219 Waverley Rd, Suite 200
Dartmouth, NS, B2X 2C3
Tel: 902.405.4696 ◆ www.harboursideengineering.ca

14 January 2019

HTC Project: 182031

Original Signed
[redacted]

[redacted]

ATTENTION: JOSEPH SADEK

RE: TRAFFIC IMPACT STATEMENT – MULTI-UNIT RESIDENTIAL BUILDING CHADWICK STREET, DARTMOUTH, NS

Mr. Sadek,

Harbourside Transportation Consultants has completed a traffic impact statement, as per Halifax Regional Municipality (HRM) requirements, for a multi-unit residential building on the corner of Pleasant Street and Chadwick Street in Dartmouth, NS. The proposed development will include 55 units and parking spaces including both underground and surface parking. The location of the proposed development is shown in Figure 1.

Figure 1: Location of the proposed development

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Access to the development will be primarily from Chadwick Street; the entrance to underground parking will be located on Chadwick Street and the exit will be located on Pleasant Street. Surface parking will be accessed from Chadwick Street only.

Transit and Active Transportation

The area is serviced by Halifax Transit with two routes on Pleasant Street, Route 60 – Eastern Passage and Route 63 – Woodside. A bus stop is located approximately 100 metres north of the proposed development on Pleasant Street.

There are no active transportation facilities provided on Chadwick Street. Sidewalks are provided on both sides of Pleasant Street and a crosswalk (crossing Pleasant Street) is provided at the bus stop. The are no on-street cycling facilities on Pleasant Street or Chadwick Street.

The Dartmouth Harbourwalk Trail, an active transportation greenway, runs parallel to Pleasant Street in the area. The greenway provides connections to both the Woodside and Alderney Ferry Terminals. The nearest access to the trail is located approximately 100 metres north of the proposed development on Pleasant Street at the bus stop location.

Trip Generation

Trip generation rates for the proposed development were quantified using the 10th edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The trip generation rates for the AM and PM peak hours of adjacent stream traffic are noted in Table 1. The proposed development in anticipated to generate 20 trips (5 trips in/15 trips out) during the AM peak hour and 25 trips (15 trips in/10 trips out) during the PM peak hour. Traffic generated by this development will have no significant impact on the local street network or intersections.

Table 1 – Trip generation rates

Land Use	Number	Unit	ITE Code	AM Peak Rate	AM Peak Trip Gen	AM Peak In	AM Peak Out	PM Peak Rate	PM Peak Trip Gen	PM Peak In	PM Peak Out
Multifamily Housing (Mid Rise)	55	DU	221	0.36	20	5	15	0.44	25	15	10
Trips Generated at Full-Build Out					**20**	**5**	**15**		**25**	**15**	**10**

Parking

The Dartmouth Land Use By-Law states that apartment buildings require 1.25 vehicle parking spaces per dwelling unit and 0.5 bicycle parking spaces per dwelling unit. Therefore, the proposed 55-unit building requires a total of 69 vehicle parking spaces and 28 bicycle parking spaces.

The by-law also states that:

- where six bicycles parking spaces are provided, a reduction of one regular required vehicle parking space may be permitted up to a maximum of two spaces, and
- where enhanced bicycle parking facilities are provided, for every two enhanced bicycle parking facilities are provided, for every two enhance parking spaces, one regular required vehicle parking space may be eliminated up to a maximum reduction of 10% of the required vehicle parking.

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If you have any questions or additional discussion, please feel free to contact the undersigned.

Regards,

Original Signed

Harbourside Transportation Consultants
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Appendix A – Site Plan

