

June 12, 2025

360 CAD Services Inc.
1175 Bedford Highway
Bedford, Nova Scotia
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Attn: David Chaisson

RE: Pinewood Drive Development- Traffic Impact Statement
DesignPoint File: 24-690

DesignPoint Engineering & Surveying Ltd. is pleased to submit this traffic impact statement for the proposed residential development at 13 Pinewood Drive in Dartmouth. The development aligns with the HRM policy to provide diverse housing types including tiny homes, mobile dwellings, and cluster housing. The proposed development at 13 Pinewood Drive is a 24-unit cluster resident development.

Site Location

The site is located at 13 Pinewood Drive, Dartmouth. An existing driveway serves the parcel (PID 00091975) on Pinewood Drive.

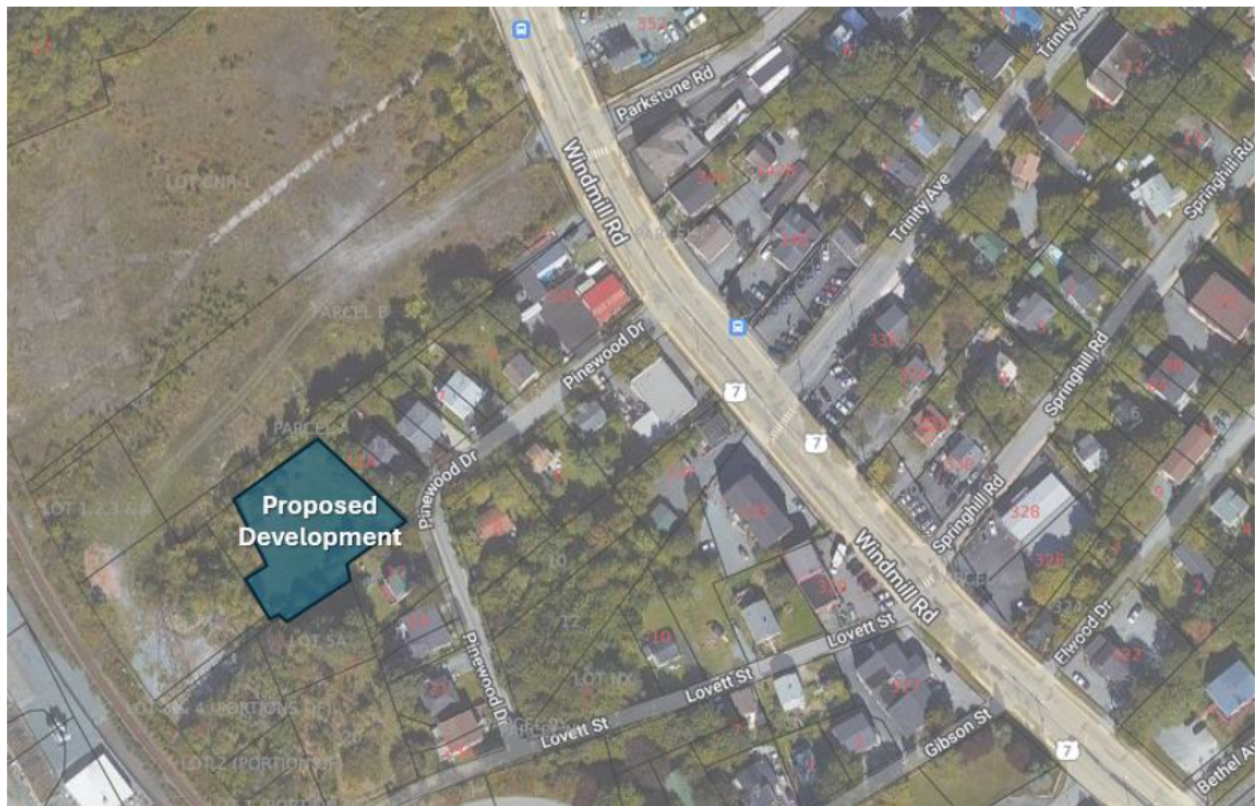


Figure 1: Location of the proposed development

Pinewood Drive

Pinewood Drive is a north-south stop-controlled roadway. The roadway has curbs and a nearby speed limit of 50 kph.

Lovett Street

Lovett Street is a north-south stop-controlled roadway. Curbs exist on the roadway.

Windmill Road

Windmill Road is an east-west directional roadway with through and exclusive left and right turn lanes, sidewalks, and curbs. The posted speed limit is 50 kph.

Proposed Site Description

This proposal involves redeveloping the lots of 13 Pinewood Drive. The proposed site layout includes one existing driveway off Pinewood Drive.

