



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee
FROM: Justin Preece, Planning & Development
DATE: May 17, 2017

SUBJECT: Case 20332 – Application by Armco Capital to enter into a development agreement to permit a 5,000 sq ft commercial building on a 0.5 acre site between Hamilton Drive and Rosemary Drive, Sackville (PID 41158858)

Location

The subject lands are located on Sackville Drive, between Hamilton Drive and Rosemary Drive.

The subject land is currently an undeveloped wooded area with a watercourse running through the easternmost portion of the site.

The nearby and/or abutting properties are comprised of commercial and agricultural uses as follows:

- The property is bounded on three sides by a commercial food establishment enabled through a Development Agreement under the same enabling Policy UR-31, which is being considered for this application; and
- To the south, there are an automotive business and a commercial building with a permit for a daycare.

Proposal

Armco Capital has submitted an application to enter into a development agreement with the municipality to permit a new commercial building on Sackville Drive. The building site is approximately 810 meters west of the Sackville Drive/Margeson Drive roundabout and approximately 100 meters east of the Sackville Drive/Rosemary Drive intersection.

The proposed development (Attachments A and B) will include:

- A 2-storey commercial building;
- Approximately 5000 square feet in gross floor area over two floors;
- Retail, personal service, and office uses; and
- Associated parking.

Designation and Zoning

The subject property is:

- Designated Urban Residential (UR) in the Sackville Municipal Planning Strategy (Map 1); and
- Zoned Rural Residential R-6 in the Sackville Land Use By-law (Map 2).

The Rural Residential R-6 Zone is typically found on the periphery of the serviced neighbourhoods. The R-6 Zone has a semi-rural character, features a wide range of land uses, including agricultural and forestry operations, and reflects the existing residential environment by permitting a mix of single unit residential and resource uses, while acknowledging the need to accommodate other forms of residential development and compatible local commercial uses. The Urban Residential Designation Policy UR-31 allows for the consideration of Community Commercial (C-2) Zone land uses through the Development Agreement process. Attachment C contains relevant MPS policies.

Community Engagement

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement is intended to be consultation, achieved through:

- a public information meeting (PIM) held on April 26, 2017 at 7:00 p.m. at Sackville Heights Community Centre, 45 Connolly Road, Middle Sackville to discuss the application. Attachment D contains the minutes from that meeting.
- a post-card notification to property owners within approximately 200 metres of the subject properties. One comment was received regarding the lack of landscaping for the proposal.

Planning Process

Community Council has the legislative authority for Development Agreements. In addition to the above community engagement, should North West Community Council give first reading, a public hearing will be scheduled and a second round of notifications as detailed above will be undertaken. The public hearing will provide any interested party the opportunity to address North West Community Council.

Committee Request

Pursuant to the Committee's Terms of Reference, feedback is requested relative to the proposed amendments. The recommendation will be included in the staff report to North West Community Council. Specific items that the Committee may wish to address include the following:

- Compatibility with surrounding uses
- Proximity to a watercourse
- Adequacy and quality of landscaping
- Site maintenance (all seasons)

Attachments


Map 1	Generalized Future Land Use Map
Map 2	Zoning Map and Notification
Attachment A	Proposed Site Plan
Attachment B	Proposed Landscape Plan
Attachment C	Excerpts from Sackville MPS and LUB
Attachment D	Minutes from Public Information Meeting
Attachment E	Traffic Impact Statement



