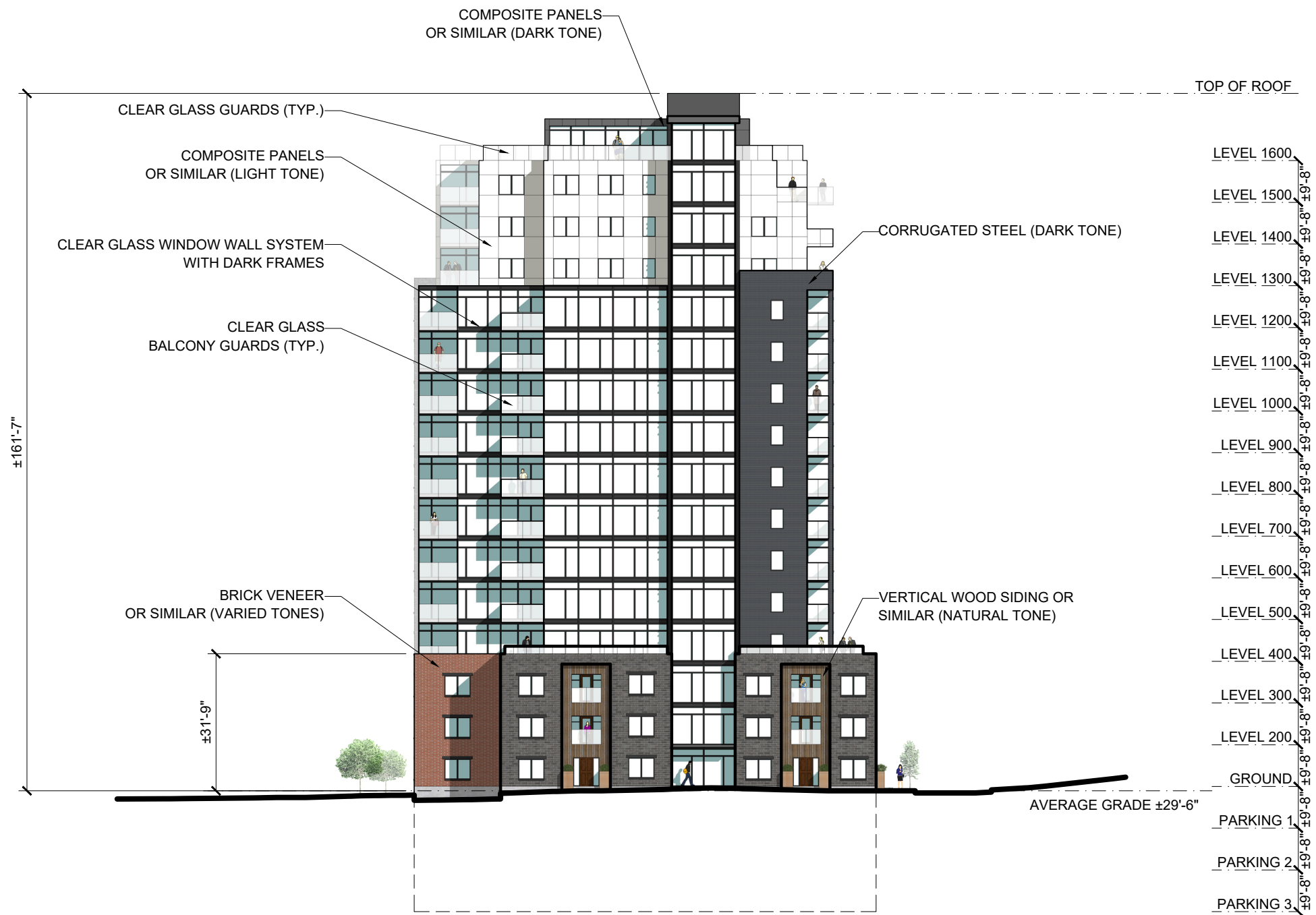


QUEEN VICTORIA
14 VICTORIA ROAD, DARTMOUTH, NS

SOUTH
ELEVATIONS

Project No.: P2012.32
Scale: 1"= 30'-0"
