



Ref. No. 171-00927 Task 18

January 16, 2020

Ms. Ashley Blissett, P. Eng.
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Statement, Proposed Multi-Unit Residential Building, 3325 to 3343 Westerwald Street, Halifax

Dear Ms. Blissett:

W. M. Fares Architects is planning for construction of a 90 unit residential building on three lots on Westerwald Street currently occupied by a duplex building, a single family residence, and a 24 unit apartment building.

Project Description - The proposed 90 unit residential building is on a site immediately south of an existing six story multi-unit residential building with ground floor commercial space at the southeast corner of Dutch Village Road and Westerwald Street. The access to below ground parking spaces for the proposed building will share the existing driveway for the building just north of the development site (Figure 1). Visibility is good on both Westerwald Street approaches to the driveway as illustrated in Photos 1 and 2.



Photo 1 - Looking south on Westerwald Street from the existing driveway that will be used for vehicle access to the under ground parking for the proposed building.

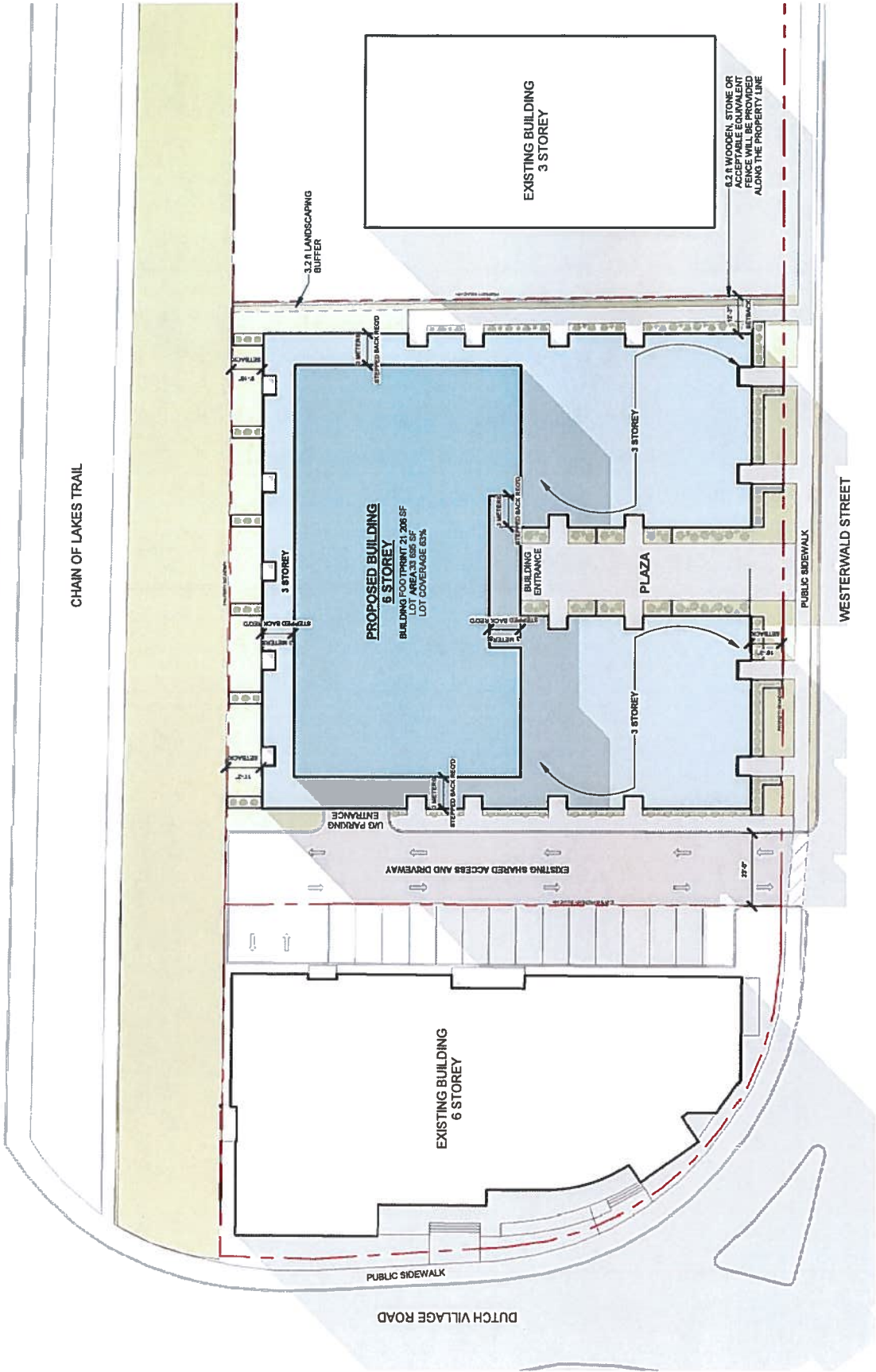


Photo 2 - Looking north on Westerwald Street toward Dutch Village Road from the existing driveway that will be used for vehicle access to the under ground parking for the proposed building.