Map 1 - Generalized Future Land Use

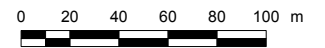
PID 41158858,
Sackville Drive

HALIFAX

 Area of Proposed Development Agreement

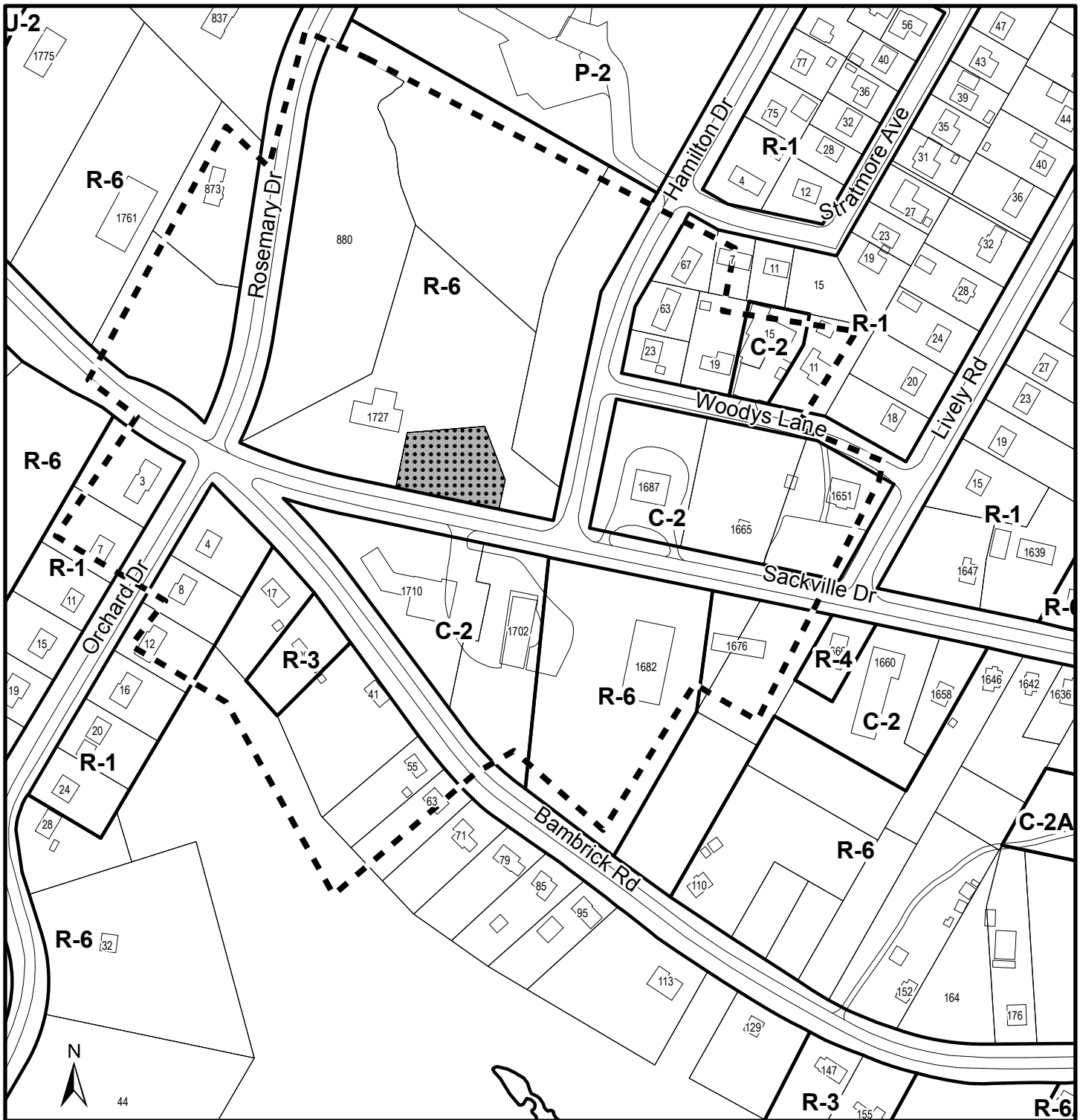
Designation

UR Urban Residential
RR Rural Residential



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning and Notification

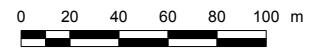
PID 41158858,
Sackville Drive

HALIFAX

-  Area of Proposed Development Agreement
-  Notification Area

Zone

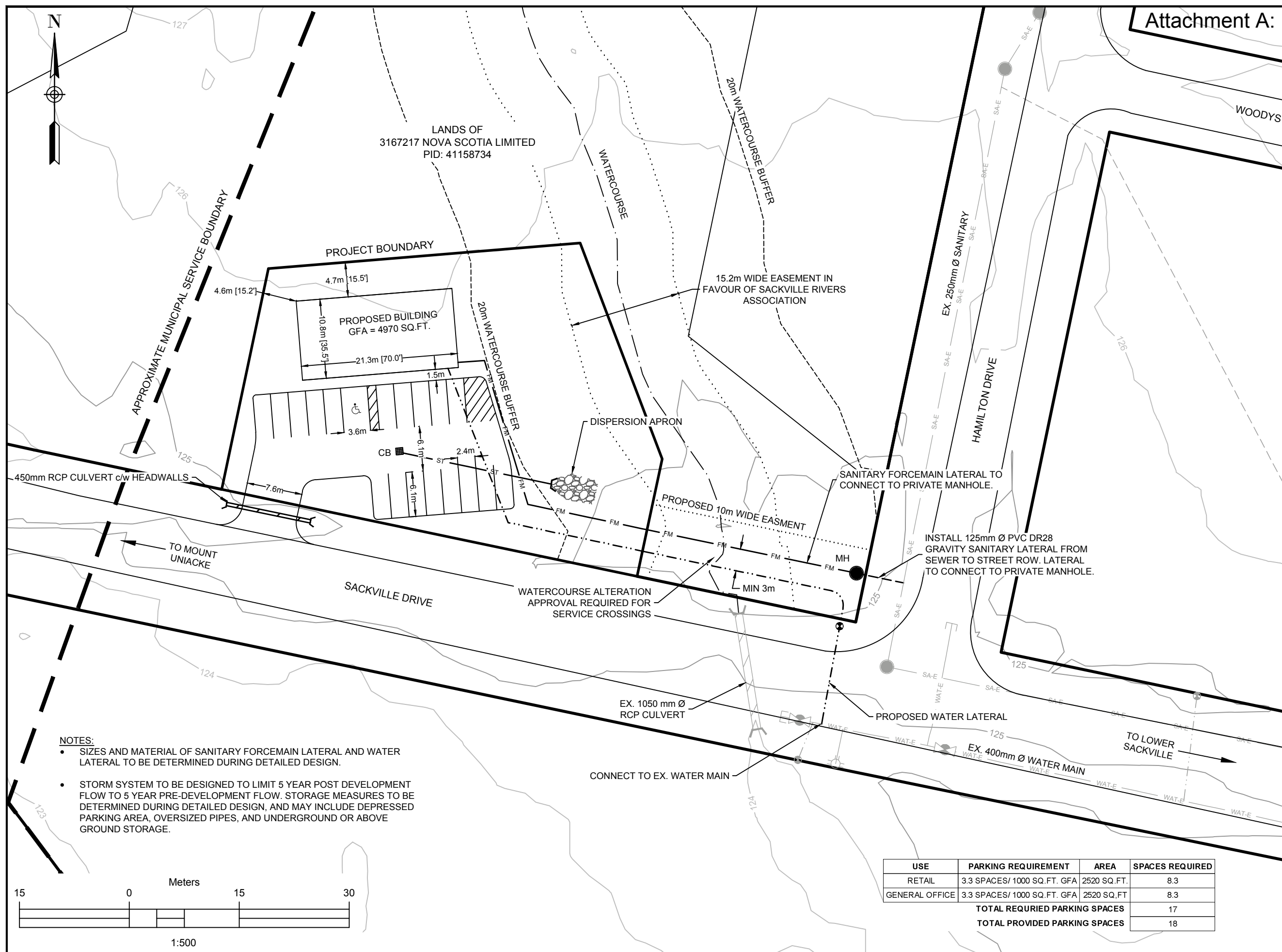
- R-1 Single Unit Dwelling
- R-3 Mobile Dwelling
- R-4 Multiple Unit Dwelling
- R-6 Rural Residential
- C-2 Community Commercial
- C-2A Minor Commercial
- P-2 Community Facility



