



Ref. No. 151-00564 Task 5

June 25, 2015

Ms. Erin Ashley
W.M. Fares Group
3480 Joseph Howe Drive, 5th Floor
HALIFAX NS B3L 4H7

Sent via Email to erin.ashley@wmfares.com

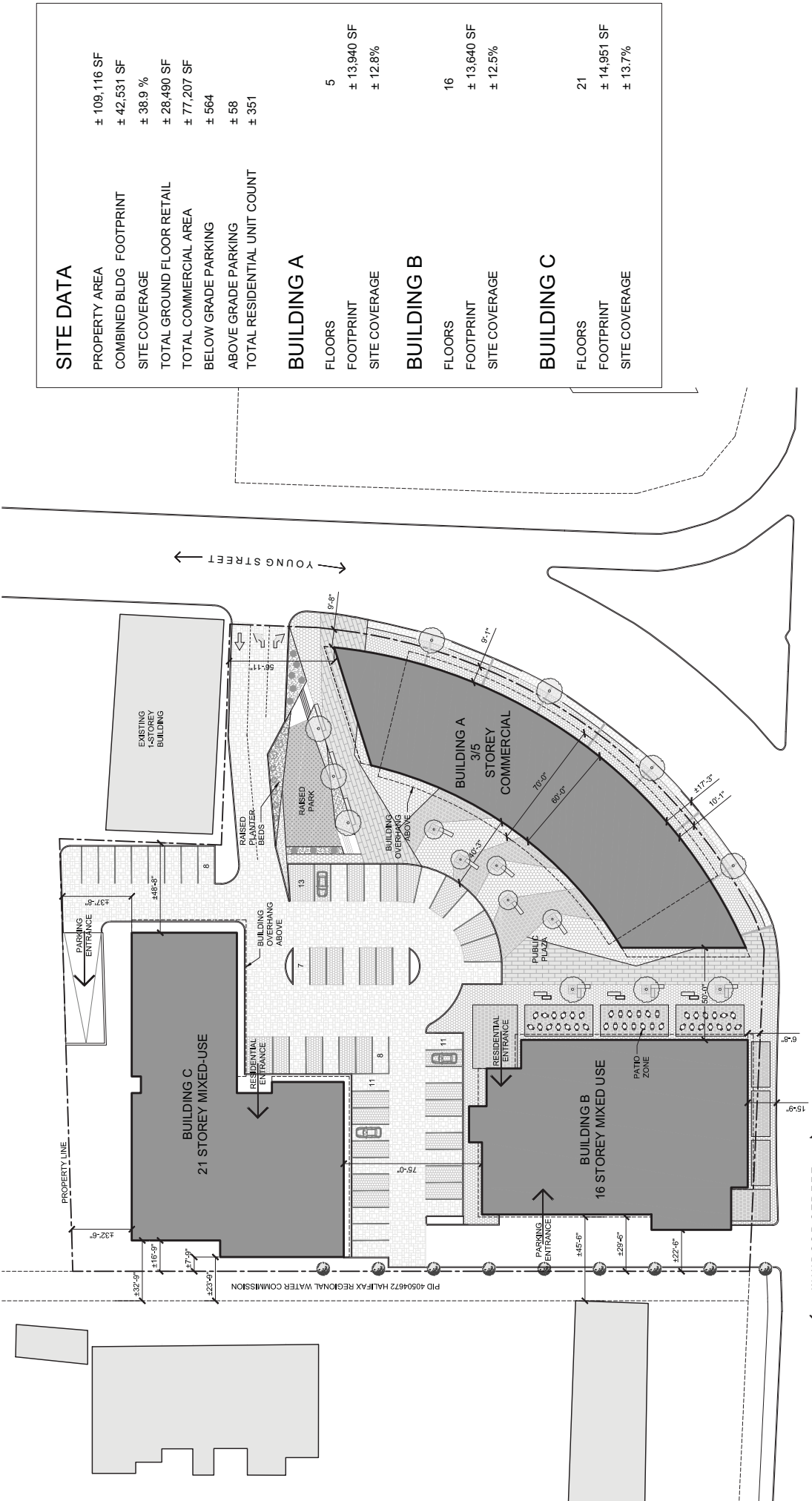
RE: Addendum to the Traffic Impact Study - Proposed Mixed Use Development, Northeast Corner Young Street / Windsor Street Intersection (WSP Canada Inc., September 2013)

Dear Ms. Ashley:

This is the Addendum that you have requested for the Traffic Impact Study that we prepared in September 2013. The Addendum is required to account for changes in land use in the currently proposed development (Figure A-1), including an increase in the number of residential units and reductions in retail and office space, included in Table A-1.