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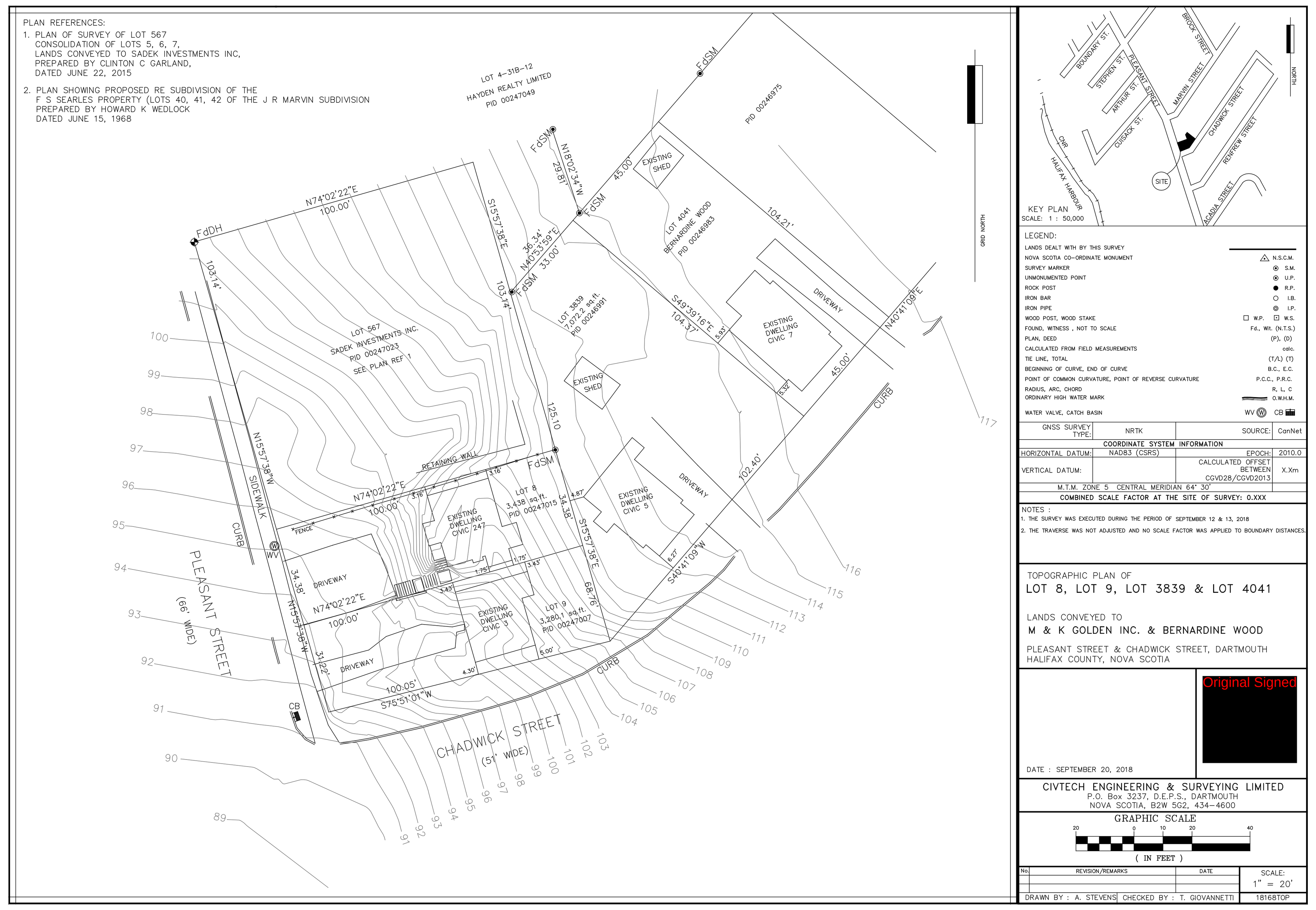