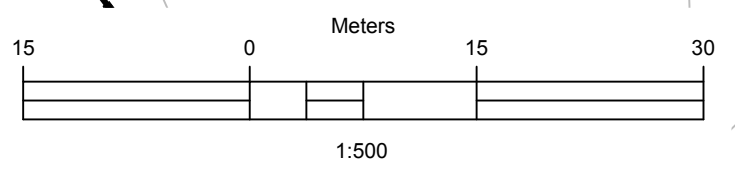
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Sackville
Plan Area



- NOTES:**
- SIZES AND MATERIAL OF SANITARY FORCEMAIN LATERAL AND WATER LATERAL TO BE DETERMINED DURING DETAILED DESIGN.
 - STORM SYSTEM TO BE DESIGNED TO LIMIT 5 YEAR POST DEVELOPMENT FLOW TO 5 YEAR PRE-DEVELOPMENT FLOW. STORAGE MEASURES TO BE DETERMINED DURING DETAILED DESIGN, AND MAY INCLUDE DEPRESSED PARKING AREA, OVERSIZED PIPES, AND UNDERGROUND OR ABOVE GROUND STORAGE.



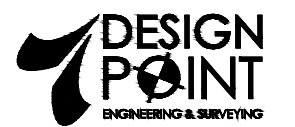
USE	PARKING REQUIREMENT	AREA	SPACES REQUIRED
RETAIL	3.3 SPACES/ 1000 SQ.FT. GFA	2520 SQ.FT.	8.3
GENERAL OFFICE	3.3 SPACES/ 1000 SQ.FT. GFA	2520 SQ.FT.	8.3
TOTAL REQUIRED PARKING SPACES			17
TOTAL PROVIDED PARKING SPACES			18

- NOTES**
- CONTOURS BASED ON HRM LIDAR DATA. CONTOUR INTERVAL = 1m.
 - PROPERTY LINES BASED ON PROVINCIAL PROPERTY MAPPING AND SUBJECT TO SURVEY.
 - WATERCOURSE APPROXIMATE LOCATION BASED ON PLAN BY ALDERNEY SURVEYS DATED DEC. 3, 2004.
 - EX. SERVICE INFORMATION BASED ON HRWC RECORD DRAWINGS.
 - NOTE THAT PROPOSED PARKING SPACES EXTEND TO FRONT PROPERTY LINE.