Date: 25 Nov 2016



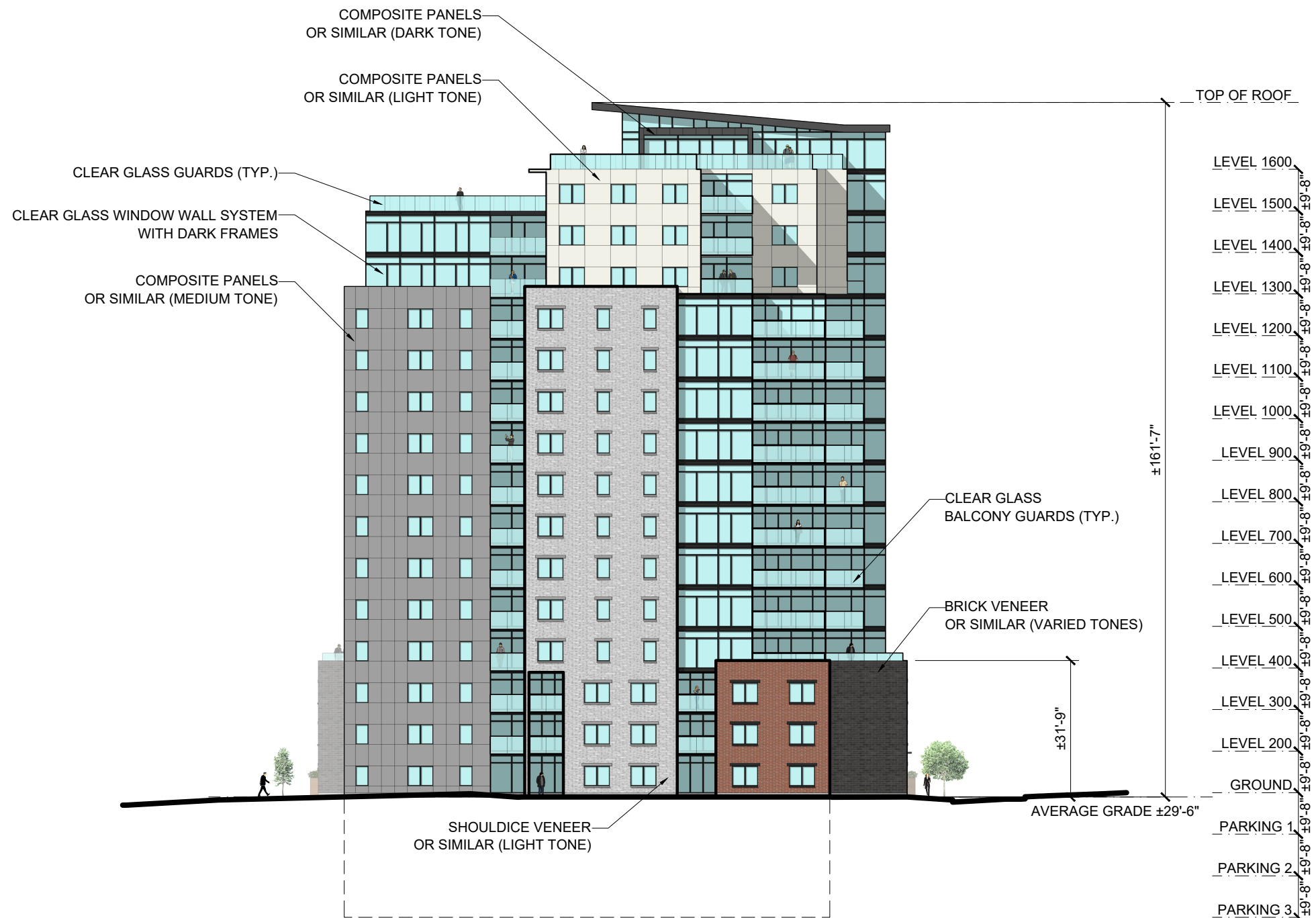


QUEEN VICTORIA
14 VICTORIA ROAD, DARTMOUTH, NS

WEST
ELEVATIONS