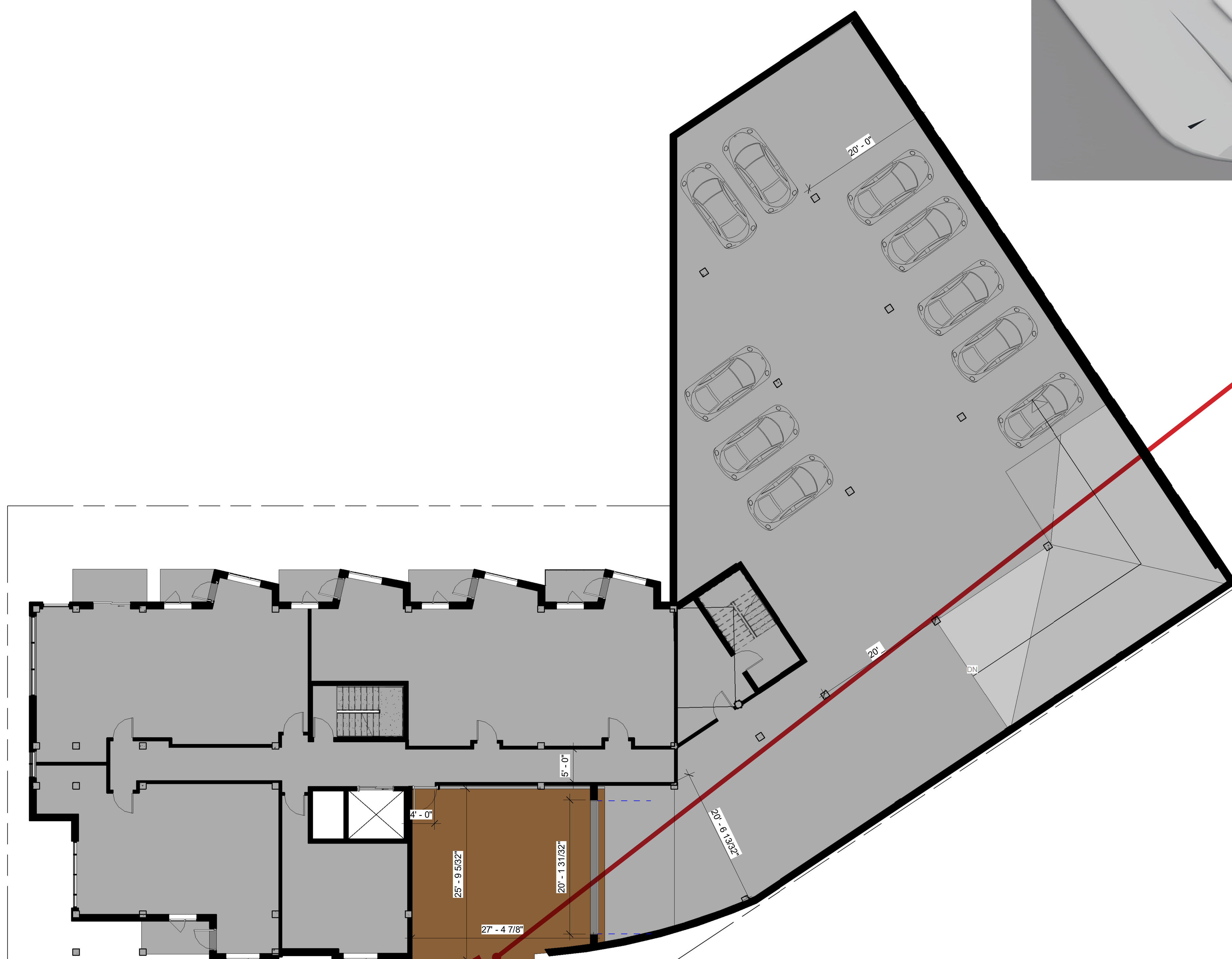
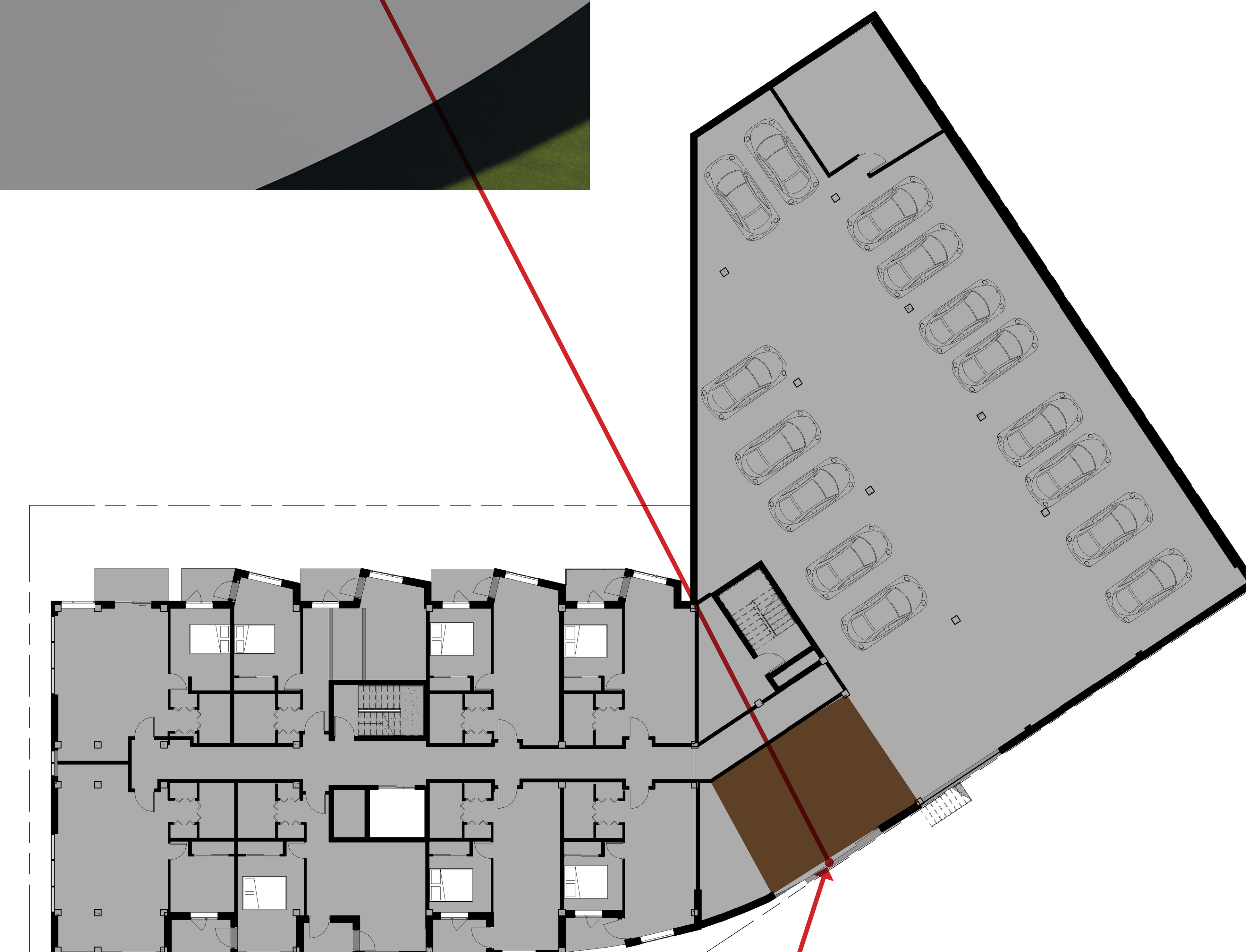
APPENDIX A

