



March 10, 2022

Mr. Cesar Saleh, P. Eng.
VP Planning and Design (Project 171-00927 Task 29)
W.M. Fares Architects
3480 Joseph Howe Drive, 5th Floor
HALIFAX NS B3L 4H7

RE: Addendum Traffic Impact Statement for Proposed Multi-Unit Residential Building, 1200 and 1216 Cole Harbour Road, Dartmouth

Dear Mr. Saleh:

This is the Addendum Traffic Impact Statement (TIS) that you require for the Proposed Multi-Unit Residential Building, 1200 and 1216 Cole Harbour Road, Dartmouth, as a result of proposed site and land use changes since the original TIS was prepared by WSP Canada Inc., August 21, 2021 (copy attached).

W. M. Fares Architects has revised plans for a multi-unit residential building on the south side of Cole Harbour Road between Perron Drive and John Stewart Drive since the August 2021 TIS was prepared. Current plans for the proposed development (Figure 1-A) include approximately 104 apartment units and 168 parking spaces (152 inside and 16 surface spaces).

Comparison Site and Land Use - 2021 and 2022 - Comparison of site accesses, parking, and land uses for the previous August 2021 development and current plans are included in Table 1-A.

Table 1-A - Comparison August 2021 and Current Development Plans		
Development Feature	August 2021 Plan ¹	Current Plan
Driveways	2 (east and west site boundaries)	1 (east site boundary)
Apartment units	88	104
Commercial Space	18,500 SF	none
Parking Spaces	126 (60 inside; 66 surface)	168 (152 inside; 16 surface)
1. Traffic Impact Statement for Proposed Multi-Unit Residential Building with Ground Floor Commercial Space, 1200 and 1216 Cole Harbour Road, Dartmouth (WSP Canada Inc., August 21, 2021)		

Traffic Volumes - Traffic count data obtained by HRM at the John Stewart Drive intersection just east of the site during November 2019 indicated Cole Harbour Road two-way volumes of 1430 vehicles per hour (vph) during the AM peak hour and 1460 vph during the PM peak hour.

Transit Service - There are bus stops for both directions of travel for Halifax Transit Route 401 just east of Perron Drive intersection at the west end of the site.

Description of Road - Cole Harbour Road is a four lane street with continuous two-way left turn center lane adjacent to the site (Photos 1 and 2). The street has curb and sidewalk on both sides. There is a marked crosswalk with actuated flashing amber beacons just west of the Perron Drive intersection west of the site. The posted speed limit is 60 km/h.

COLE HARBOUR ROAD



COLE HARBOUR ROAD

1200-1216 COLE HARBOUR ROAD, DARTMOUTH NS

Level 1

Figure 1-A

Project No:

2021.06

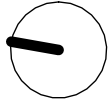
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WM FARES
ARCHITECTS

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Description of Site Access - One driveway is planned (Figure 1-A) near an existing curb cut at the east end of the site (Photos 1 and 2). Visibility is adequate on Cole Harbour Road approaches to the proposed driveway. Also, since the building will be a minimum of six meters from the property line, there will be good visibility between exiting drivers and pedestrians on the sidewalk.



Photo 1 - Looking west towards Perron Drive from the driveway at the east end of the site.



Photo 2 - Looking east towards John Stewart Drive from the driveway at the east end of the site.

Trip Generation - Trip generation estimates have been prepared (Table 2-A) for the proposed land use using published trip generation equations from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021. Trips generated by the existing building at the eastern end of the site which will be demolished have not been considered in the site review.

Table 2-A - Trip Generation Estimates for August 2021 and Current 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 from August 2021 Traffic Impact Statement ⁴						25	26	36	37
Trip Generation Estimates for the Proposed Development									
Mid-Rise Apartment (Land Use 221)	104 units	AM T=0.44(X) - 11.61 (23% in / 77% out) PM T=0.39(X) + 0.34 (61% in / 39% out)				8	26	25	16
15% Reduction - Non-vehicle Trips ⁵						1	4	4	2
Adjusted Vehicle Trip Estimates for Proposed Development March 2022						7	22	21	14
Trip Reduction from 2021 Development to Current Development Plan ⁶						18	4	15	23
NOTES: 1. Equations are for the indicated Land Use Code, <i>Trip Generation, 11th Edition</i> , Institute of Transportation Engineers, 2021. 2. Units are number of residential apartments. 3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'. 4. <i>Traffic Impact Statement for Proposed Multi-Unit Residential Building with Ground Floor Commercial Space</i> , 1200 and 1216 Cole Harbour Road, Dartmouth (WSP Canada Inc., August 21, 2021). 5. While the Halifax Integrated Mobility plan has a target for 26% non-auto trips within the Inner Suburban Region, a 15% reduction for non-auto trips has been used for this site to provide a more conservative auto trip generation estimate. 6. The site is estimated to generated fewer trips with the removal of the proposed 18,500 SF of commercial space included in the August 2021 development plan.									

After consideration of a 15% reduction for non-auto trips, it is estimated that the current proposed development will generate 29 two-way vehicle trips (7 entering and 22 exiting) during the AM peak hour and 35 two-way trips (21 entering and 14 exiting) during the PM peak hour.

The removal of commercial space from the development will result in estimated trip reductions of 22 two-way vehicle trips during the AM peak hour and 38 two-way vehicle trips during the PM peak hour.

Summary -

1. The proposed revised development at 1200 and 1216 Cole Harbour Road will include approximately 104 apartment units and 168 parking spaces (152 inside and 16 surface spaces).
2. Cole Harbour Road is a four lane street with continuous two-way center left turn lane adjacent to the site. The street has curb and sidewalk on both sides. There is a marked crosswalk with actuated flashing amber beacons just west of the Perron Drive intersection west of the site. The posted speed limit is 60 km/h.
3. A turning movement count obtained by HRM just east of the site during November 2019 indicated Cole Harbour Road two-way volumes of 1430 vehicles per hour (vph) during the AM peak hour and 1460 vph during the PM peak hour.
4. Halifax Transit Route 401 serves Cole Harbour Road past the site with existing bus stops for both directions of travel just east of Perron Drive intersection near the west end of the site.
5. A site driveway is planned near an existing curb cut at the east end of the site. Visibility is adequate on both Cole Harbour Road approaches to the proposed driveway location.
6. After consideration of a 15% reduction for non-auto trips, it is estimated that the current proposed development will generate 29 two-way vehicle trips (7 entering and 22 exiting) during the AM peak hour and 35 two-way trips (21 entering and 14 exiting) during the PM peak hour.
7. The removal of commercial space from the development that was previously proposed in August 2021 will result in estimated trip reductions of 22 two-way vehicle trips during the AM peak hour and 38 two-way vehicle trips during the PM peak hour.

Conclusion -

8. Since Cole Harbour Road peak hourly volumes are moderate for a four lane street and site generated trips which are low and have been reduced by removal of previously proposed commercial space, vehicle trips generated by the site are not expected to have any noticeable impact to the performance of the adjacent street, intersections, or the regional street network.

If you have any questions, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

Sincerely,
Original Signed

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

