



SPECIAL TOWN OF KENTVILLE COUNCIL

October 1, 2024

AGENDA

5:00 p.m.

1. CALL MEETING TO ORDER AND ROLL CALL
2. APPROVAL OF THE AGENDA
3. BUSINESS ARISING FROM THE MINUTES / OLD BUSINESS
 - (a) Ryans Park Appeal Process, Update
4. ADJOURNMENT



Telephone (902) 679-2521
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354 Main Street
Kentville, Nova Scotia
B4N 1K6

INTER OFFICE MEMO

To: Darren Shupe, Director of Planning
From: Dave Bell, P. Eng., Director of Engineering & Public Works
Date: September 26, 2024
Subject: Ryan's Park Site Plan Approval

Darren,

As a follow-up to the appellant's questions regarding the Site Plan approval for the revised design, I offer the following comments as it relates to the engineering aspects of the project:

Sanitary Sewer: The existing sanitary sewer main on School Street that was at the end of its useful life was replaced in 2008 to with a larger 10" PVC pipe and is capable of handling this development at full buildout without negatively impacting the service to the existing up or downstream properties in this sewershed.

Storm Sewer: The original engineering plans submitted for this development included a storm water management plan that adheres to the Province's mandate for net-zero storm water impacts on downstream systems. Infrastructure for the entire development was installed in 2020 & 2021 (water, sewer & storm systems) although only the first phase of the buildings, the lower density Ryan's Park was completed.

The storm system will not be fully functional until this next phase of the two 9-story buildings & parking lots are constructed, but based on the engineering design, the post construction runoff will be less than or equal to what left the site when it was home to the original KCA School complex prior to it being demolished.

Water: The subject site is serviced by a 12” watermain on School Street looped and fed from multiple directions providing ample fire protection and domestic water service to this site and the surrounding properties. The developer is required to boost the domestic pressure, if required to the higher-level floors within the buildings at their expense.

Traffic: As per Policies T-8 & T-9, a Traffic Impact Study (TIS) is required if the development is expected to generate 100 or more two-way trips at the site entrance(s) during peak hours. We accept Trans4m Group’s analysis of the existing site conditions and calculated increases that the development at full buildout will generate less than 30 vehicles per hour (or about 1 vehicle every 2 minutes) during peak hours and less other times of the day. Even though a TIS wasn’t triggered by the increased peak hourly trips and Town Policies, the applicant had Trans4m Group prepare a Traffic Impact Statement (TIS_t, less involved than a TIS) which determined that no traffic infrastructure improvements are required to accommodate this development.

Best Regards,

Dave Bell, P.Eng.
Director of Engineering & Public Works

September 11, 2024

TO Nick MacArthur
via email: nickamacarthur@gmail.com

RE: Site Plan Approval Application for 25 School Street, Kentville, Nova Scotia
Transportation Impact Statement - *Revision 1*

Dear Mr. MacArthur:

As requested, the Trans4m Development Group has prepared a Transportation Impact Statement (TIS) for the proposed development located at 25 School Street, Kentville, Nova Scotia. The proposed development is located just south of Main Street (Highway 1) as shown in the figure below.



The development is expected to have about 172 units contained in two 9-storey buildings, with an approximate 60/40 split between 1 and 2 bedroom units. The buildings are located just to the west of the recently constructed townhouses that include 22 residential units.

Fairweather Lane serves as the primary access to the proposed development as well as the existing townhouse units, which in turn connects to School Street just to the east of the developments.

EXISTING CONDITIONS REVIEW

MAIN ST (HIGHWAY 1) / PARK ST.

Main/Park Street form part of the Evangeline Trail that extends from Exit 10 near Grand Pre, west to Digby and points beyond. Near Glenview Avenue immediately west of the proposed development, Park Street is a ~9 meters wide, 2-lane, 2-way road with sidewalks and curb-gutter on both sides of the road.

East of Elizabeth, the Main Street cross-section expands to closer to 12 meters with parking permitted on one, or both sides of the road depending on location. At Webster Street, the roadway converts to a one-way couplet with eastbound traffic continuing on Main Street and westbound traffic using Webster Street.



Main West of Glenview



Main Near Webster

SCHOOL STREET

School Street forms the eastern and southern part of an 800 meter loop (with Glenview on the west side) around the development. The eastern portion includes a two-lane cross section about 10 meters in width, with asphalt sidewalk on the west side of the road and pavement that is in relatively poor condition. The southern side of School Street has been more recently reconstructed as a two-lane, 9-meter wide residential roadway which continues to Parks Street as Glenview Avenue. This section of roadway includes a posted speed sign of 50 km/hr.



