



Subject: *Uniacke Business Park Update*
To: Corporate and Residential Services Committee
Date Prepared: 2024/11/25
Related Motions:
Prepared by: Graham Scott, Manager of Economic and Business Development
Approved by: Adam Clarkson, Director of Corporate Services

Summary

A number of concerns have been raised by businesses in Uniacke Business Park regarding large trucks navigating street turns and intersections within the Park and at the access to the Highway 1. In response to these issues East Hants has completed an analysis and confirmed that intersection upgrades are required. There is an opportunity for East Hants to complete the construction design for these improvements in this fiscal year, to enable construction in 2025.

Financial Impact Statement

Request to allocate \$30,000 from the Business Land Sales Reserve for expenditure in the 2024-25 fiscal year

Recommendation

Staff are recommending that construction design for the intersections at Highway 1 and James Boyle Drive, and Highway 1 and Richard John Drive be completed in the current 2024-25 fiscal year and that \$30,000 be allocated from the Business Parks Land Sales Reserve.

Staff are also recommending that an analysis of Alicia Scott Avenue, Andrew Mitchel Drive, and Lady Mary Way be completed in this fiscal year. This will be funded from the current fiscal years budget.

Recommended Motion

1. That the Corporate and Residential Services Committee recommends to Council that the construction design for the intersections at Highway 1 and James Boyle Drive, and Highway 1 and Richard John Drive be completed in the current 2024-25 fiscal year and that \$30,000 be allocated from the Business Parks Land Sales Reserve to fund the project.
2. That the Corporate and Residential Services Committee recommend to Council that an analysis of Alicia Scott Avenue, Andrew Mitchel Drive, and Lady Mary Way intersections be completed in the current 2024-25 fiscal year and that any capital improvements be brought back to Council for discussion.

Background

In March of 2024, Economic and Business Development, Local Councillors, and the RCMP meet with business owners from the Uniacke Business Park to discuss concerns about crime issues in the Business Park. During the meeting a number of issues were raised that did not relate to crime. These included concerns with traffic and the turning of large trucks entering and exiting the Highway 1 on to James Boyle Drive and Richard John Drive at the entrances to the Business Park and resulting erosion of the shoulder of the road. In follow up to the

meeting the business sent an email that expressed concerns about the danger of trucks navigating these intersections and the resulting damage to the shoulder.

Figure 1.0 - James Boyle Drive, and Highway 1 intersection



Figure 1.0 - Richard John Drive, James Boyle Drive, and Highway 1 intersections.



In response to this issue, Staff secured WSP to complete a vehicle swept path analysis (truck turning) for the two intersections along the Highway 1 in the Summer of 2024. WSP confirmed that large trucks are not able to navigate the intersections of Highway 1 and James Boyle Drive and Richard John Drive without tracking off the road surface and crossing the centre line of the roads. The Memo report from WSP is attached to this Staff Report.

Table 1.0 - Swept path findings from the WSP Memo

Table 3: WB-20 Swept Path Findings on James Boyle Drive W

Right Hand Turns	Left Hand Turns
Off tracking for right hand turns conflicting with the shoulder and ditches James Boyle Drive.	Encroachment of off tracking towards the road shoulders.
Exiting WB-20s cross the centreline of Highway 1.	Significant off tracking by trucks entering the site over the James Boyle Drive centreline.
Entering trucks cross the centreline of James Boyle Drive.	

Table 4: HSU Swept Path Findings on James Boyle Drive W

Right Hand Turns	Left Hand Turns
Exiting trucks cross centreline of Highway 1.	Minimal off tracking for truck entering the business park.
Entering trucks cross centreline of James Boyle Drive.	

Staff will be bringing a capital project to Council for consideration as part of the 2025-26 budget to upgrade these intersections and resolve the truck turning issues. There is a current opportunity for East Hants to complete the construction design for the project in this fiscal year to enable construction in 2025.

In addition, in the Fall of 2024, Atlas Structural Systems identified concerns with large trucks navigating the turns or intersections at Alicia Scott Avenue, Andrew Mitchell Drive, and Lady Mary Way. The Roads and Streets

Division have confirmed with Strum Consulting that the current roads are built to design and municipal standard. However, Atlas has indicated with a swept path analysis (truck turning) that large trucks will be tracking over the road surface onto the gravel shoulder and may be impeded by road signs and guard rails. There is an opportunity if Council chooses to have these intersections examined and an analysis done to validate these concerns.

Figure 2.0 - Alicia Scott Avenue, Andrew Mitchell Drive, and Lady Mary Way



Discussion

To complete the construction design for the two intersections at Highway 1, Staff are estimating a project budget of \$30,000 will be required. Once the analysis of the Alicia Scott Avenue, Andrew Mitchell Drive, and Lady Mary Way is complete Staff will return to Council with more information should improvements be recommended.

There is currently no capital budget assigned for either of these projects. The estimated cost for the Highway 1 intersection upgrades is \$500,000. A capital project budget and timeline will be brought to Council as part of the 2025-26 Capital Budget process for the Highway 1 intersections. Any improvements to Alicia Scott Avenue and Lady Mary Way will need to be brought forward to Council outside of the annual budget process because of the need to validate the issue through further study before pursuing any design or construction.

The Roads and Streets Division of the Infrastructure and Operations Department has reviewed staff resources for these projects and has indicated that they have capacity to start the projects in this fiscal year.

Funding for the construction design of the two intersections on the Highway 1 would need to be allocated from the Business Parks Land Sales Reserve.

There is annual funding included for business park development in the current fiscal year. Staff plan to utilize the funds for the analysis for intersections at Alicia Scott Avenue, Andrew Mitchell Drive, and Lady Mary Way.

STRATEGIC ALIGNMENT

Economic Prosperity - Objective 3: Plan for and develop future industrial and business park land.

LEGISLATIVE AUTHORITY
MGA - Section 99

FINANCIAL CONSIDERATIONS

Request to allocate \$30,000 from the Business Park Land Sales Reserve for expenditure in the 2024-25 fiscal year.

Alternatives

1. Council could choose not to approve the request for budget allocation and expenditure in this fiscal year. The cost for the Highway 1 intersections would then be included in the 2025-26 capital project budget for Councils consideration as part of their annual budgeting process.
 2. Council could choose to leave the intersections as they are and absorb the safety and public reputational risks.
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Attachments

None.