Project No.: P2012.32
Scale: 1"= 30'-0"
Date: 25 Nov 2016





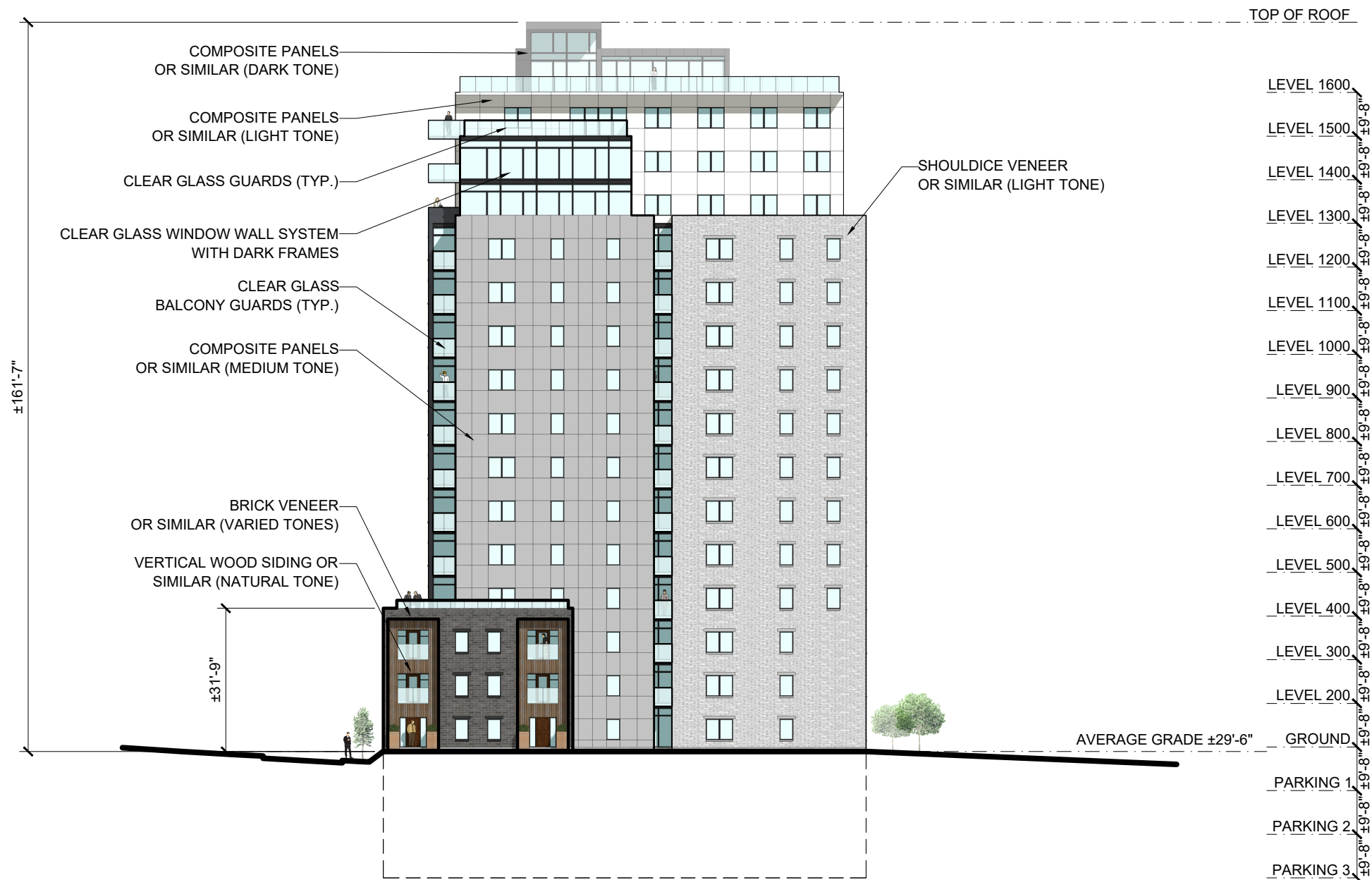
QUEEN VICTORIA
14 VICTORIA ROAD, DARTMOUTH, NS