CLIENT



CONSULTANT



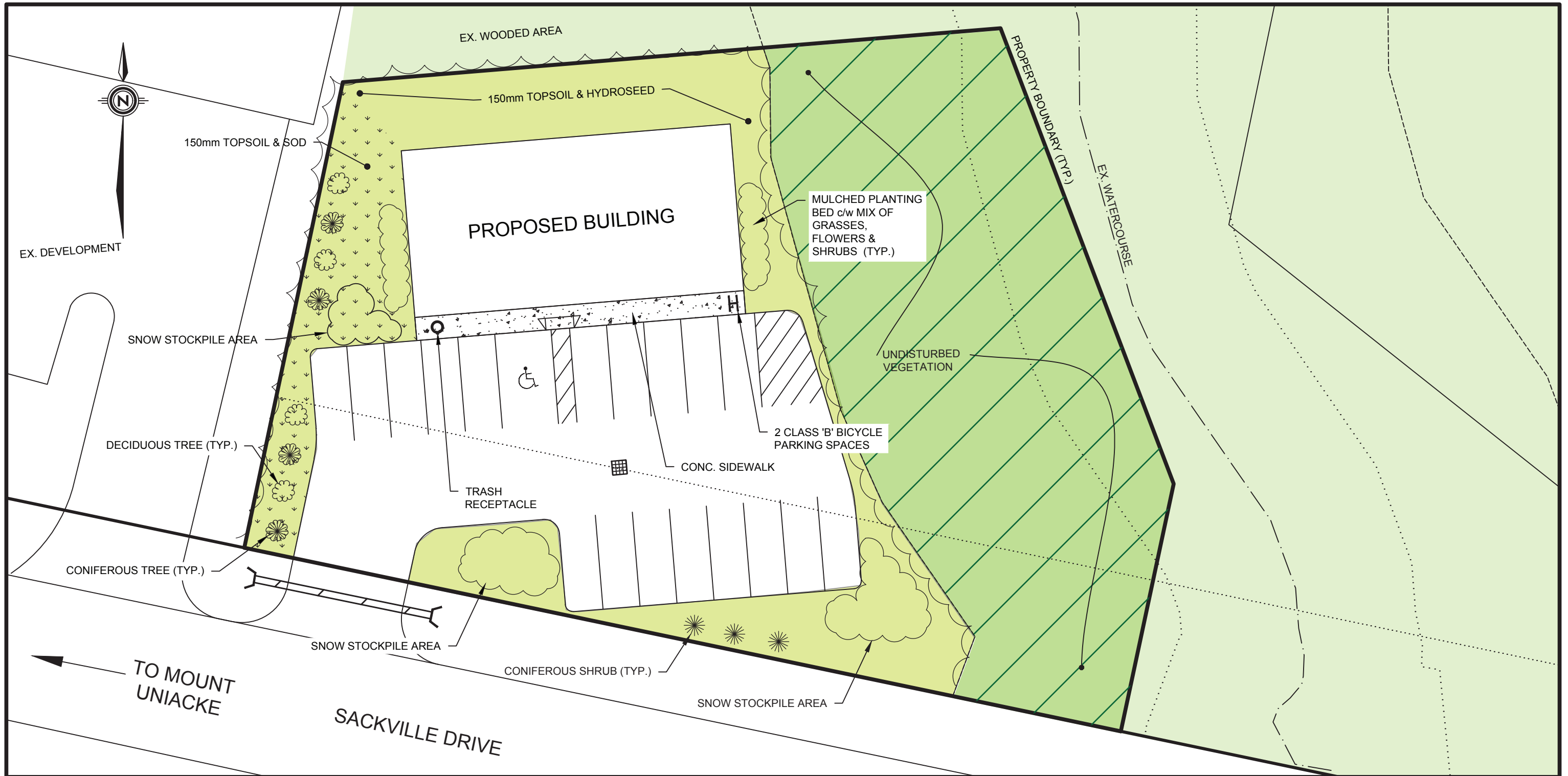
PROJECT DESCRIPTION

SITE PLAN AND PRELIMINARY SERVICING SCHEMATIC

BERRY HILLS PHASE 7B
PID 41158858

MIDDLE SACKVILLE, NOVA SCOTIA

PROJECT NO.	DATE	DRAWING SCALE
15-085	22-MAR-2016	1:500



PROJECT:	BERRY HILL PHASE 7B
HRM CASE#	20332
DATE:	APRIL 25, 2017
SCALE:	1:250
DRAWN BY:	R.A.B.

SCALE: 1:250 METRIC



GENERAL LANDSCAPING NOTES

1. ALL PLANT MATERIAL SHALL CONFORM TO THE CANADIAN NURSERY TRADES ASSOCIATION METRIC GUIDE SPECIFICATIONS AND STANDARDS AND SODDED AREAS TO THE CANADIAN NURSERY SOD GROWERS' SPECIFICATIONS.
2. THE LIMITS OF THE PARKING AREA ARE TO BE DEFINED BY FENCING, LANDSCAPING OR CURB.
3. PRIOR TO THE ISSUANCE OF A DEVELOPMENT PERMIT, THE DEVELOPER AGREES TO PROVIDE A DETAILED LANDSCAPE PLAN WHICH GENERALLY COMPLIES WITH THIS PLAN AND THE TERMS SET OUT WITHIN THE DA. THE LANDSCAPE PLAN SHALL BE PREPARED BY A LANDSCAPE ARCHITECT (IN GOOD STANDING WITH THE CANADIAN SOCIETY OF LANDSCAPE ARCHITECTS).
4. EXTERNAL WASTE FACILITIES (IF NEEDED) ARE TO BE SCREENED WITH ATTRACTIVE OTHER CLADDING IN KEEPING WITH THE BUILDING EXTERIOR.
5. PLANTING DETAILS FOR EACH PLANT TYPE AND THE SIZE, SPECIES LIST, COMMON AND BOTANICAL NAMES SHALL BE PROVIDED ON THE DETAILED PLAN PROVIDED AT THE TIME OF PERMIT APPLICATION.
6. THE FOLLOWING PLANT TYPES WILL NOT BE ACCEPTED FOR THIS SITE: SUGAR MAPLE, RED OAK, BIRCH, MAPLE, POPLAR, HEMLOCK OR SPRUCE.

Attachment C: Excerpts from the Sackville Municipal Planning Strategy & Sackville Land Use Bylaw

Sackville Municipal Planning Strategy

Policy UR-31

UR-31 Notwithstanding UR-2 and RR-2, Council may consider permitting Community Commercial (C-2) Zone land uses and auto body shops on lands not currently zoned for such uses according to the development agreement provisions of the Municipal Government Act on properties in Middle Sackville located on Sackville Drive and to the east of Rosemary Drive and west and north of the Atlantic Gardens Properties (PID#40150856, 40150815). In considering such uses, Council shall have regard to the following

- (a) site has frontage on and direct access to Highway No. 1;
- (b) proposed use, height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;
- (c) site design features, including landscaping, signage, parking areas and driveways are of an adequate size and design to address potential impacts on adjacent development, and to provide for the needs of users of the developments;
- (d) appropriate controls are established to address environmental concerns, including stormwater controls;
- (e) site meets the minimum zone standards for the Community Commercial Zone;
- (f) general maintenance of the development;
- (g) hours of operation; and
- (h) provisions of Policy IM 13.