School East of Site

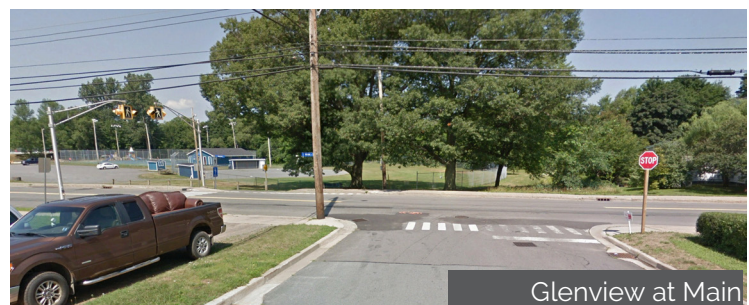


School South of Site

GLENVIEW AVENUE

Glenview Avenue is the extension of School Street to the north connecting to Park Street at a two-way stop controlled intersection that includes crosswalks on the north and south legs of the intersection, as well as an

overhead RA-5 crosswalk signal across main street just west of Glenview. The cross section is similar to School Street as noted immediately above.



Glenview at Main



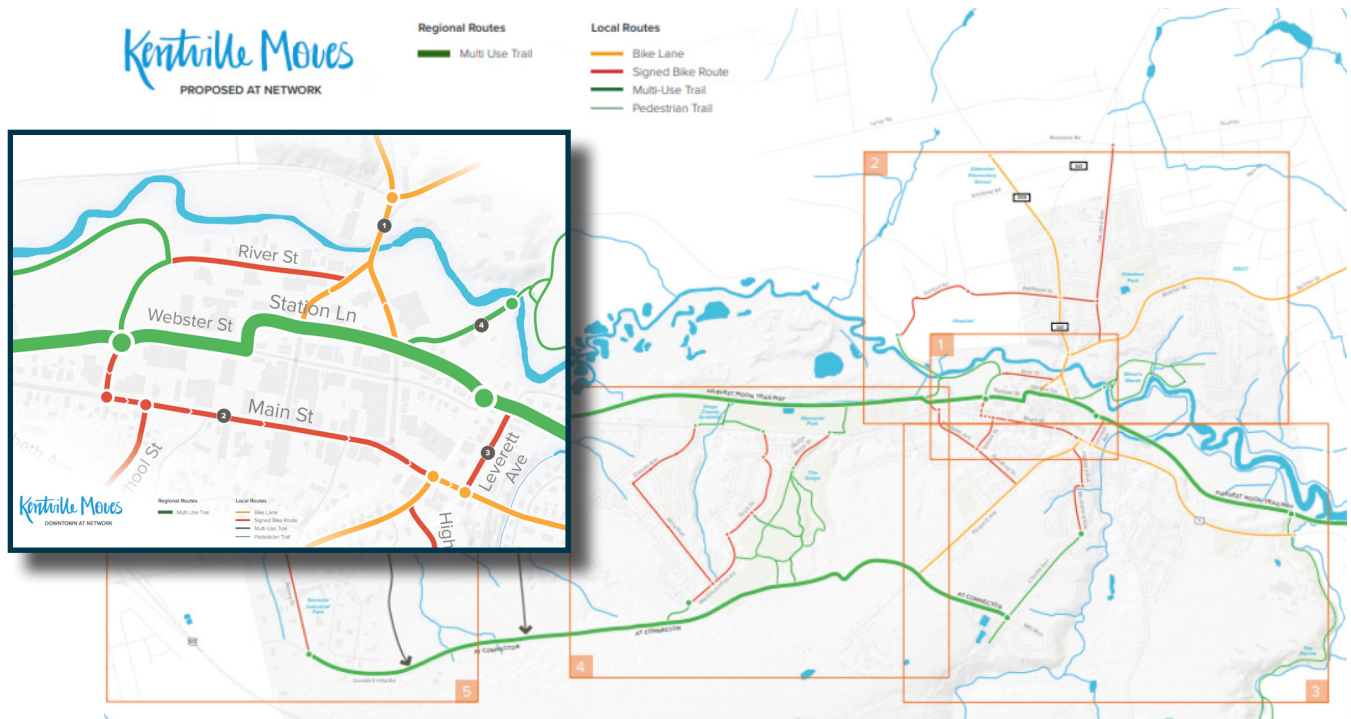
Fairweather Lane

FAIRWEATHER LANE / ACADEMY STREET

Fairweather Lane has been recently constructed to provide access to the new townhouse development and to this proposed development. It has two-way operations in a 6.5 meter width, and includes curb-gutter on both sides of the roadway and a sidewalk on the south side. It continues east as the existing Academy Street to Prospect Avenue, a 9 meters wide residential roadway with curb and sidewalks.