NORTH
ELEVATIONS

Project No.: P2012.32
Scale: 1"= 30'-0"
Date: 25 Nov 2016



A03



QUEEN VICTORIA
14 VICTORIA ROAD, DARTMOUTH, NS

EAST
ELEVATIONS

Project No.: P2012.32
Scale: 1"= 30'-0"
Date: 25 Nov 2016

WM FARES
ARCHITECTS

A04



QUEEN VICTORIA
14 VICTORIA ROAD, DARTMOUTH, NS

PERSPECTIVE VIEW

Project No.: 02012.32
Scale: NTS
Date: 25 Nov 2016

WMFARES
ARCHITECTS

SK01



QUEEN VICTORIA

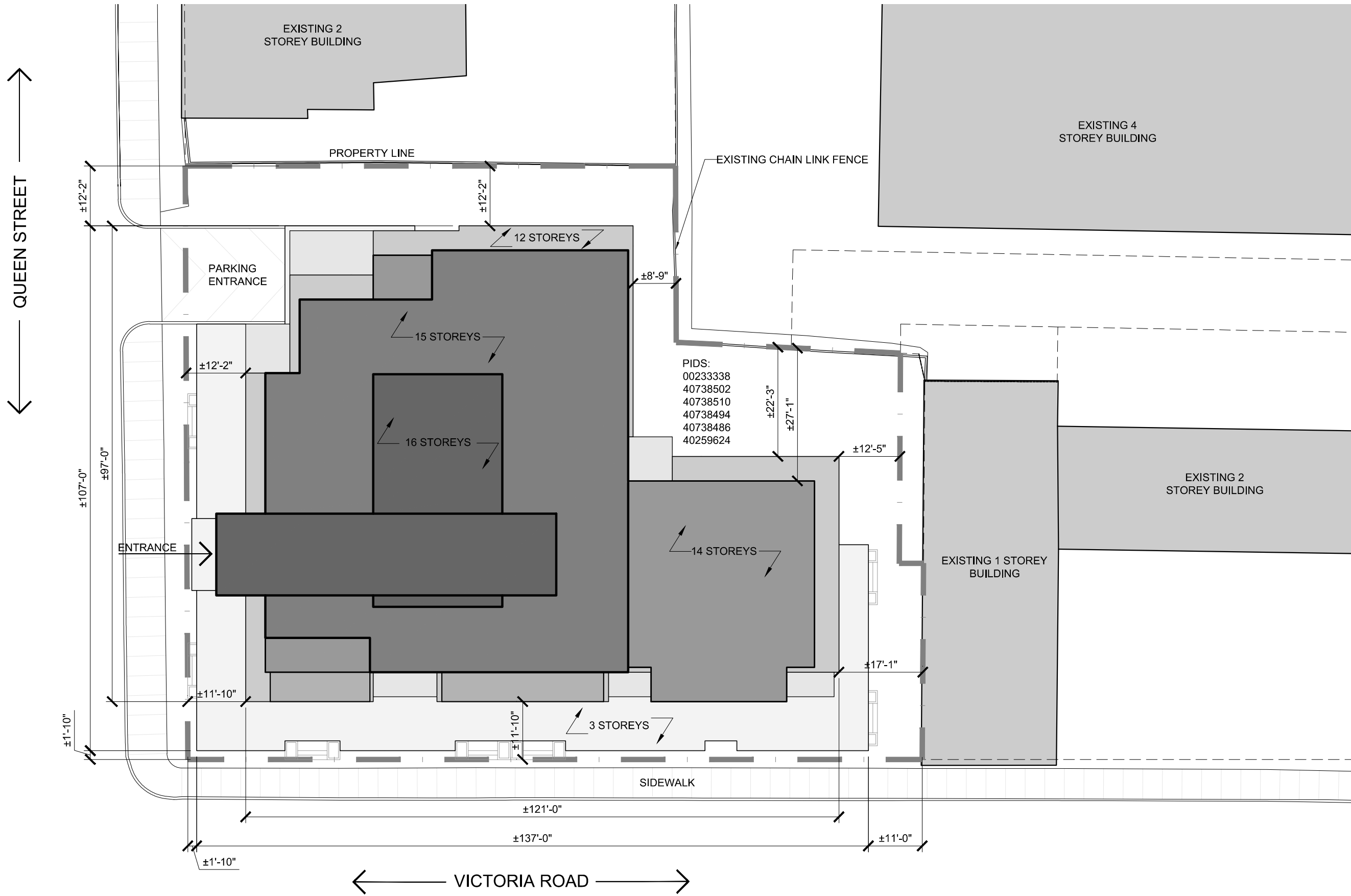
14 VICTORIA ROAD, DARTMOUTH, NS

PERSPECTIVE VIEW

Project No.: 02012.32
Scale: NTS
Date: 25 Nov 2016

WMFARES
ARCHITECTS

SK02



Ref. No. 121-12667-14

March 14, 2013

Mr. Cesar Saleh, P. Eng.
W. M. Fares Group
480 Parkland Drive, Suite 205
HALIFAX NS B3S 1P9

RE: Traffic Impact Statement, Proposed Apartment Building, Southeast Corner of Victoria Road / Queen Street Intersection, Dartmouth, NS

Dear Mr. Saleh:

W. M. Fares Group is preparing plans to redevelop properties 6, 8, 10, 12, and 14 Victoria Road and 88 Queen Street at the southeast corner of Victoria Road and Queen Street in Dartmouth (Figure 1). The existing properties include 32 residential units with 14 apartments and 18 rooming house units (Table 1). The proposed development will include construction of an apartment building with approximately 107 units with underground parking and driveway access to Queen Street. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Project - The project will include a 107 unit apartment building with approximately 80 underground parking places. The site will be served by a driveway to the underground parking area on the south side of Queen Street approximately 35 meters east of Victoria Road. Visibility is good on both Queen Street approaches to the driveway as illustrated in Photos 1 and 2.

Queen Street is a two-way street which has sidewalks on both sides (Photos 1 and 2).