(RC-Dec 4/07;E-Jan 19/08)

Policy IM-13

IM-13 In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:

- (a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;
- (b) that the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of the Municipality to absorb any costs relating to the development;
 - (ii) the adequacy of sewer and water services;
 - (iii) the adequacy or proximity of school, recreation and other community facilities;

- (iv) the adequacy of road networks leading or adjacent to, or within the development; and
 - (v) the potential for damage to or for destruction of designated historic buildings and sites.
- (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
- (i) type of use;
 - (ii) height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and egress from the site, and parking;
 - (iv) open storage;
 - (v) signs; and
 - (vi) any other relevant matter of planning concern.
- (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;
- (e) any other relevant matter of planning concern; and
- (f) Within any designation, where a holding zone has been established pursuant to AInfrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the AInfrastructure Charges@ Policies of this MPS.

Sackville Land Use Bylaw

PART 15: C-2 (COMMUNITY COMMERCIAL) ZONE

15.1 C-2 USES PERMITTED

No development permit shall be issued in any C-2 (Community Commercial) Zone except for the following:

Commercial Uses

Retail stores

Food stores

Service and Personal Service Uses

Offices

Commercial schools

Banks and financial institutions

Restaurants and drive-in and take-out restaurants

Outdoor display courts
 Shopping plazas and malls
 Motels and hostels
 Commercial recreation uses
 Service stations
 Taxi and bus depots
 Parking lots
 Greenhouses and nurseries
 Veterinary hospitals and kennels
 Welding, plumbing and heating, electrical and other special trade contracting services and shops
 Local fuel distribution facilities
 Re-cycling depots within wholly enclosed buildings
 Automotive repair outlets
 Funeral parlours and undertaker establishments
 Existing auto body shops
 Existing transport facilities and maintenance yards
 Existing construction yards and maintenance facilities

Residential Uses

Existing dwellings
 Existing multiple unit dwellings
 Boarding and rooming houses

Community Uses

Open space uses
 Institutional uses

15.2 C-2 ZONE REQUIREMENTS: COMMERCIAL AND RESIDENTIAL USES

In any C-2 Zone, where uses are permitted as Commercial Uses or Residential Uses, no development permit shall be issued except in conformity with the following:

Minimum Lot Area:	central services	6,000 square feet (558 m ²)
	on-site services	20,000 square feet (1,858 m ²)
Minimum Frontage:	central services	60 feet (18.3 m)
	on-site services	100 feet (30.5 m)
Minimum Front or Flankage Yard		30 feet (9.1 m)
Minimum Rear or Side Yard		15 feet (4.6 m)
Maximum Lot Coverage		50 per cent
Maximum Height of Main Building		35 feet (10.7 m)

15.3 OTHER REQUIREMENTS: SERVICE STATIONS

Notwithstanding the provisions of Section 13.2, where any service station is erected in any C-2 Zone the following shall apply:

- (a) Minimum Lot Area 30,000 square feet (2,787 m²)
- (b) Minimum Frontage 150 feet (45.7 m)
- (c) No portion of any pump island shall be located closer than twenty (20) feet (6.1 m) from any street line.
- (d) The minimum distance between ramps or driveways shall not be less than thirty (30) feet (9.1 m).
- (e) The minimum distance from a ramp or driveway to a road intersection shall be fifty (50) feet (15.2 m).
- (f) The minimum angle of intersection of a ramp to a road line shall be forty-five (45) degrees.
- (g) The width of a ramp shall be a minimum of twenty (20) feet (6.1 m) and a maximum of twenty-six (26) feet (7.9 m).

15.4 OTHER REQUIREMENTS: COMMERCIAL FLOOR AREA

- (a) The gross floor area of all commercial buildings on a lot in any C-2 Zone shall not exceed ten thousand (10,000) square feet (929 m²).
- (b) Notwithstanding the provisions of Subsection 13.4(a), where welding, plumbing and heating, electrical and other special trades contracting services and shops are permitted in any C-2 Zone, no such shop shall exceed thirty-five hundred (3,500) square feet (325 m²) of gross floor area.
- (c) Notwithstanding the provisions of Subsection 13.4(a), where offices are permitted in any C-2 Zone, no office building shall exceed five thousand (5,000) square feet (465 m²) of gross floor area.

15.5 OTHER REQUIREMENTS: OPEN STORAGE AND OUTDOOR DISPLAY

Where any portion of any lot in any C-2 Zone is to be used for open storage or outdoor display, the following shall apply:

- (a) Any area devoted to open storage shall not exceed fifty (50) per cent of the lot area.
- (b) No open storage shall be permitted within any required front yard.
- (c) No outdoor display shall be located within ten (10) feet (3 m) of any front lot line.
- (d) No open storage or outdoor display shall be permitted within any yard in a C-2 Zone where such yard abuts any Residential or Community Uses Zone, except where a fence or other visual and physical barrier is provided within the abutting yard.

15.6 OTHER REQUIREMENTS: PARKING LOTS

Where parking lots are permitted in any C-2 Zone, whether in conjunction with other uses or as a separate use of land, the following shall apply:

- (a) Where any C-2 Zone abuts any Residential or Community Uses Zone, no portion of any parking space within the C-2 Zone shall be permitted within ten (10) feet (3 m) of any side or rear lot line.
- (b) No portion of any parking space within any C-2 Zone shall be located within ten (10) feet (3 m) of any front lot line.