Street Description - Westerwald Street is a short two lane street approximately 200 meters long that runs southerly from Dutch Village Road towards an intersection with the east end of Melrose Avenue and ends at a cul-du-sac near the northbound access ramp to Highway 102. The street is paved with curbs on both sides and a sidewalk on the east side of the street adjacent to the site. A turning movement count obtained by HRM at the Dutch Village Road intersection during August 2019 indicated Westerwald Street two-way volumes of 120 vehicles per hour (vph) during the AM peak hour and 160 vph during the PM peak hour.

JOSEPH HOWE Dr

CHAIN OF LAKES TRAIL



WESTERWALD
WESTERWALD STREET

SITE PLAN
Figure 1

Project No: 2019-07
Scale: 1" = 30'-0"
Date: OCT 2019



WM FARES
ARCHITECTS

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Transit Service - Halifax Transit provides service with several routes on Joseph Howe Drive. Also, the site is approximately 200 meters from a transit terminal on Desmond Avenue adjacent to Bayers Road Centre.

Trip Generation Estimates - Trip generation estimates for the existing and proposed land uses, prepared using published trip generation rates from *Trip Generation, 10th Edition*, are included in Table 1. The *Halifax Integrated Mobility Plan* has set 2031 non-auto trip goals of 60% for the Regional Centre and 26% for the Inner Suburban areas. Since the proposed development site is on the border between the two plan areas and it has access to good transit service, a 20% reduction for non-auto trips is considered to be reasonable for this location.

After consideration of a credit for vehicle trips generated by the existing residential land uses and a 20% reduction for non-auto trips, it is estimated that the proposed 90 unit residential building will generate approximately 17 additional two-way vehicle trips (4 entering and 13 exiting) during the AM peak hour and 21 additional two-way vehicle trips (13 entering and 8 exiting) during the PM peak hour.

Table 1 - Comparison of Trip Estimates for Existing Land Use and 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 Existing Land Uses at Site									
Mid-Rise Apartment (Land Use 221)	24 units	0.09	0.27	0.27	0.17	2	6	6	4
Single Family (Land Use 210)	3	0.19	0.56	0.62	0.37	1	2	2	1
Total Estimated Trips for Existing Residential Uses						3	8	8	5
20% Reduction - Non-vehicle Trips ⁴						1	2	2	1
Estimated Total Vehicle Trips for Existing Land Uses						2	6	6	4
Trip Generation Estimates for Proposed 90 Unit Residential Building									
Mid-Rise Apartment (Land Use 221)	90 units	0.09	0.27	0.27	0.17	8	24	24	15
20% Reduction - Non-vehicle Trips ⁴						2	5	5	3
Estimated Total Vehicle Trips for Proposed Residential Land Use						6	19	19	12
Comparison of Trip Generation Estimates - Proposed 90 Unit Building to Existing Residential Land Uses									
Increase in Trip Estimates for Proposed Development						4	13	13	8
NOTES: 1. Rates are for indicated Land Use Codes, <i>Trip Generation, 10th Edition</i> , Institute of Transportation Engineers, 2017, except as noted. 2. Number of residential units 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. Since the site is well served by transit and is within easy walking distance to Sunnyside Mall, trip generation estimates have been reduced by 20% to account for non-auto trips expected for this development.									

Summary -

1. The proposed 90 unit residential building will replace a residential duplex, a single family dwelling and a 24 unit apartment building at 3325 to 3343 Westerwald Street.
2. Westerwald Street is a short two lane street approximately 200 meters long that runs southerly from Dutch Village Road near Joseph Howe Drive with two-way volumes of 120 vehicles per hour (vph) during the AM peak hour and 160 vph during the PM peak hour.

3. After consideration of a credit for vehicle trips generated by the existing residential land uses and a 20% reduction for non-auto trips, it is estimated that the proposed 90 unit residential building will generate approximately 17 additional two-way vehicle trips (4 entering and 13 exiting) during the AM peak hour and 21 additional two-way vehicle trips (13 entering and 8 exiting) during the PM peak hour.

Conclusion -

Since Westerwald Street peak hourly volumes are low, and the estimated numbers of additional site generated trips are also low, trips generated by the proposed 90 unit residential building are not expected to have any significant impact on traffic operations on Westerwald Street, adjacent 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:



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