Photo 1 - Looking left from the proposed site driveway on the south side of Queen Street towards the Victoria Road . The existing buildings at Civic Numbers 88 Queen Street and 14 Victoria Road are visible to the left of the photo.



Photo 2 - Looking right from the proposed site driveway location towards the Pine Street / Irishtown Road intersection.

Victoria Road is a one-way northbound street which has sidewalks on both sides (Photo 3). The street intersects with Queen Street at a STOP controlled intersection at the north edge of the site.



Photo 3 - Looking north on Victoria Road towards the Queen Street intersection. Existing buildings at Civic Numbers 6, 10, 12 and 14 Victoria Road are visible from the right of the photo.

Traffic Volumes - Manual peak hour turning movement counts were obtained by HRM Traffic & Right of Way Services at the Victoria Road / Queen Street intersection during late April and early May 2012. The following peak hour volumes were counted on intersection approaches adjacent to the site:

- Victoria Road (one-way northbound) - 100 vph AM and 140 vph PM
- Queen Street (two-way) - 250 vph AM and 230 vph PM.

Transit Service - The site has access to excellent transit service with many Metro Transit routes available on Ochterloney Street (one block north), Portland Street (one block south), and the Alderney Ferry terminal four blocks west of the site.

Existing Site Development - The existing buildings on the five civic addresses that occupy the site include 32 dwelling units with 14 apartments and 18 rooming house units as summarized in Table 1.

Table 1 - Existing Residential Units on the Development Site		
Civic Number	Apartments ¹	Rooms ²
6 Victoria Road	2	4
10 Victoria Road	2	3
12 Victoria Road	2	3
14 Victoria Road	2	6
88 Queen Street	6	2
TOTALS	14	18
NOTES: 1. Units identified as 'apartments' are units with one or two bedrooms and a bath. 2. Units identified as 'rooms' are small units, usually with shared kitchen and / or bath.		