15.7 C-2 ZONE REQUIREMENTS: COMMUNITY USES

In any C-2 Zone, where uses are permitted as Community Uses, no development permit shall be issued except in conformity with the provisions of Part 19 and Part 20 as are applicable.

15.8 OTHER REQUIREMENTS: EXISTING USES

Existing uses which are in excess of the maximum gross floor area requirements of Section 15.4 shall be permitted as existing uses. Any expansion to such existing uses may only be considered by development agreement.

15.9 OTHER REQUIREMENTS: SACKVILLE TOWN CENTRE

Notwithstanding the provisions of Section 15.1, and 15.4, the existing Sackville Town Centre Shopping Centre, located on the lot identified by LRIS Number 362442, may be used for any of the uses listed below. In conformity with Section 15.8, expansion of the Shopping Centre may only be considered by development agreement. (RC-May 7/02;E-Jun 29/,02)

Commercial Uses

Retail stores
Food stores
Service and Personal Service Uses
Offices
Commercial schools
Banks and financial institutions
Restaurants and drive-in and take-out restaurants
Outdoor display courts
Shopping plazas and malls
Theatres and cinemas
Entertainment uses
Motels, hotels and hostels
Commercial recreation uses
Service stations
Taxi and bus depots
Parking lots
Greenhouses and nurseries

Veterinary hospitals and kennels
Welding, plumbing and heating, electrical and other special trade contracting services and shops
Local fuel distribution facilities
Re-cycling depots
Automotive repair outlets
Funeral Parlours and undertaker establishments
Wholesale bakeries
Printing and publishing establishments
Existing auto body shops
Existing transport facilities and maintenance yards

Residential Uses

Up to two (2) dwelling units in conjunction with commercial uses
Existing dwellings
Boarding and rooming houses

Community Uses

Open space uses
Institutional uses

(RC-May 7/02;E-Jun 29/02)

Attachment D

**HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case 20332**

The following does not represent a verbatim record of the proceedings of this meeting.

Tuesday, April 18, 2017

7:00 p.m.

Sackville Heights Community Centre (Gym) - 45 Connolly Road, Middle Sackville, NS

STAFF IN

ATTENDANCE: Justin Preece, Planner, HRM Planning
Holly Kent, Planning Technician, HRM Planning
Tara Couvrette, Planning Controller, HRM Planning
Carl Purvis, Planning Applications Program Manager, HRM Planning

ALSO IN

ATTENDANCE: Councillor, Lisa Blackburn, District 14
Laura Masching, Aromco Corp.
Ryan Barkhouse, Armco Corp.

PUBLIC IN

ATTENDANCE: Approximately: 2

The meeting commenced at approximately 7:03 p.m.

Call to order, purpose of meeting – Justin Preece

Mr. Preece introduced himself as the Planner and Facilitator for the application. He also introduced; Tara Couvrette – Planning Controller, Holly Kent - Planning Technician, and Laura Masching, Armco - applicant.

Case No. 20332: Application by Armco Capital to enter into a development agreement to permit a 5,000 sq ft commercial building on a 0.5 acre site between Hamilton Drive and Rosemary Drive, Sackville

Mr. Preece explained; the purpose of the Public Information Meeting (PIM) is: a) to identify that HRM has received a proposal for the site; b) to provide information on the project; c) to explain the Planning Policies and the stages of the Planning Process; d) an opportunity for Staff to receive public feedback regarding the proposal. No decisions are made at this PIM.

1. Presentation of Proposal – Mr. Preece

Mr. Preece provided a brief introduction to the application and then made a presentation to the public outlining the purpose of the meeting, status of the application and the developer's request. Mr. Preece outlined the context of the subject lands and the relevant planning policies.

2. Questions and Comments

Mr. Walter Regan, Sackville Rivers Association – he wanted to know if this could be used as a drinking establishment. He is concerned about tree retention. He wanted to know if the buffer setback could be turned over to HRM ownership. He thinks this is a perfect site for an oil grade separator. He hopes the area can be landscaped by a landscape architect. It would be nice if the culvert (Christina's Brook) going under Sackville Highway, Sackville Drive could have proper

fish passage. He wanted to know if anyone has looked at this as a possible wetland. This site will disturb a lot of silt and possible acidic rock, it will have to be looked at and built into and the protection of runoff being so close to Christina's Brook. Could the sewer and waterlines cross in the same trench to limit disturbance to the brook. When the crossing is done could the brook be restored as much as possible. He is impressed at how the storm sewer and dispersion pad does not discharge directly into the brook, he finds this very, very in lighting. He really does like how there is no direct storm water discharge into the brook. He would like the lighting to be down casting as he has concerns about lighting. He would like to know where the garbage container would be. He would like to know if all the parking spots are needed. Can the amount of hard surface be reduced? He would also like to know about snow removal. **Mr. Ryan Barkhouse** answered his question regarding snow clearing, point area's out on the map. He agrees an oil grade separator would be a good idea. He stated they tried to limit hard surface because of proximity to the brook and any opportunity to eliminate required parking he was all for however, the use of the building will determine the number of spots required. In terms of the buffer area, the intent is to leave it entirely undisturbed. Both pipes in the same drench, absolutely. **Mr. Preece** explained how this can all be looked at through the development agreement process. He also spoke to parking requirements, onsite snow and garbage. He spoke to the possibility of having a wetland evaluation done. He spoke to easements and setbacks. **Mr. Regan** stated the easement is 15 meters and the setback is 20 meters. He wanted to know if it was possible to have the building built to lead standards. He asked again if this could be used as a drinking establishment. **Mr. Preece and Laura Masching** both stated no, it would not be, no food or beverage.

