



Figure 1: Site Context

3. EXISTING TRANSPORTATION NETWORK

Pockwock Road is a minor collector road that is connected to Hammonds Plains Road. Hammonds Plains Road is an arterial road that connects to Larry Uteck Boulevard, Highway 102, Highway 103 and the Beford Highway. Hammonds Plains Road also has many commercial and institutional establishments along it.

In the vicinity of the subject site, Pockwock Road has a two-lane cross-section with a posted speed limit of 60 km/h. There are no sidewalks on Pockwock Road, however, there is an existing crosswalk less than 100 metres east of the subject site. The crosswalk provides a connection between the Emmanuel Baptist Church and its parking lot located on opposite side of the roadway. This crosswalk allows for a 1-minute walk and a 4-minute walk to the Emmanuel Baptist Church and the Upper Hammonds Plains Community Centre respectively.

There is no transit service on Pockwock Road. The nearest transit service is Route 433 on Hammonds Plains Road. Route 433 provides service from Upper Tantallon to the Lacewood Terminal. The nearest bus stop is 6806 'Hammonds Plains Road before Pockwock Road' located on Hammonds Plains Road at the intersection with Pockwock Road. The bus stop is located approximately 3.1 km (10-minute bicycle ride) from the subject site.

4. PROPOSED DEVELOPMENT

The proposed development consists of a three storey multi-unit residential building with 19 residential units. The development will include 29 underground vehicle parking spaces and 10 class "B" bicycle parking spaces. The site plan is shown in Figure 2 .