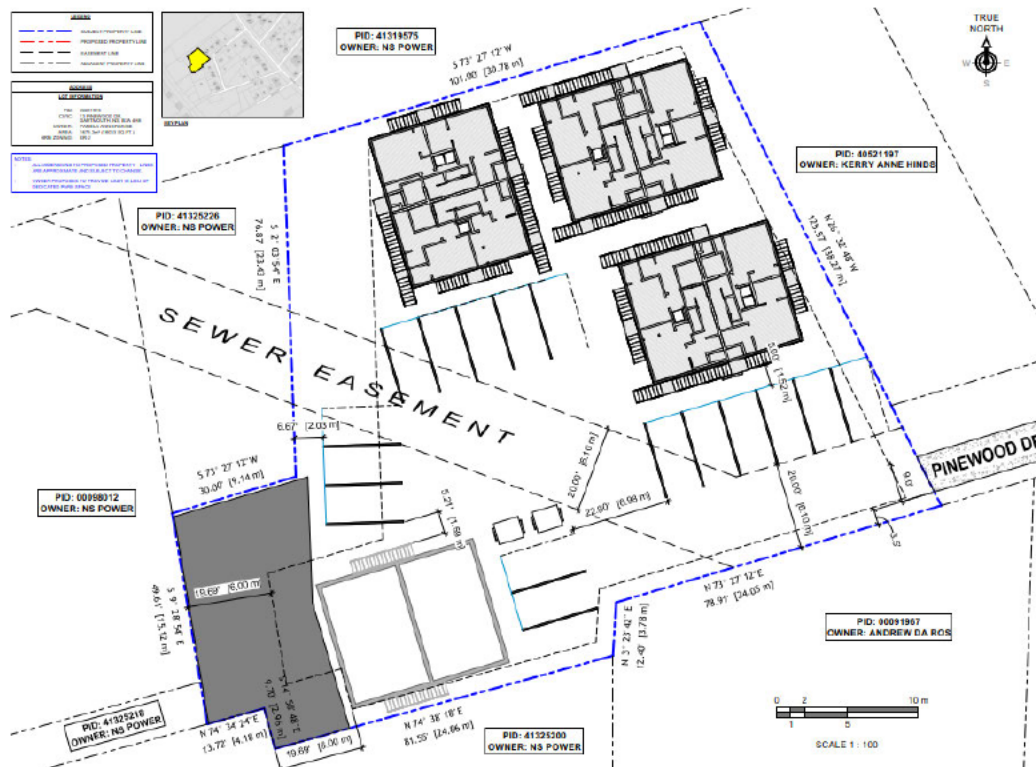


Figure 2: Proposed site plan

Trip Generation

Site-generated trips have been estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th edition. The land code 221 for Multi-family Housing was used. The site is expected to generate 9 and 10 two-way trips during the AM Peak and PM Peak.

Table 1: Trip generation calculations per ITE Trip Generation Manual, 11th edition.

Land Use	Code	Units	Variable	Trip Generation Rates ¹						Trips Generated			
				AM Peak			PM Peak			AM Peak		PM Peak	
				Rate	In	Out	Rate	In	Out	In	Out	In	Out
Multifamily Housing (Mid-Rise)	221	24	Units	0.37	23%	77%	0.39	61%	39%	2	7	6	4
Estimated Site Generated Trips										2	7	6	4
Total Estimated Site Generated Trips										9		10	
Notes: 1. Trip generation rates from ITE Trip Generation Manual, 11th Edition.													

Access Review

Access to the development is via an existing driveway on Pinewood Drive. The proposed access exists on the outside of the road's curved geometry.



Figure 3: Access points

Stopping sight distance (SSD) is the minimum required observation distance for a vehicle to perceive and stop for obstacles at a given speed.

Intersection sight distance is the time gap a design vehicle needs to judge and safely enter an intersection.

There is a nearby posted speed limit of 50 kph on the roadway. To reflect the nature of this roadway and likely operating speeds, a design speed of 60 kph was used to assess adequate sight distances.

Field visits were carried out on October 11th, 2024, to review the access points and to determine the available sight distances at the location.

The proposed access on Pinewood Drive meets all sight distance requirements for the north and southbound approaches.

Conclusion

The proposed development on Pinewood Drive includes a 24-unit cluster residential development that has the potential to diverse housing supply in HRM. The development is expected to generate 9 AM and 10 PM peak hour two-way trips. This should not have any negative impact on the adjacent roadway network.

Access is via the existing driveway on Pinewood Drive. SSD criteria for the proposed access were met in all approaches.

If you have any questions about this traffic impact statement, please contact me at paul.burgess@designpoint.ca.

Thank you,
DesignPoint Engineering & Surveying Ltd.

Paul Burgess, M.Eng., P.Eng
Senior Transportation Engineer