Table A-1 - Comparisons Proposed Approximate Land Uses (2013 and 2015)			
Land Use	September 2013 (Traffic Impact Study)	June 2015 (Addendum)	Differences (2013 to 2015)
Apartments (Units)	124	351	227 more
Office (SF)	83,000	48,717	34,283 less
Retail (SF)	29,700	28,490	1,210 less
Parking Spaces	476	622	146 more
Driveways	2	2	no change

Trip Generation -Trip generation estimates for the revised land use, prepared using published rates from *Trip Generation, 9th Edition*, (Institute of Transportation Engineers, 2012), are included in the top part of Table A-2, with trip generation estimates from the September 2013 report immediately below. It is estimated that the proposed 2015 land use will generate 10 additional two-way vehicle trips (23 fewer entering and 33 more exiting) during the AM peak hour and 18 additional two-way trips (29 more entering and 11 fewer exiting) during the PM peak hour.



SITE DATA

PROPERTY AREA	± 109,116 SF
COMBINED BLDG FOOTPRINT	± 42,531 SF
SITE COVERAGE	± 38.9 %
TOTAL GROUND FLOOR RETAIL	± 28,490 SF
TOTAL COMMERCIAL AREA	± 77,207 SF
BELOW GRADE PARKING	± 564
ABOVE GRADE PARKING	± 58
TOTAL RESIDENTIAL UNIT COUNT	± 351

BUILDING A

FLOORS	5
FOOTPRINT	± 13,940 SF
SITE COVERAGE	± 12.8%

BUILDING B

FLOORS	16
FOOTPRINT	± 13,640 SF
SITE COVERAGE	± 12.5%

BUILDING C

FLOORS	21
FOOTPRINT	± 14,951 SF
SITE COVERAGE	± 13.7%

WINDSOR AND YOUNG
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Figure A-1
SITE AND LANDSCAPE PLAN

Project No.: 2011.27
Scale: 1" = 50'-0"
Date: 25 JUNE 2015



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Table A-2 - Trip Generation Estimates for Proposed Development									
Land Use ¹	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 Current Proposed Development (June 2015)									
High-Rise Apt (Land Use 222)	351	0.075	0.225	0.21	0.14	26	79	75	48
Specialty Retail (Use Code 826) ⁴	28.49 KGLA	0.76	0.60	1.19	1.52	22	17	34	43
General Office (Land Use 710)	48,717 KGFA	1.37	0.19	0.25	1.24	67	9	12	60
Trip Generation Estimates for the Proposed Development						115	105	121	151
25% Reduction in Trip Generation Estimates - High Pedestrian / Transit Usage ⁵						29	26	30	38
Adjusted Trip Generation Estimates for Proposed Development						86	79	91	113
Trip Generation Estimates for the Original Proposed Development (September 2013)									
High-Rise Apt (Land Use 222)	124	0.075	0.225	0.21	0.14	9	28	27	17
Specialty Retail (Use Code 826) ⁴	29.7 KGLA	0.76	0.60	1.19	1.52	23	18	35	45
General Office (Land Use 710)	83.0 KGFA	1.37	0.19	0.25	1.24	114	16	21	103
Trip Generation Estimates for the Proposed Development						146	62	83	165
25% Reduction in Trip Generation Estimates - High Pedestrian / Transit Usage ⁵						37	16	21	41
Adjusted Trip Generation Estimates for Proposed Development						109	46	62	124
Changes in Trip Generation Estimates (June 2015 and September 2013)									
June 2015 Adjusted Trip Estimates Minus September 2013 Estimates						(23)	33	29	(11)
						10 two-way		18 two-way	
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012.									
2. KGFA is 'Gross Floor Area x 1000 square feet'; KGLA is 'Gross Leasable Area x 1000 square feet'.									
3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'.									
4. Since there are no published rates for the AM peak hour for Specialty Retail (Land Use 826) , and since AM peak hour trips to Specialty Retail are generally lower than PM rates, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.									
5. Since high pedestrian / cycling / transit usage is expected in the Study Area, and there will be on-site synergies between the residential, office and retail and uses, a 25% reduction has been applied to site generated trip estimates to account for non-vehicle trips generated by the site..									

Conclusion - Since the proposed change in land use is expected to result in only a moderate increase in site generated trips, the conclusions included in the September 2013 Traffic Impact Study are still considered to be appropriate.

If you have any questions or comments, please contact me by Email to ken.obrien@wspgroup.com or telephone 902-443-7747.

Sincerely:



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