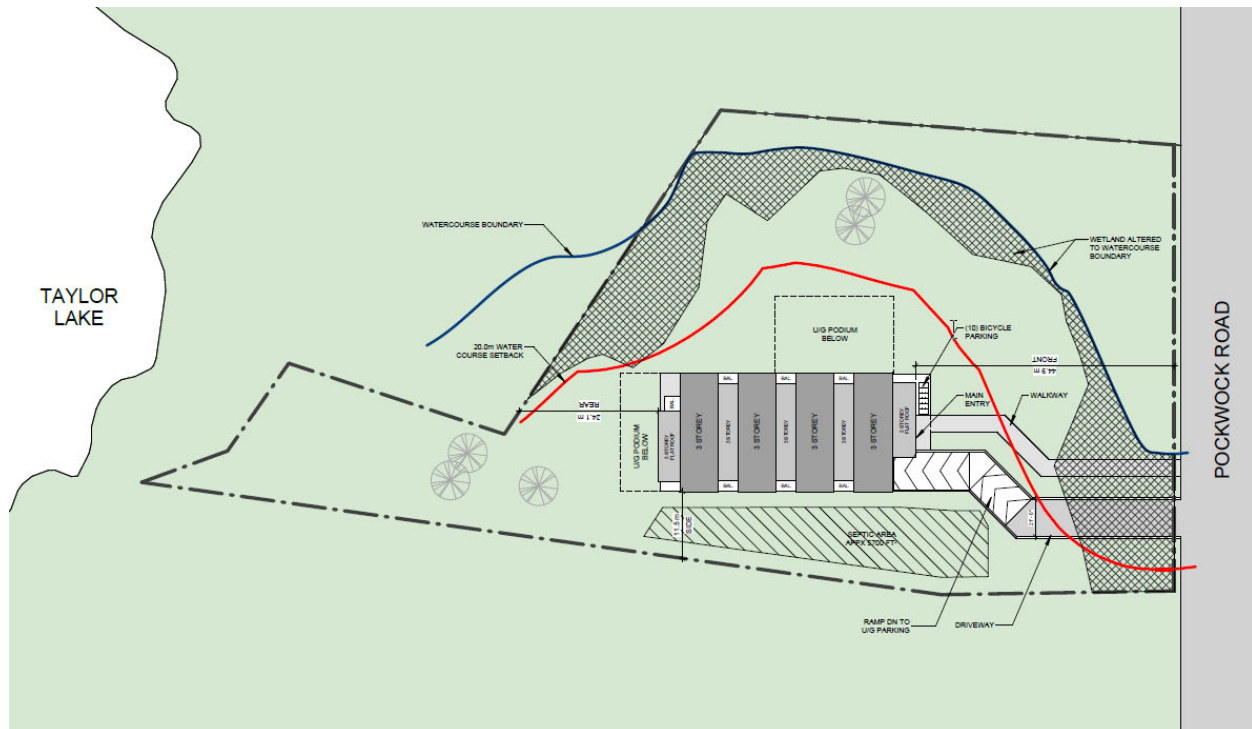


Figure 2: Proposed Site Plan

5. SITE ACCESS

The proposed development site will be accessed by a single driveway on Pockwoc Road. The available stopping sight distance and intersection sight distance were reviewed at the proposed driveway location to ensure the access meets the minimum requirements outlined in the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads¹.

The required sight distances for a two-lane roadway with a design speed of 70 km/h are:

- Stopping sight distance= 105 m;
- Intersection sight distance for left turn from stop = 150 m; and
- Intersection sight distance for right turn from stop = 130 m.

The sight line east of the access is shown in Figure 3 and the sight line west of the access is shown in Figure 4. There is 400 metres of available sight distance east of the access and 370 metres west of the access. The stopping sight distance and the intersection sight distance in

¹ Geometric Design Guide for Canadian Roads, Transportation Association of Canada, June 2017.

both directions exceed the minimum requirements outlined in the TAC Geometric Design Guide for Canadian Roads.



Figure 3: Sightline Looking to the Right (East of Access)



Figure 4: Sightline Looking to the Left (West of Access)

6. SITE TRIP GENERATION

The trip generation of the proposed site was estimated using the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition². Land use code 220 for Multifamily Housing (Low-Rise), General Urban/Suburban was used. Table 1 summarizes the trip generation rates for the land use code.

² Trip Generation Manual, 11th edition, Institute of Transportation Engineers, September 2021.

Table 1: Trip Generation Rates

| Land Use | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------|----------|---------|--------------|----------|---------|
| | Rate | Entering | Exiting | Rate | Entering | Exiting |
| 220 Multifamily Housing (Low-Rise) | 0.40 | 24% | 76% | 0.51 | 63% | 37% |
| Note: Rates are in vehicles per hour vph/dwelling unit. | | | | | | |

Table 2 summarizes the weekday AM and PM peak hour trip generation estimates for the subject site. On a typical weekday, the proposed development is estimated to generate 8 vehicle trips in the AM peak hour and 10 vehicle trips in PM peak hour.

Table 2: Trip Generation Estimates

| Land Use | Qty | AM Peak Hour | | | PM Peak Hour | | |
|------------------------------------|-----|--------------|----------|---------|--------------|----------|---------|
| | | Total | Entering | Exiting | Total | Entering | Exiting |
| 220 Multifamily Housing (Low-Rise) | 19 | 8 | 2 | 6 | 10 | 6 | 4 |

It is anticipated that the additional traffic generated by the proposed development can be accommodated on Pockwock Road with a negligible impact on traffic operations

7. CONCLUSIONS AND RECOMMENDATIONS

The following conclusions were gathered from the investigations carried out:

- The proposed development will consist of a multi-unit residential building with 19 units.
- Vehicle access to the development will be provided on Pockwock Road. The proposed access location meets the minimum requirements for stopping and intersection sight distance.
- On a typical weekday, the development is expected to generate 8 vehicle trips in the AM peak hour and 10 vehicle trips in PM peak hour.
- It is anticipated that the proposed development will not meaningfully impact traffic operations on the surrounding road network.

If you have any questions or additional discussion, please feel free to contact the undersigned.

Sincerely,



Michael MacDonald, P. Eng.
Senior Transportation Engineer | Partner
O 902 405 4696 M 902 233 9808
E mmacdonald@harboursideengineering.ca

Harbourside Transportation Consultants
A Division of the Harbourside Engineering Group