Site Plan



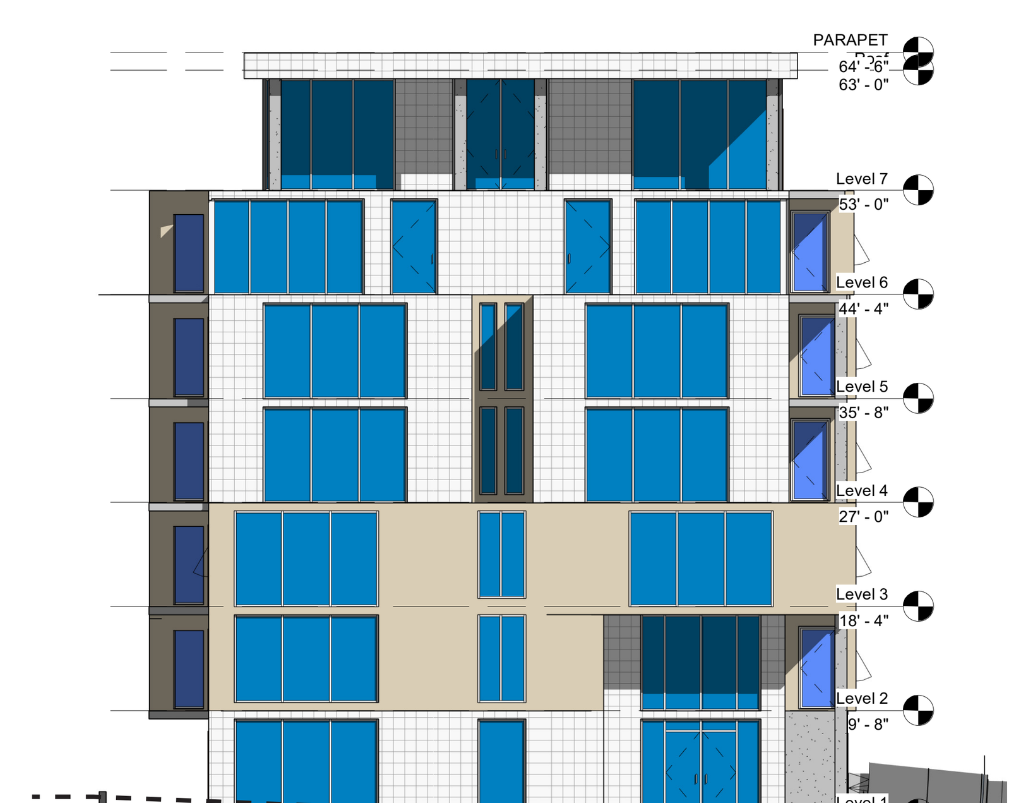


1 Level 2
1/8" = 1'-0"



1 Level 3
1/8" = 1'-0"

3 chadwic-
1/8" = 1'-0"



2 Front-elevation
1/8" = 1'-0"

3 chadwic-
1/8" = 1'-0"