ACTIVE TRANSPORTATION

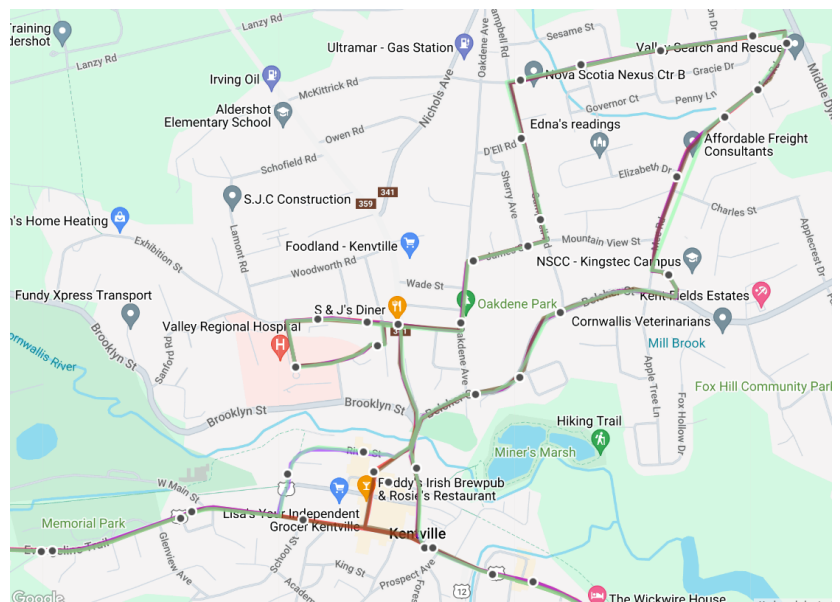
The figure below shows the existing “Kentville Moves” proposed active transportation network along with a blow up of Area 1 that includes the development site. The figure shows the Main Street, Webster Street and School Street connections on the left bottom side of the page. In the figure, **Green** represents proposed or existing multi-use trails, **Red** represents signed bike routes, and **Yellow** indicates bike lanes.



Currently, sidewalks are available on the west side of School Street north of Academy Street, on both sides of Academy Street to Masters Avenue/Spring Garden Road, on the west side of Elizabeth Avenue, and the portion of Fairweather Lane recently constructed as part of the adjacent townhouse development. The development is approximately half a kilometre away from Kentville Memorial Park which includes multiple sports fields, baseball diamonds, tennis courts, splash pads and more. The extensive Kentville Trail System is approximately half a kilometre north of the development and just north of Memorial Park. The trail system has a 3-meter paved multi-use pathway along the old rail bed.

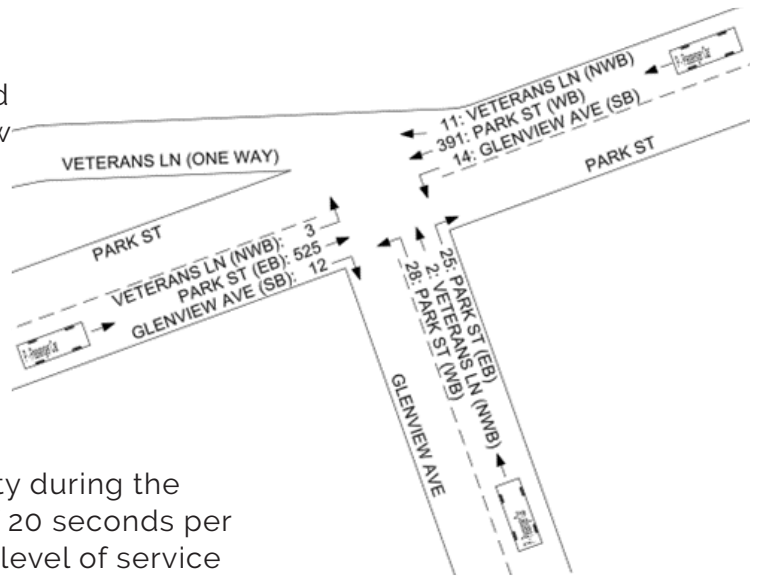
TRANSIT

Residents of Kentville have access to public transit through the Kings Transit Authority. This regional bus service runs from Weymouth at its west end and extends to the Hants County border just east of Wolfville. It includes stops and routing through developed areas of many towns along the route. Within Kentville, the route runs through the Downtown core along Webster and Main Street adjacent to the development and extends north as far as Scott Drive about 2 km north of the development.