Trip Generation - Trip generation estimates for the proposed 107 apartment unit development were prepared using published trip generation rates from *Trip Generation, 9th Edition*. Since the existing residential units which now occupy the site will be removed, trips now generated by the existing land uses have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.

Table 2 - Trip Generation Estimates for the Proposed Development									
Land Use ¹	Number Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for the Proposed Development									
Mid-Rise Apt (Land Use 223)	107 Apts	0.09	0.21	0.23	0.16	10	22	24	18
Trip Generation Estimates for the Existing Residential Land Uses									
Rooming House ⁴ (ITE 220)	18 Rooms	0.020	0.080	0.065	0.035	0	1	1	1
Mid-Rise Apt (Land Use 223)	14 Apts	0.09	0.21	0.23	0.16	1	3	3	2
Total Vehicle Trip Estimates for the Existing Residential Land Uses ⁵						1	4	4	3
Estimated Additional Trips Generated by the Redeveloped Site									
Additional Vehicle Trip Estimates for the Redeveloped Site ⁶						9	18	20	15
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Units are 'number of dwelling units'. 3. Trip generation rates are 'vehicles per hour per unit'. Trips Generated are 'vehicles per hour' for peak hours. 4. The published rates for Apartment (Land Use 220) include 0.51 two-way trips / apartment average with a range of 0.10 to 1.02 for the AM peak hour and 0.62 average with a range of 0.10 to 1.64 for the PM peak hour. The lower range trip rates of 0.10 trips / apartment have been used to estimate vehicle trips for the rooming house units. 5. These are the trip estimates for the existing site which can be considered as a 'credit' for site trip generation estimates for the redeveloped site. 6. These are the estimated additional trips that will be generated by the redeveloped site after consideration of the 'credit' for trips generated by the existing building on the site.									

It is estimated (Table 2) that the redeveloped site will generate a total of 32 vehicle trips (10 entering and 22 exiting) during the AM peak hour and 42 two-way vehicle trips (24 entering and 18 exiting) during the PM peak hour. However, when trips generated by the existing land uses are considered, it is estimated that the redeveloped site will generate 27 additional vehicle trips (9 entering and 18 exiting) during the AM peak hour and 35 additional trips (20 entering and 15 exiting) during the PM peak hour.

Summary-

1. The proposed development at the southeast corner of Victoria Road / Queen Street will include removal of existing buildings with 32 residential units and construction of a 107 unit apartment building with 80 underground parking spaces.
2. The site is proposed to be served by a driveway on the south side of Queen Street is approximately 35 meters east of Victoria Road. Visibility is good on both Queen Street approaches to the driveway location.
3. When trips generated by the existing land uses are considered, it is estimated that the redeveloped site will generate 27 additional vehicle trips (9 entering and 18 exiting) during the AM peak hour and 35 additional trips (20 entering and 15 exiting) during the PM peak hour.
4. A traffic count obtained during May, 2012, indicated the following peak hour volumes on intersection approaches adjacent to the site:
 - Victoria Road (one-way northbound) - 100 vph AM and 140 vph PM
 - Queen Street (two-way) - 250 vph AM and 230 vph PM.

5. The site has access to excellent transit service with many Metro Transit routes available on Ochterloney Street (one block north), Portland Street (one block south), and the Alderney Ferry terminal four blocks west of the site.

Conclusion -

6. The low numbers of additional vehicle trips generated by the redeveloped site are not expected to have any significant impact to the performance of Queen Street, Victoria Road, adjacent intersections, or the regional street network.

Recommendation -

7. While visibility is good on both Queen Street approaches to the site driveway, care must be exercised in the final site design to ensure that drivers exiting the underground parking area have adequate visibility to pedestrians on the sidewalk.

If you have any questions or comments, please contact me by Email to ken.obrien@genivar.com or telephone 443-7747.

Sincerely:

Original Signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
GENIVAR Inc.