3. Closing Comments

Mr. Preece thanked everyone for coming and expressing their comments.

4. Adjournment

The meeting adjourned at approximately 7:28 p.m.

Attachment E: Traffic Impact Statement

December 2nd, 2015

Laura Masching, Planner
Armco Capital
145 Hobsons Lake Drive, Suite 400
Halifax, NS B3S 0H9



Attention: Laura Masching

RE: Traffic Impact Statement: Berry Hills Phase 7B

DesignPoint Engineering and Surveying Ltd. is pleased to submit this Traffic Impact Statement (TIS) regarding the proposed 5040 square foot office and retail building on Sackville Drive as part of Berry Hills Phase 7B (PID 41158858).

This TIS was completed in order to assess the potential traffic impacts of the proposed 5040 square foot development and provide conclusions and recommendations on how to introduce the traffic generated to the existing transportation network safely and efficiently. The TIS includes the following:

- Background and existing conditions;
- Existing traffic and speed data;
- Site generated traffic and distribution;
- Sight distance and access review; and
- Conclusions and recommendations.

This study has been prepared following a discussion with Halifax Regional Municipality (HRM) Traffic Management staff as well as utilizing the Halifax Regional Municipality's Guidelines for the Preparation of Transportation Impact Studies.

Background and Existing Conditions

The proposed development is located in Middle Sackville, Nova Scotia, between the intersections of Sackville Drive/Hamilton Drive (stop controlled on Hamilton Drive) and Sackville Drive/Orchard Drive/Bambrick Road/Rosemary Drive (stop controlled on Bambrick / Orchard / Rosemary), with driveway access directly onto Sackville Drive. Sackville Drive is a 2 lane rural road cross section that generally runs southeast-northwest and is classified as an arterial roadway with a posted speed limit of 70 km/h. The largest nearby intersection is the intersection of Sackville Drive/Margeson Drive (roundabout). This roadway carries vehicles as well as public transit and active transportation users. The proposed development will consist of retail and general office which is permitted under the intended Development Agreement on these lands in accordance with Halifax Regional Municipality's Land Use Bylaws. The actual land use, (that is, the type of retail and office space) as well as the space occupied by each type of land use is unknown at this time.

Based on field observations the gravel shoulders can accommodate active transportation users (both cyclists and pedestrians), and offers some refuge for accelerating/decelerating vehicles turning at driveway accesses and side streets. The bike lane that exists along Sackville Drive ends at the intersection of Sackville Drive/Hamilton Drive approximately 85 m from the site access. Halifax Transit services this site via Route 83 – Springfield, which travels along Sackville Drive directly in front of the site from the Sackville Transit Terminal to Springfield Avenue. The site is centrally located between two existing bus stops. A marked crosswalk exists on Sackville Drive just west of the site approximately 120 m at the intersection of Sackville Drive/Orchard Drive/Bambrick Road/Rosemary Drive with an unmarked crosswalk at the intersection of Sackville Drive/Hamilton Drive.



Existing Traffic and Speed Data

Turning movement counts were received from HRM Traffic Management. Sackville Drive near Wilsons Lake Drive and Springfield Avenue carries approximately 14,000 and 9,200 vehicles per day respectively. The following table outlines the traffic counts utilized to determine background traffic for the study area.

Table 1: Traffic Data

Location	Date of Study	Source/Type
Sackville (btw Margeson/Wilson's Lake)	October 15/14	HRM/Tube Counts
Sackville (btw Margeson/Beaconsfield Way)	October 16/14	HRM/Tube Counts
Sackville (btw Rosemary/ Springfield)	September 10/12	HRM/Tube Counts
Sackville/Brambrick/Rosemary/Orchard	August 12/13	Intersection Counts/Manual Counts
Sackville/Margeson	November 26/13	Intersection Counts/Manual Counts

It is interesting to note that the historical data shows that the traffic volume at the intersection of Sackville/Brambrick/Rosemary/Orchard has virtually remained unchanged from 2011 to 2013.

The existing traffic volumes that were reviewed show that the peak traffic volumes along Sackville Drive occur during the peak AM and PM hours. Therefore, the AM and PM peak hours were selected for this analysis as this would represent the worst case scenario with respect to impact of this development on capacity of the surrounding roadway network.

Speed data was received from HRM Traffic Management in two locations along Sackville Drive. Both are not within the exact vicinity of the site, but the data does provide some insight into travel speeds in this area. The data is outlined in Table 2.

Table 2: Speed Data

Location	Speed Limit	85 th Percentile Speed	Average Speed
Sackville (btw Beaconsfield Way/Margeson)	70 km/h	77 km/h	65 km/h
Sackville (btw Executive/Melham)	70 km/h	63 km/h	48 km/h

Site Generated Traffic and Distribution

Trip Generation

ITE trip generation rates contained in the *Institute of Transportation Engineers Trip Generation Manual, 9th Edition* document were used to determine trip generation for this retail and office development. Site-generated trips were calculated based on ITE's Land Use Codes 710 - General Office Building and 826 - Specialty Retail Center. The unit of measurement for average vehicle trip ends is "per 1000 square foot of building space". A summary of the AM and PM peak hour site trip generation results are contained in Table 3. Based on the site-generated trip forecasts in Table 3, the proposed development is forecast to generate new trips totaling 21 vehicles/hour (vph) during the AM weekday peak hour and 17 vph during the PM weekday peak hour. Conservatively, if the building ended up as all specialty retail, the proposed development would generate 34 vph during the AM weekday peak hour and 25 vph during the PM weekday peak hour. This small increase in generated trips would not change the conclusions in this assessment with respect to the proposed developments negligible impact on the capacity of the surrounding street network.

