding these matters and can be reached anytime by phone at (902) 266-9436 or by email at jcopeland@griffininc.ca.

Original Signed

Original Signed

J. Copeland, P.Eng., RSP1
Managing Principal – Traffic & Road Safety Engineer
GRIFFIN transportation group inc.