EXISTING TRAFFIC

To better understand the operational impact of the development on the adjacent road network, a manual traffic count was performed at the intersection of Park Street with Glenview Avenue (2-way section of road), located just west of the proposed development site. The count was performed during the weekday PM peak hour of traffic with a summary of the resulting volumes shown in the figure to the right.



Modelling these volumes using the Synchro/SimTraffic simulation software suggests that the intersection operates at about 40% capacity during the PM peak, with side road delays in the range of 20 seconds per vehicle on average. This is considered a good level of service with available capacity to accommodate additional vehicle traffic without negatively impacting operational performance. Operations at School Street are restricted to right-in/right-out only movements and are therefore expected to operate at a high level of service before and after the development is constructed.

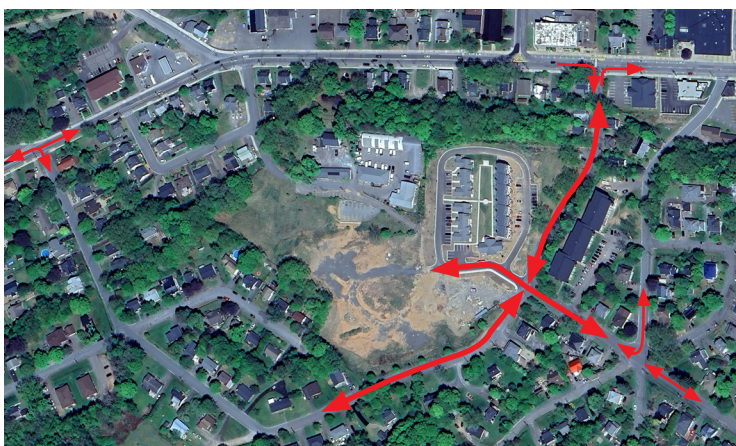
PROPOSED DEVELOPMENT

TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Guide (11th Edition) was utilized to estimate the anticipated trip generation for the proposed 172 new residential units. Considering the residential nature of the development and the commuter nature of the adjacent Main Street / Park Street connections, the typical weekday AM and PM peak hours of traffic represent the critical periods for this project. The table below summarizes the new trips anticipated from the development.



Land Use <i>ITE 11th Edition</i>	Trip Code	# Units	Variable	Weekday - Daily			AM Peak			PM Peak		
				Enter	Exit	TOTAL	Enter	Exit	TOTAL	Enter	Exit	TOTAL
NEW RESIDENTIAL DEVELOPMENT												
Multi-Family Housing: Mid-Rise	221	172	Units	387	387	774	15	49	64	41	26	67



TRIP DISTRIBUTION

The trip distribution figure to the left summarizes the various different routes that people (vehicles or active transportation) can enter and exit the development. This suggests that directional vehicular increases on any specific street are likely to be less than 30 vehicles per hour (or about 1 vehicle every 2 minutes) during peak hours and less other times of the day.

DISCUSSIONS AND RECOMMENDATIONS

The proposed 172 unit residential development is anticipated to generate just over 60 new two-way trips during the peak hours of traffic. Its primary driveway (Fairweather Lane) connects to School Street opposite Academy Street which are all very low volume residential roadways. From this intersection, vehicles can distribute in a number of different directions using School Street, Academy Street and Glenview Avenue to get to and from their destinations while respecting turn restrictions dictated by the one-way nature of Main Street north of the development.

Sidewalks are present adjacent to the development allowing residents to get to various active transportation trails as well as transit service along Main Street - about a 300 meter walk from the development along School Street, or about 200 meters along Elizabeth Avenue. The development is located in close proximity to the downtown core of Kentville providing access to a wide variety of commercial and recreational amenities.

The driveway serving the recently constructed townhouses immediately North East of the development is well built to accommodate the additional traffic anticipated by this development. Sight distances at Fairweather Lane and School Street are good in all directions, and the intersection includes pedestrian crosswalks to provide a safer environment for active transportation crossings of the roadways.

Volumes on Main Street are moderate indicating any movements to or from the development along Main Street will have minimal impact on existing traffic operations. Based on this analysis, no infrastructure improvements have been identified as required to accommodate this development.

Should there be any question or comments on the content of this review, please feel free to contact the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Boychuk".

Roger N. Boychuk, P. Eng.

Senior Infrastructure Engineer



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