Table 3: Trip Generation

Total Square Footage	AM Peak			PM Peak			Total	
	Trip Rate	In	Out	Trip Rate	In	Out		
General Office Building (ITE Code 710)								
2520 ft ²	1.56 ¹	4 (88%)	0 (12%)	4	1.49 ¹	1 (17%)	3 (83%)	4
Specialty Retail Centre (ITE Code 826)								
2520 ft ²	6.84 ²	8 (48%)	9 (52%)	17	5.02 ²	7 (56%)	6 (44%)	13
Total		12	9	21		8	9	17

¹ - ITE trip rate calculated using the AM and PM hour of adjacent traffic between 7-9 AM and 4-6 PM.

² - ITE trip rate calculated using the AM and PM peak hour of generator as the peak hour of adjacent traffic during the peak hour was not available. This peak hour of generator is equal to or greater than the rate for the peak AM and PM hour, therefore a conservative approach.

Trip Distribution

A review of the observed traffic volumes and travel patterns at the Sackville Drive/Margeson Drive and Sackville Drive/Orchard Drive/Bambrick Road/Rosemary Drive intersections was carried out to establish the future distribution patterns of the site-generated trips. The proposed concept plan shows direct access to Sackville Drive from the proposed site. It was assumed that the proposed trips would generally follow the same travel patterns that exist today on the Sackville Drive. The existing distribution patterns indicate that in the peak AM approximately 80% of the trips are moving to the southeast and 20% to the northwest on Sackville Drive. In the peak PM approximately 40% of the trips are moving to the southwest and 60% to the northeast on Sackville Drive. This appears appropriate given the large employment areas and community services located to the southeast.

All of the site-generated trips associated with the proposed development were assigned to Sackville Drive. Due to the low traffic volumes generated by the site (1.3% – 3% increase in traffic volumes in the AM and PM peaks) these volumes were assumed to have a negligible impact on the surrounding intersections due to the low volume of vehicles that travel through the intersection of Sackville/Brambrick/Rosemary/Orchard and the high capacity that the Sackville/Margeson roundabout yields.

Site Distance and Access Review

A review of the available sightlines along Sackville Drive was carried out at the proposed site access. The review was based on the guidelines contained in the *Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads*. These guidelines were used to determine the appropriate minimum stopping sight distance (SSD) criteria. The posted speed limit on Sackville Drive is 70 km/h. Speed data at a nearby location provided by HRM Traffic Management as outlined in the above section *Existing Traffic and Speed Data* indicated that the 85th percentile speed was 77 km/h and the average speed was 65 km/h. Therefore, conservatively it was assumed that the vehicle operating speeds along this street would likely be about 80 km/h and this speed formed the basis of the sightline review. In the vicinity of the proposed site access Sackville Drive has a relatively straight and flat alignment. For a design speed of 70 km/h, the minimum stopping site distance is 110 m, for 80 km/h it is 135 m. The available driver

sight lines to the southeast and northwest along Sackville Drive are greater than 135 m. Therefore, the sight distance in both directions meets the TAC minimum stopping sight distance (SSD) criteria. We did not identify any concerns with stopping sight distance at the driveway access

An auxiliary turning lane warrant analysis was completed at the site access. The left turn lane warrant review was undertaken following Ministry of Transportation of Ontario (MTO) procedures. The right turn lane warrant review followed the Ohio Department of Transportation (ODOT) methodology. Based on a 70 km/h and 80 km/h design speed and the trips generated by the site, neither left or right turn lanes are required.

Conclusions and Recommendations

The following conclusions were assembled from the traffic impact assessment:

- **The Proposed Development:** A total 5040 square foot development on a R6 lot comprised of 2520 square feet of retail space and 2520 square feet of office space are proposed for this site. The most recent version of ITE's Trip Generation document indicates that a development of this size and function will generate new trips totaling 21 vph and 17 vph during the weekday AM and PM peak hours, respectively. Conservatively, if the proposed development were to include 5040 square feet of retail space, the development will generate new trips totalling 34 vph and 25 vph during the weekday AM and PM peak hours, respectively.
- **Surrounding Roadway Infrastructure:** Due to the small magnitude of this development, no infrastructure upgrades on the roadway network would be required at the nearby intersections or the site access.
- **Site Access:** The proposed development has an access directly onto Sackville Drive. The results of a sight distance review indicated that it met the required 135 m stopping sight distance as outlined in the Transportation Association of Canada's guidelines based on travel speed and not design speed.

In summary, given the scale of the proposed development it is expected to have minimal impacts on the operational capacity of Sackville Drive and the surrounding intersections.

The following recommendations were developed based on the findings derived from this assessment:

- That the design and construction of the site access be completed in accordance with HRM and TAC design guidelines.

Sincerely,

DesignPoint Engineering & Surveying Ltd.

Original

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